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'S15'

Maunsell's
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makes its
debut for
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HORNBY magazine

October 2015

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WE SHOW YOU HOW!

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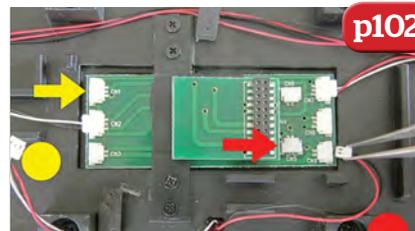
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John Wiffen demonstrates step-by-step how to assemble your FREE Scalescenes bus garage kit included with this issue.

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WELCOME

THE EDITOR'S PAGE



WELCOME TO the 100th issue of *Hornby Magazine* - a significant milestone in the magazine's history which we are celebrating with special features and a big competition to win 100 prizes too!

Creating a magazine is a great pleasure. It's challenging, exciting and enthralling and brings with it opportunities both presented and created. There have been many great moments in the magazine's life and this month I decided I should try and pick my top 10 moments from the magazine's life.

High on the list, which is in no particular order, is the Hartlepool Model Railway Exhibition in 2011 when, with Graham Muspratt and Richard Proudman, we built a layout in a weekend live during the event. The resulting model, Ashland, has attended a number of exhibitions since and remains as part of our roster.

Another great moment was opening the doors to the first Great Electric Train Show - and the second for that matter - at the Heritage Motor Centre and seeing the

visitors enter the halls. Months of planning was rewarded in that single moment.

Of course it isn't just events that are memorable - there are some great memories in the magazine too. Breaking the news of Hatton's LMS Garratt project in the Update pages is one of those that I will always remember together with the arrival of Bachmann's Blue Pullman Diesel Electric Multiple Unit and Hornby's Gresley 'P2'. Another certainly has to be featuring the Taunton Model Railway Group's Bath Green Park in HM4. While other layout highlights include Thornbury Hill from HM63 and many more too. Then there is this issue which marks a milestone both for the magazine and on a personal level too.

Layout building has always been at the core of what we do at *Hornby Magazine* and over the years we've built and exhibited more than 15 layouts collectively. My favourite, undoubtedly, has to be Twelve Trees Junction and it is perhaps no surprise that we see this layout being around for a long time yet.

The launch of *Hornby Magazine's* Digital Sound feature series is a great moment too. It was approached with trepidation as at the time the subject was still in its infancy, but 61 issues later we are still flying the flag for digital control and sound while showcasing its potential.

There are so many highlights from the first 100 issues of *Hornby Magazine* and it is impossible to mention them all, but I'm sure there will be many more to come.

Take this issue for instance where the review section is filled with new tooling including an exclusive first review of Hornby's new 'S15' alongside the Hornby Crosti '9F', Kernow Adams 'O2' and Oxford Rail's new wagons.

It's bumper issue too with extra pages and content and we hope you enjoy it. Happy modelling!



Mike Wild
Mike Wild
Editor

ISSUE GUIDE

YOUR FREE KIT

62 The 24th FREE Scalescenes kit to be produced for *Hornby Magazine* is a bus garage frontage. John Wiffen explains how to build it step by step.

100th SPECIAL ISSUE!

94 To celebrate 100 issues of *Hornby Magazine* the team have got together to offer 100 top tips. Covering layout construction, scenery, weathering, painting, workbench skills and more this feature is full of information!

TOP 100 MODELS

32 With more than 300 new mass-produced ready-to-run models released over the past eight years picking a top 100 was a challenging task. Mike Wild presents *Hornby Magazine's* choice of the best steam, diesel, carriage and wagon models.

100 PRIZE GIVEAWAY!

12 A stunning 100 prizes are up for grabs in our latest competition!

REVIEWS

68 A bumper crop of new releases is headlined by an exclusive first review of Hornby's soon to be released Maunsell 'S15' 4-6-0 for 'OO' gauge. Plus full reviews of Hornby's Crosti '9F' 2-10-0, Kernow's Adams 'O2' 0-4-4T, Bachmann's SR PMV and Oxford Rail's debut seven plank wagons in 'OO' and Bachmann's Peppercorn 'A2' in 'N' gauge too.

DIGITAL SOUND

102 Paul Chetter tackles Heljan's AC Cars railbus in 'OO' and 'O' gauge showing how digital sound can be installed in these useful single vehicle trains in this latest step by step

HORNBY'S 'J50' SHUNTS



THE LATEST MODEL from Hornby is getting closer to release, with decorated samples of the

London and North Eastern Railway (LNER) J50' 0-6-0Ts available for inspection in 'OO' gauge during August. Featuring a five pole motor,

separate smokebox dart, lamp irons and sprung metal buffers, three versions of the model are being produced as 635 in lined

LNER black (Cat No. R3324), 68987 in plain BR black with early crests (R3325) and 68971 in plain BR black with late crests (R3326). The tooling

Dapol 'OO' Class 73s edge closer

Dapol's highly anticipated 'OO' gauge Class 73 electro-diesel is getting closer to release with the pre-production decorated samples arriving in the UK during August. Dapol has stated that the Class 73 is now expected to be released in October following revision to elements of the liveries.

The new model promises to match the standards of Dapol's other recent releases, with etched grilles, metal buffers, all-wheel drive, directional lighting and illuminated cabs.

Planned for release are 73102 *Airtour Suisse* in InterCity Executive livery (Cat No. 4D-006-000), 73105 in BR large logo blue (4D-006-001), 73124 in BR blue (4D-006-002), E6003 in BR plain green (4D-006-004), E6039 in BR blue with small yellow panels (4D-006-005), 73138 in 'Dutch' yellow and grey (4D-006-006) and 73206 *Lisa* in GB Railfreight blue and orange (4D-006-007). A special edition for Dapol Collector's Club members will also be available as E6001 in BR green with small yellow panels. Priced at £140.60 each the models will be fitted with a 21-pin DCC decoder socket.

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



INTO VIEW



also caters for differences in the locomotives including original and extended bunkers and versions with and without vacuum brakes.

Priced at £79.99 each, delivery is anticipated in December.

● Visit www.hornby.com for more information.

Heljan releases Scottish Hunslets



Heljan has followed up the initial delivery of its newly tooled 'OO' gauge Class 05 Hunslet 0-6-0 diesel shunter (HM99) with the BR Scottish Region allocated variants of the model (D2574-D2585).

This second batch of models features a number of tooling changes to reflect the differences of the prototypes including different radiator grille and grab handle locations, square-edged cab windows (as opposed to the rounded edges of the Eastern Region batch), water

filler cap and different cab end step arrangements.

These tooling differences also extend to the rebuilt model of D2578 which is finished as Bulmers of Hereford's industrial locomotive, No. 2 *Cider Queen* (Cat No. 2503) which can be seen to good effect when compared with BR Eastern Region Departmental No.88 (2523). Priced at £129.95, they are available now.

● Visit www.heljan.dk for more information.

Glossy sheen for Class 20

Bachmann's Class 20 receives a high gloss makeover for its inclusion in the National Railway Museum's National Collection in Miniature range of models from Locomotionmodels.

Finished as English Electric Type 1 D8000 in BR green, 500 models have been produced. With prices set at £109.95 for DCC ready and £209.95 for DCC sound-fitted models, it is available now.



● Visit www.locomotionmodels.com for more details.

Fareham show

Fareham and District Model Railway Club's annual exhibition moves to a new larger venue this year at Fareham Leisure Centre. Taking place on October 3/4, the show will feature 23 layouts and more than 20 traders. A free heritage bus service will be operating at 30 minute intervals between the exhibition and Fareham railway station. Doors open 10am both days.

● Visit www.fareham-mrc.org.uk for more information.

Locomotion's gloss 'King' steams in this Autumn

Locomotionmodels limited edition model of Hornby's Collett 'King' 4-6-0 6000 *King*

George V is due this autumn, with a pre-production sample arriving in August for evaluation.

Decorated in as-preserved BR green livery with early crests, the model features a gloss paint finish and includes a signed limited

edition certificate. Priced at £159.99, delivery is expected in mid October.

● Visit www.locomotionmodels.com for more information.



REVOLUTION 'CROWD SOURCES'

REVOLUTION TRAINS has announced plans for two new crowd-funded 'N' gauge projects - the Class 21 diesel locomotive and a Class 321 overhead Electric Multiple Unit (EMU).

Built by the North British Locomotive Company in the late 1950s, the Class 21 diesel-electric locomotives spent most of their careers allocated to BR's Scottish Region. High failure rates resulted in some of the class being re-engined to improve reliability and were reclassified as Class 29s.

The three-car Class 320 and four-car Class 321 overhead EMUs were introduced on BR between

1988 and 1991 and cover a wide sphere of operation including the East Coast, Great Eastern and West Coast Main Lines, West Yorkshire and Scotland.

The company hopes to produce 'N' gauge models of both the Class 21 and Class 29 locomotives, replicating the detail differences between them, and the Class 320/Class 321 EMUs. Both projects are subject to achieving a minimum pre-order level for each model.

Revolution Trains is working with Dapol on the Class 21/29 project with the model offered in BR green and BR blue liveries while the Class 320/321 EMUs will be produced by Rapido Trains which it is hoped will

be available in a wide selection of the most popular liveries carried by the prototype. Guide prices are expected to be around £110 for the Class 21/29s, £140 for the three-car Class 320 EMUs and £160

for the four-car Class 321s. DCC sound fitted models of the EMUs are also being considered priced around £235 and £255 respectively. **● Visit www.revolutiontrains.com for more information.**



Pendolino identities confirmed

Revolution Trains has released CAD/CAM images and confirmed the identities of its forthcoming 'N' gauge Class 390 Pendolino Electric Multiple Units.

The models will feature a low friction drive, directional and interior lighting, detailed interiors, internal close coupling, DCC decoder socket and removable front panels for prototypical 'drags' over non-electrified lines. A few details have yet to be completed such as windscreen wipers, some panel details and the lower front air dam.

Four nine-car Pendolinos will be produced, finished as

390001 *Virgin Pioneer*, 390005 *City of Wolverhampton*, 390006 *Tate Liverpool* and 390045 *101 Squadron*. The 11-car variants will be finished as 390103 *Virgin Hero*, 390104 *Alstom Pendolino*, 390114 *City of Manchester*, 390122 *Penny the Pendolino*, 390138 *City of London* and 390151 *Virgin Ambassador*.

Prices start at £220 for five-car sets and £335 for 11-car sets, with the exception of 390103 *Virgin Hero* which is priced at £345 and includes a donation to the Royal British Legion.

● For more information visit www.revolutiontrains.com.



HELJAN METROPOLITAN BO-BOs HIT THE SHOPS

The first of Heljan's brand new 'OO' gauge ready-to-run models of the Metropolitan Railway Bo-Bo electric locomotives were due to arrive with retailers as this issue of *Hornby Magazine* went to press.

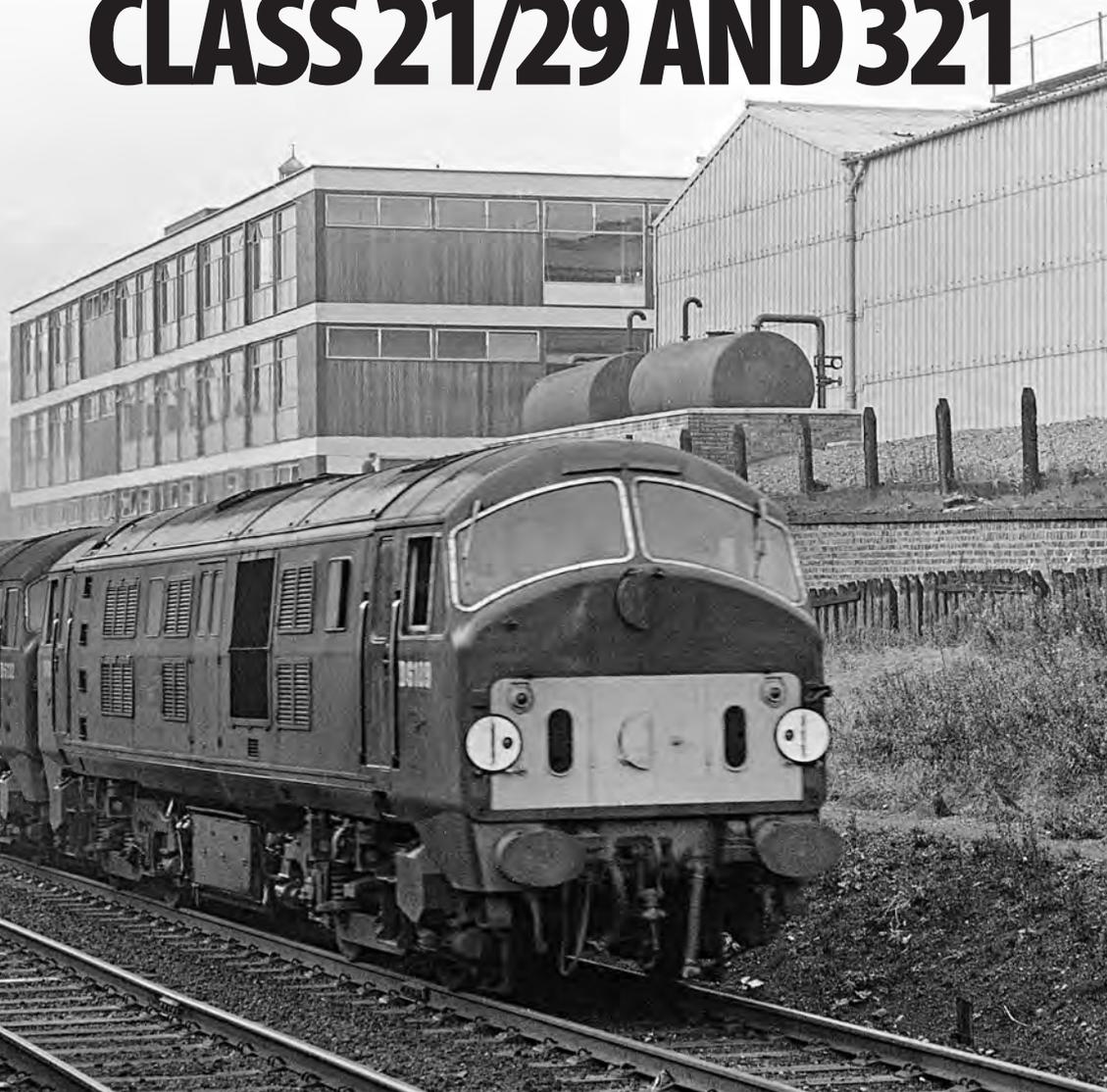
Five models are planned as No. 20 in Metropolitan Railway livery (Cat No. 9000), 9 *John Milton* in Metropolitan Railway livery (9001), No. 1 in wartime grey livery (9002), 8 *Sherlock Holmes* in London Transport livery (9003) and 5 *John Hampden* in London Transport livery.

Prices are set at £139.99 each.

● Visit www.heljan.dk for more details.



CLASS 21/29 AND 321



IN BRIEF

■ High Wycombe and District Model Railway Society's WYCRAIL model railway exhibition returns to Cressex Community School on Saturday November 7. Now in its 43rd year, the show will feature 31 layouts including Bob Vaughan's 'OO' layout Hobb's Row Halt (HM95), Mark Miller's 'OO' gauge Lochnagar (HM81) and Richard Slate's 'OO' gauge Orchard Road (HM56). Close to the M40 Junction 4, a free vintage bus service will also operate between the venue and High Wycombe railway station.

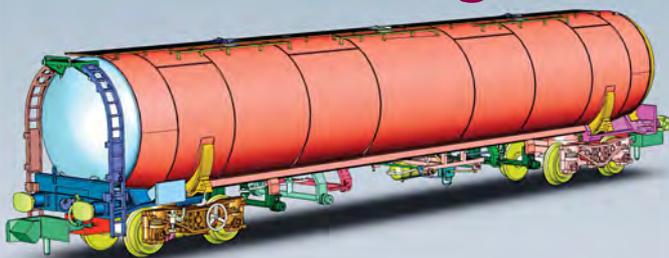
● Visit www.hwdmrs.org.uk for more information.

■ the Hartlepool Model Railway Exhibition has moved to a new date of October 24/25 this year. Boasting 24 layouts including Peter Midwinter's stunning 'OO' gauge Bridge of Muir (HM96) and over 20 traders, the show takes place at Hartlepool College with doors opening at 10am both days. A small number of trade spaces are still available at the event.

● For details contact paul.bolton@ntlworld.com.

■ The winner of HM98's competition to win a Hornby 'OO' scale Class 56 in Colas livery is Mr D Lockett from Leeds.

TEA-time approaches for Revolution 'N' wagon



Revolution Trains' new 'N' gauge ready-to-run model of the VTG owned TEA bogie tanker wagon (HM95) has taken another step closer to production following approval of the CAD/CAM files for tooling.

The model will incorporate prototypical differences between vehicles such as hatch configurations and bogie differences and will also include etched catwalks, body mounted NEM coupler pockets and

separately applied detail parts.

Manufactured by Rapido Trains, the TEA tanks will be produced in single or triple packs with a choice of red, grey or Conoco blue VTG liveries plus DB Schenker EWS grey, Freightliner green and VTG branded Freightliner green. A triple pack in Greenery blue and green liveries is also planned.

Prices have yet to be confirmed but are anticipated to be around £25-£30 per wagon.

● Visit www.revolutiontrains.com for more details.

Kernow D600 drawings land in Camborne



Kernow Model Rail Centre (KMRC) has revealed new CAD/CAM images of its forthcoming 'OO' gauge North British D600 'Warships'. A number of minor modifications and extra added detail elements are currently being added to the drawings

ahead of approval for tooling.

Representing different stages in their careers, all five locomotives will be produced with prices set at £139.99.

● www.kernowmodelrailcentre.com for more information.

A van-tastic SURPRISE

Bachmann's 'OO' gauge 29tonne ex-VDA sliding door box van is a surprise new addition to Kernow Model Rail Centre's range of limited edition models.

Representing stores van ADC200666, it is labelled to work between British Rail Engineering Ltd (BREL) Swindon, TDM Bristol



Days Road, Exeter Cripple Repair Yard and St Blazey Wagon Shop.

Finished in weathered BR Railfreight livery the model is limited to 504 pieces. Available now, it is priced at £32.95.

● www.kernowmodelrailcentre.com

1000 prize giveaway



To celebrate the 100th issue of *Hornby Magazine* we are offering a grand prize of 100 model railway items to one lucky reader! The prize includes Bachmann and Hornby trainsets, locomotives, wagons, carriages, road vehicles, glues and scenic materials. There will be just one winner for the full list of 100 prizes – making this one of the biggest competition offerings we've ever put together. To be in with a chance of winning this fantastic prize, all you have to do is answer the following simple question and send your answer to us by October 25 2015.



WIN! THE HORNBY MAGAZINE 100 PRIZE GIVEAWAY!

QUESTION: When did GWR 'City' 3440 City of Truro achieve the first recorded 100mph run in British railway history?

a. 1904 b. 1905 c. 1906

THE PRIZES – ALL MODELS ARE IN 'OO' SCALE

Hornby: RailRoad County 4-4-0 3835 *County of Devon*, GWR '72XX' 2-8-2T 7233, GWR 'Troop Train' pack featuring 'Star' 4050 *Princess Anne*, Twin Track Sound 'A3' 4-6-2 4472 *Flying Scotsman*, Twin Track Sound 'A4' 4-6-2 4469 *Gadwell*, RailRoad BR '8P' 4-6-2 71000 *Duke of Gloucester*, mixed freight digital train set, LMS horsebox 42513, RailRoad BR Mk 1 BG, Goldendale Iron seven plank open, LNER Conflat and BD container, Thomas Lant five plank open, Harrington Coke Ovens coke wagon, City of Liverpool Coop seven plank open, Winstanley Collieries five plank open, Fothergill Brothers 12ton tank wagon, Great Wheel Prosper four plank open wagon, Bullcroft Main Colliery seven plank open wagon, The Little Mill Brick Co three plank open wagon, Yorkshire and Lincolnshire 12ton tank wagon, Nasmyth Wilson coke wagon, Duxbury Park Colliery four plank open, Skaledale cast resin derelict carriages, low relief chapel, estate agents, set of nine Humbrol weathering

paints, Humbrol detail brushes, Humbrol Coloro brushes, Humbrol Palpo brushes. **Bachmann:** The Western Wanderer Train Set, '45XX' 2-6-2T 4555 GWR green, Collett Corridor Composite, GWR choc and cream, Collett Corridor Brake Composite, GWR choc and cream, Express Dairies SR vent van, Park Lane Wigan seven plank open, Cory Brothers seven plank open with coke rails, Woodland Scenics Rail Tracker cleaning kit, Just Plug Light hub, Cool white stick on LEDs, Cool white nano LEDs, Power supply – UK, Scenecraft Low relief corner shop, Low relief shop. **Gaugemaster:** Deluxe Materials track magic, Deluxe Materials plastic magic, Deluxe Materials Rocket Cyanoac, Deluxe Materials Glue n Glaze, Deluxe Materials Rocket card glue, Deluxe Materials Ballast Magic starter kit, three rolls of Gaugemaster plaster bandage, Gaugemaster static grass starter kit, Tiny Signs Pub signs, Road signs, two DCC Concepts controller caddys, twin pack of Illuminated buffer

stops, super value pack of six Midland gas lamps. **Hornby Magazine:** Signed *Hornby Magazine Yearbook No. 8*, Weathering Skills Guide Vol 2, Design Manual Vol 1, wagon load kit, mixed, wagon load kit limestone, wagon load kit coal. **Sankey Scenics:** 'Royal Scot' pre-war titled train pack, 'Queen of Scots' pre-war titled train pack, 'Cheltenham Spa Express' pre-war titled train pack, motive power depot signage, wagon posters pack 1, wagon posters pack 2. **The Model Tree Shop:** Box of 'N' gauge trees, box of 'OO' gauge trees, 'OO' flower beds. **Oxford Diecast:** 10 assorted road vehicles including cars and lorries. **BT Models:** 10 assorted commercial vehicles. **Books:** *Heritage DMUs* (Amberley), *Cumbrian Steam* (Amberley), *Yorkshire and Humberside Traction* (Amberley), *Steam Locomotive Driver's Manual* (Haynes), *Designing and building fiddle yards* (Crowood), *Modelling railway scenery, Volume 1* (Crowood), *Making urban buildings for model railways* (Crowood).

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 100 prize giveaway', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to competitions@keypublishing.com with 'Hornby Magazine 100 prize giveaway' in the subject field.

RULES: Strictly no multiple entries. The winner will be the first correct answer drawn at random immediately after the closing date. There is no cash alternative, and no correspondence can be entered into. The competition is not open to employees of Key Publishing or Hornby Magazine. The Marketing Manager's decision is final. The winner will be notified by post, and will be published in HM102. The closing date for entries is October 25 2015 and winners will be notified by November 1 2015 – usually within a week. No purchase necessary.

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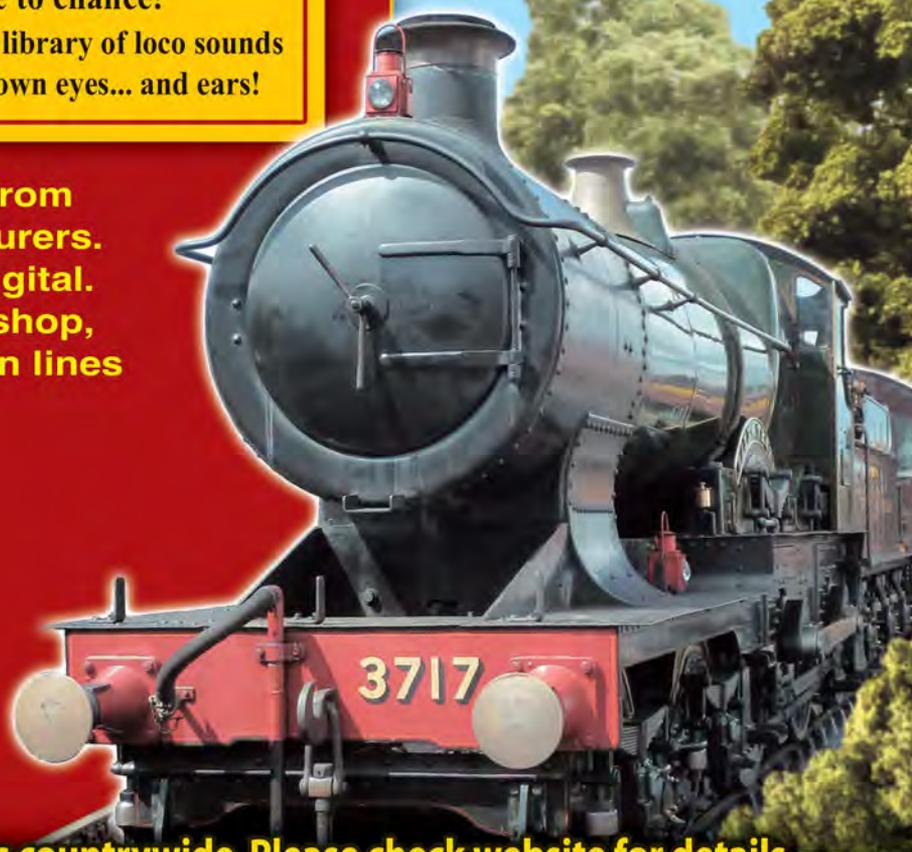
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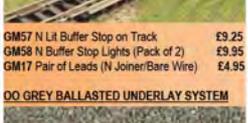
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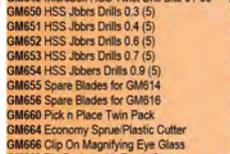


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Retford

The East Coast Main Line in the 1950s

Roy Jackson's EM gauge epic is amongst the biggest scale model of a British scene ever built in 4mm:1ft scale. **TIM SHACKLETON** talks to its creator about the railway and its remarkable story.

PHOTOGRAPHY, MIKE WILD.



Gresley 'A4' 4-6-2 60017 Silver
Fox races south with the
Anglo-Scottish car carrier. This train
features six Southern Pride kit built
vans at the front.



WALKING into the room which houses Retford is a remarkable moment. Through the doors and you are greeted by a

layout of immense proportions. This is no traditional continuous run or branch line scene – this is a real railway built in miniature and operated just the same. It's an awe inspiring model and one which is continually developing through the work of Roy Jackson and his friends.

Roy is rather modest about his achievements – and layouts which all of us would at the very least like to operate for a session, if not own: “At 70ft x 35ft Retford is the biggest and most ambitious model railway I've ever built – but it's not the only large layout, far from it. Before Retford there was Dunwich, and before Dunwich there was High Dyke, and then Ancaster, and before that Gainsborough

Central. All of these were built in 'EM' [18mm] gauge and had an overall footprint of 32ft x 10ft, which was the floor area of the loft in the house I owned at the time.”

It's a remarkable modelling CV, and Roy says that continuity is one key factor. All five layouts have much in common – they were all Eastern Region, late 1950s and some of the stock you see today on Retford has run on all of them. Gainsborough Central was mostly his own work but the others have been collaborations.

“That's the second key element,” he says: “collaboration – working with others on a common goal. Ancaster was the first layout Geoff Kent, John Phillips and I had worked on together. This was an end to end layout with all kinds of fancy trackwork - three way points, slips, you name it and we started it in November. It was ready to go on show at Doncaster exhibition in January. Next we built High Dyke, a proper big main line layout with 'Pacifics' and goods loops and

STATISTICS

Owner:	Roy Jackson
Scale:	'EM'
Length:	70ft
Width:	35ft
Track:	Handbuilt
Control:	Analogue
Period:	BR Eastern Region, summer 1957

trains carrying headboards. It was something of a revolution at the time because it didn't have a station. As I remember we started it on the May Bank Holiday and it had its first outing at Expo EM North in September the following year. Some of the High Dyke locomotives are still with us.”

It all rather begs a question for those of us who spend years creating our layouts: what's the secret of building big layouts in a short timespan? Roy responds quickly: >>





'WD' 2-8-0 90274, still fitted with a snowplough, works north through Retford with coal empties. The signalbox is entirely scratchbuilt and features full interior detail even down to the correct number of levers.



“There are three things – collaboration and continuity we’ve already mentioned, and there’s also concentration. The big C’s. There might be a fourth one for some people – cash – but I’ve never been in that position.

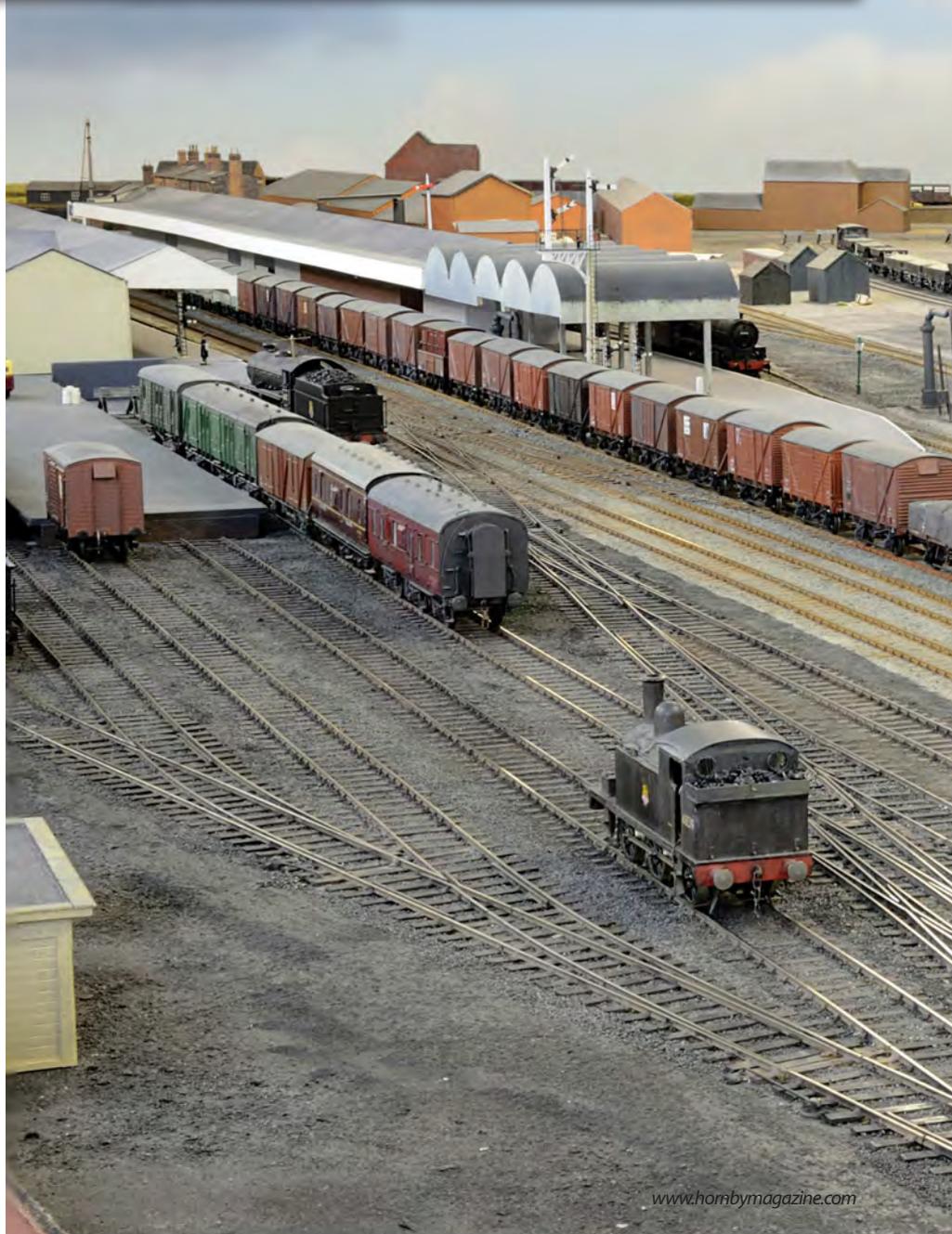
“Building railways is all about having a sense of purpose. There’s no secret about making progress on this kind of scale - you just get on with the job. Have an aim in view, set up realistic deadlines. Play to your strengths and if you can possibly enlist the help of someone who knows more than you do about wiring, or track building, or painting and lining, or baseboard construction, then do so.

THE SUMMER OF '57

Which all brings us on neatly to this wonderful layout – what, I ask, was the thinking behind it?

“Retford was always conceived as a fully operational, working railway, built to precise scale length and operated strictly to the 1957 Summer Timetable. Reliability was supremely important to me, as it had been with High Dyke and the others. Retford is 100% finescale in concept and execution, though not the kind of finescale that has you agonising over working point rodding and highly detailed coach interiors. But things like coach formations are exactly as per prototype and if the carriage diagram book specifies a Mk 1 open second rather than a Thompson or Gresley car then that is what we have.”

This level of authenticity is perfectly possible even if for most of us it might require just a little ‘modeller’s licence’ when the correct vehicles aren’t available in ready to run form. It must, I ponder, be a joy to operate the layout. Roy surprises me with his response: “Ironically I get little pleasure from playing trains, so this is something else where others have come in



to assist me. They know what's expected."

So, if Roy finds joy in other areas than operating trains, why choose Retford? He pauses for a moment and considers his response before explaining: "In 1992 I turned 50. John, Geoff and I hadn't done anything together for a while and Dunwich – our last project as a group – had been retired from the exhibition circuit and sold. It dawned on me that there was still time for one final model railway on the same kind of scale and preferably a lot bigger, and I didn't have to think twice about where or when."

"My ultimate place to watch trains was always 'the wall' at Retford, in those balmy sunny days around 1956/1957, when I was still at school. No thoughts of working for a living, no thoughts of responsibility, no thoughts of marriage or kids or mortgages – and certainly no thoughts of subsequently devoting half my adult life to modelling the place in 'EM' gauge."

For those of you who don't know Retford, it was where the Great Northern Railway (GNR) East Coast Main Line (ECML) crossed the Great Central Railway (GCR) cross country main line on a flat diamond crossing. All the glamour and the drudgery of the working railway was here

in one spot – the non-stop 'Elizabethan', the Pullman trains with their superb 'Pacifics', the ordinary passenger trains with their variety of motive power, the express goods and the ponderous, grimy, class 8 goods trains hauling coal, coke, iron ore and steel products from one end of the country to the other. How could it be anything other than Retford for Roy?

Often the hardest part of railway modelling is getting started and for Roy, like most of us, I suspect, it was a case of just getting on with it: "I had no idea how things would pan out; I just got on with it. Has anyone else been daft enough to consider something the size of Retford as a solo project?"

"Its genesis starts about 25 years ago, I'd become quite ill and was off work and needed a goal for therapy of sorts. So I began to build pieces of Retford's pointwork, never really expecting to have anywhere to construct the complete railway. The first baseboard to be made was Retford (North) at approximately 11ft 6in x 6ft, which almost from the start precluded any thoughts of

this being an exhibition railway. The rails were laid directly on enlarged photocopies of the official 40ft:1in aerosurvey drawings that was the basis of my trackplan.

"The Retford North baseboard was built and the track laid and wired in my dining room. The second board was the adjoining GNR engine shed - Retford had two engine sheds, quite an achievement for a small

Nottinghamshire town.

This was only a small four-road shed but even so its associated service roads in 4mm scale cover an area approximately 11ft 6in long and 5ft 6in at its widest point.

"On arrival you are greeted by a layout of immense proportions."

TIM SHACKLETON

Obviously, these two boards couldn't be erected together in the dining room or, for that matter, anywhere else in the house. We took the doors off and we still struggled! So they were stacked up in the hall while work went on. Scenic boards and the GCR fiddle yard boards followed surprisingly swiftly and, with track laying and wiring, added up to about six month's work in total, working mainly on my own."

"All I wanted to do was work on the >>>



**Peppercorn 'A1' 4-6-2
60139 Sea Eagle heads
north through Retford with
a mixed goods. Behind is
the substantial engine shed
area with its comparatively
compact buildings.**

railway and revisit the crowded station platforms, the deserted platforms; the sunny summer days and the rainy afternoons when nothing much seemed to be happening. Sandwiches and bottles of pop, Ian Allan locospotters' books, copping a Haymarket 'Pacific' on a running-in turn from The Plant – they were all there in my imagination.

"I took early retirement in 1992. In the summer months especially you'd find

me working on my embryonic layout from daybreak, sometimes going right through to midnight and beyond, almost always on my own. Working at this pace and with this degree of concentration, board succeeded

board and luckily my neighbour, a farmer, allowed me to squeeze into his granary over a weekend to put up the embryonic layout. In subsequent years, in the mid 1990s, I was allowed to use the granary for a whole six weeks or so after the previous year's grain had been sold and before the place was fumigated for the next crop. Even then, the granary – measuring 60ft x 40ft – was too

small to assemble the whole of the railway.

"Although a few boards had been shown as works-in-progress at Expo-EM North, a layout on the scale I envisaged could never be exhibited in its entirety – or so I thought. John Phillips had other ideas, however, and even while my dining room was full of woodworking tools and sheets of plywood, he'd accepted an invitation on my behalf to show Retford at Expo-EM 2000, a

couple of years ahead! Meanwhile, the almost completed trackwork was displayed at Warley in November 1998 with just the last six baseboards needing to be built.

This was the first time the railway had

ever been assembled in one unit and even we, its builders, were surprised at just how big Retford was in 4mm scale.

"There was nothing much to see beyond bare plywood, unballasted track and a lot of stock, but I was amazed at the interest the project generated. I think that's when the Retford legend began. By 1999 we'd built the final boards. Tracklaying in the

Great Northern fiddle yard began and an appearance at Expo-EM North was promised. This was the first time we'd had all the baseboards assembled and I could see the trainset running as I'd first envisaged it. I'd always known it would be big but from a train starting out from the GN fiddle yard to its return into its allotted siding was a run of about three scale miles! A 60 wagon goods plodding its way round the circuit at a scale 20mph took forever to get through the scenic section and back to its berth in the fiddle yard. As a bonus, the running was pretty good too! Retford's exhibition career may have ended before it had barely begun, but we still went out on a high note!

PURPOSE BUILT HOME

It all sounds very different to the situation today. Retford has a home of its own, Roy has a team of helpers working alongside him, the railway is up and running and the scenery is well on its way to completion. That's a remarkable transformation – as Roy explains:

"Fate deals you some unpredictable hands. Fast forward to the early 2000s, you find me as the co-owner of an old farmhouse with a spacious, purpose built outbuilding"

"My ultimate place to watch trains was always 'the wall' at Retford."

ROY JACKSON

 A Gresley 'P2' 2-8-2 – modelled as if Thompson's rebuilding had not occurred – heads north and passes Gresley 'W1' 4-6-4 60700 heading south with the York/Hull to King's Cross express. On the Great Central a 'WD' 2-8-0 waits patiently with iron ore tipplers.





105 Above: Gresley 'K3' 61913 rounds the sharp curve from the Great Central to reach the station, bypassing the flat crossing, with a stopping train formed of a motley collection of mostly pre-grouping stock.



to house the railway in its entirety, along with Geoff Kent's Blakeney and his more recent Black Lion Crossing. We're not talking legacies or lottery wins here – I worked in a power station most of my life. It's more to do with determination to get what you've always wanted and having friends who share that dream, many of whom will do all they can to assist."

Even so it remains a somewhat incredible achievement. How on earth has Retford got up and running against the odds when so many other projects barely get off the drawing board? Roy is honest about the challenges: "With a layout this size, the scope for things going badly wrong is enormous, unless you impose stringent standards and parameters. Whatever you're building, whether it's a 2-8-0 or a wagon or a piece of pointwork or a signal, the basic principles remain exactly the same - it should be square and parallel in all planes and you should check this from all angles at every stage of the assembly process. And if they are, and if your track is half good, you're not going to get many derailments. You only need to get it right once, but if you get it wrong you'll be forever tweaking and fiddling to try and get it to work."

"On a railway this size issues arise in all kinds of areas. However much we've fiddled about with alignments and levels, for instance, it can take real driving skill to get an Up train – especially one of



Retford North 'box controls movements on the East Coast Main Line leaving the station bound for Doncaster and beyond.

our scale length expresses with a ready to run locomotive on the front – up the incline at the south end of the layout, where the 'GN' climbs to pass over the GCR fiddle yard beneath. You have to judge it carefully or you're in big trouble and remember, there's a speed limit of 65mph through the station and a digital speed indicator to help enforce it.

"It can be a similar story with westbound GCR line freights climbing out of the fiddle

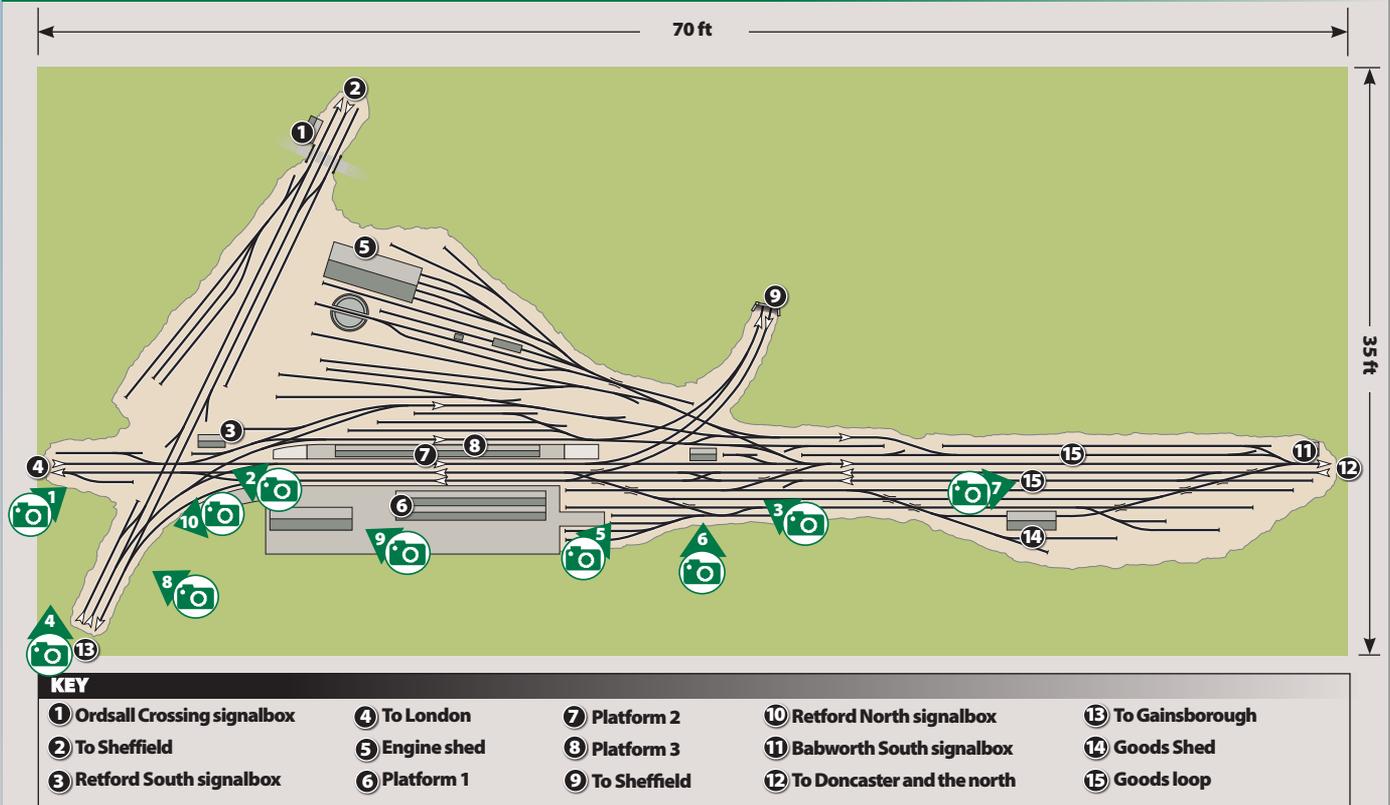
yard up to the crossing even though we've eased the curves and made the gradient less severe. Then there is the curve that takes Sheffield line trains round the back of the station and up to the off-stage Whisker Hill Junction on the GCR line. This was the tightest on any British main line and in 4mm scale it works out at a touch over 3ft radius, with check rails. With a 'Director' 4-4-0 and a heavy train of kit-built coaches, you need to watch you don't slip to a stand.



Gresley 'A3' 60108 Gay Crusader approaches Retford with a southbound 'Heart of Midlothian' express. The bridge in the background is one of the latest additions to the scenic modelling on the railway. The signal in the background is a temporary addition where a new gantry will go.



RETTFORD TRACK DIAGRAM (Not to scale)



“The running is what involves me most – even though you will rarely find me behind the controls. Derailments are not to be tolerated, or a train suddenly stopping in full flight. This is a railway that runs reliably, not once in a while but day in, day out. So we ironed out problems with the running before we thought much about the scenic side.

DEVELOPING SCENERY

The first fully scenic portion of the railway was the vast bare expanse between the GCR and the GNR lines south of the station which, in itself, is bigger than many complete layouts! There’s nothing much there - it’s just where there used to be allotments - but a coverage of rough grass and weeds with the prospect of distant trees made a huge difference, almost as much as seeing the railway set up for the first time at Warley had done.

“Since then, bare plywood has steadily disappeared from the scenic section. Teddy bear fur has been used extensively and many experiments with greenery have been carried out. Fully finished, highly detailed buildings have sprung up along West Carr Road and around the station, while the 30ft railway fence alongside it has been planted, taken down and replanted any number of times. The next big scenic project will be the cattle market between the station and the shed – 14 square feet of pens, with the Cattle Market Hotel overlooking it. Hundreds of yards of track – long since proven in operation – are now fully ballasted and mostly painted. Both the GCR and GNR yards have expanded to at least double their original size and are already full to bursting with new stock and an »

ever-growing stud of locomotives. At a late stage I added a whole new staging yard on the Up side of the GNR dealing exclusively with freight traffic, and I doubt it'll be the last extension of the railway's facilities.

It's all very impressive – but with a layout this size how on earth does Roy and the team operate it? The explanation is clear and concise: “Control panels – originally sited for convenience on the viewing side of the railway – have been moved into their final positions in separate operating wells behind the backscenes. It's ordinary DC control using a combination of Modelex controllers and Pentrollers. The whole railway is cab controlled. The degree of concentration needed to run this railway is colossal – visitors know better than to try and talk to the signalmen, still less to invade their territory. The timetable has been through an endless series of iterations, refining our presentation of the ECML working book of summer 1957.”

ROLLING STOCK

So operationally Retford is demanding – naturally – but conceptually it's not all that different to many layouts at homes and in clubrooms across the country. Where it *is* different though, and inevitably so, is in the sheer mass of rolling stock



Robinson 'O4/7' 2-8-0 63770 waits patiently at the signals on the Great Central line as 'A4' 4-6-2 60022 Mallard streaks north with the Down 'Talisman'.



needed. When I ask how much there is, Roy scratches his head for a second: “I've no idea how much stock there is on the layout. Most of it is kit or scratchbuilt and I come from that generation that automatically thinks a handbuilt model is better than a ready to run one. With some of the more recent offerings from Bachmann and Hornby, that's not always true.

“There are approximately 60 trains stabled in the fiddle yards because that's

how many we need to run the timetable – some of them make more than one appearance, but several hours apart. Everything is there for a purpose, and everything gets a run out on the day.

“The longest goods trains load up to 60 plus wagons and the longest passenger train is ‘The Northumbrian’ which has 15 cars. As I said earlier, all formations are exactly as they are in the 1957 carriage book, which means I've had to build a



With a string of 27ton iron ore tippers behind, a 'WD' 2-8-0 waits for a path west across Retford's famous flat crossing.



lot of it myself, from Grimsby twins and Gresley triplets to the Thompson six wheel BZs specified for particular trains.

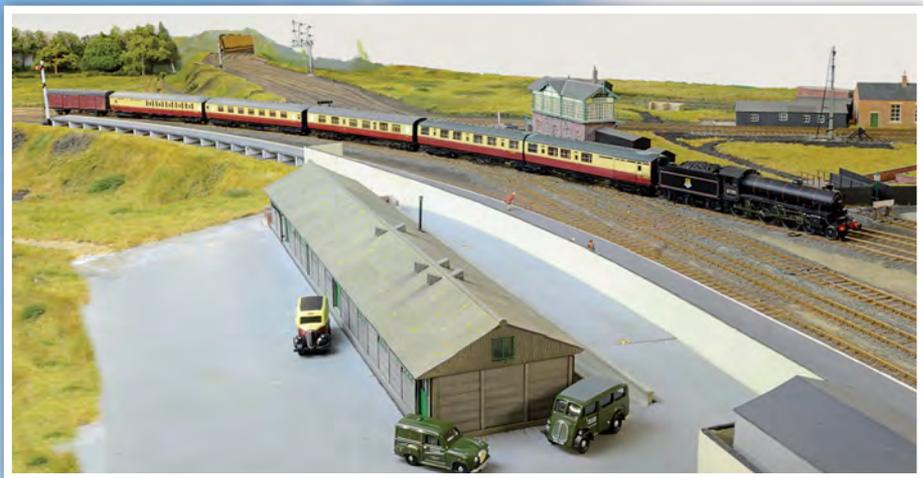
“Most of the locomotives, again, are kit or scratchbuilt. To speed things up we have quite a few Hornby ‘A4’ and ‘A3’ 4-6-2s converted to ‘EM’ using Brassmaster Easychas sprung conversions.

“As the staging yards have developed, so Retford’s footprint has grown and the layout now occupies close on 2,300 square ft, which is almost as big as the playing area of the Centre Court at Wimbledon!”

A LABOUR OF LOVE

For Roy, Retford has been a lifetime’s work and even yet it isn’t finished. “Perhaps it never will be,” he muses: “even with me working most days on some aspect or other of my so-called masterplan. The core elements of the railway – the research, the construction of baseboards, the building and wiring-up of track, the majority of the trains themselves – are very much my effort but others have subsequently come in to take care of things such as the landscape, the signalling, the scenic structures and the actual operation of the railway.

“That’s the fourth of the big C’s – companionship,” he concludes: “Without my friends and family none of this would



A Thompson ‘B1’ 4-6-0 gently drifts through the pointwork from the Great Central to Great Northern metals. After a stop at Retford it will return to the GC via Whisker Hill Junction for Sheffield and Manchester.

have happened, and I’d still have been parked in my chair by the fireside dreaming about building a big trainset with lots of ‘Streaks’ and ‘A3s’. At heart, Retford isn’t about locomotives, rolling stock, electrics, signals, pointwork, buildings and all the thousand and one things that go into making a model railway that works. It’s about people, some of whom

are daft enough to come back time and again for more. They must be crazy!”

Perhaps they are – but it’s a special sort of craziness that is creating one of the most spectacular model railways ever seen. If you happen to get a chance to see this remarkable creation in the flesh grab it with both hands: I guarantee you’ll be as dizzied by it all as I was. [Helen](#)



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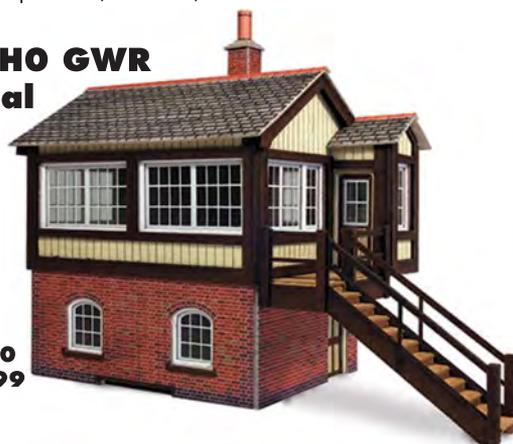
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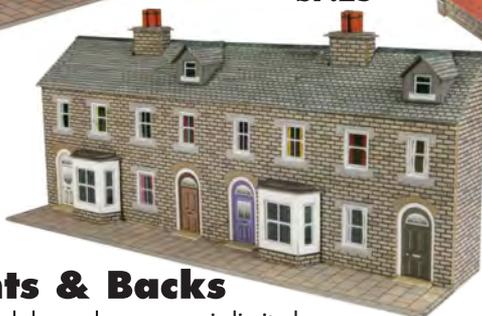


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Code PN143 £7.25

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Code PN940 £16.50

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THE GREAT ELECTRIC TRAIN SHOW OCTOBER 10/11 2015

On the second weekend in October the doors open to the third Great Electric Train Show at the Heritage Motor Centre.

MIKE WILD

previews the event, which features more than 25 layouts and 30 traders.

2015 PREVIEW

THE STAGE IS SET for the third Great Electric Train Show which takes place on the weekend of October 10/11 2015 at the Heritage Motor Centre in Gaydon, Warwickshire. Sponsored by *Hornby Magazine* the show line-up is complete with five new layouts being announced this month to bring the total to 27.

Topping off the star studded roster are Paul Wade's Tonbridge West Yard in 4mm scale – a popular layout from the 1990s making a welcome return to the exhibition circuit in 2015 – Sydney Gardens by the Park Keepers modelling the famous stretch of line on the approach to Bath on the Western Region in 'OO'; Meacham in 'N' gauge from the Leamington and Warwick Model Railway Society, The MPD in 'O' gauge by Nigel Adams and Stephen Siddle's Blacklade in 'OO'.

These new additions are joined by 22 previously announced layouts ranging in size from Nigel Burkin's compact 'N' gauge layout Wheal Annah through to Leicester South GC and joining a range of demonstrators in our expanded Skills Zone and 30 traders including show supporters Bachmann Europe and Hornby Hobbies.

THE LAYOUTS

A high standard of layouts has been invited to the Great Electric Train Show with some of the biggest and best attending. Topping the billing is Shipley Model Railway Society's Leicester South GC (HM79) which models the Great Central Main Line in the 1950s. It is being joined by the Southampton Model Railway Society's impressive Ackthorpe (HM39), also in 4mm scale, which models a

colliery site in the 1960s with a combination of Midland and Eastern Region motive power.

Also modelling the BR steam and transition era in 'OO' is Peter Midwinter's Bridge of Muir (HM96), Bob Vaughan's delightfully compact Gas Lane (HM29), Redditch MRC's Oakenshaw (HM89), Nick Skelton's Rumbling Bridge (HM94), Abbotswood Junction by Phil and James Bullock (HM89), Lutterworth Railway Society's Stamford East (HM90) and *Hornby Magazine's* Shortley Bridge and Felton Cement Works. These are being joined by modern traction layouts including the popular Widnes Vine Yard by the Wirral Finescale Railway Modellers in 4mm scale, Burnshaw North Western in 'N' gauge by Dave Forshaw, *Hornby Magazine's* new 'N' gauge project layout West Riding Power and more. The pre-nationalisation era hasn't





FREE COURTESY BUS TIMETABLE
(Saturday only)

BUSES TO THE EVENT	
Leamington Railway Station	HMC Gaydon
Depart	Arrive
09:00	09:20
10:00	10:20
11:00	11:20
12:00	12:20
14:00	14:20
15:00	15:20
16:00	16:20
BUSES FROM THE EVENT	
HMC Gaydon	Leamington Railway Station
Depart	Arrive
09:30	09:50
10:30	10:50
11:30	11:50
13:30	13:50
14:30	14:50
15:30	15:50
16:30	16:50

An undoubted highlight of the Great Electric Train Show is Shipley MRS' stunning Leicester South GC in 4mm scale. A 'B16' 4-6-0 leads a van train past the wood yard.
Derek Shore/Hornby Magazine.

Phil and James Bullock's fabulous DCC sound showcase, Abbotswood Junction, is a model not to be missed! *Trevor Jones/Hornby Magazine.*

been forgotten with layouts representing this period including Graham Muspratt's Fisherton Sarum (HM22) and Gloucester MRC's Cheltenham South and Leckhampton.

'O' gauge is being represented with Lincoln and District MRC's Aisthorpe (HM95), Mike Bisset's St Marnock Shed (HM65) and Nigel Adams' The MPD. 3mm scale is also part of the show with Paul Hopkins' Redford Junction (HM77) joining the line-up.

A special feature for the 2015 show is a Double O Gauge Association area which will feature four selected layouts. In the dedicated area will be Belmont Road by Colin Snowdon (HM86), Manston Airport by Andy Hopper (HM85), Chillingbourne by Chris White (HM91) and Blacklade by Stephen Siddle.

THE SKILLS ZONE

Building on the success of the first dedicated Skills Zone at the 2014 Great Electric Train Show, this year it is expanding to cover three rooms. Demonstrators include Tim Shackleton and Mick Bonwick on the subject of weathering, Paul Chetter on DCC sound (Sunday only) and the 82G Loco Group demonstrating locomotive and rolling stock construction. Plus, as a special feature, Alan Buttler of Modelu will be providing a 3D laser scanning demonstration where visitors will be able to be scanned with footplate equipment with the option to be recreated in miniature.

In the main halls further demonstrations will be available on tree making with Ceynix Trees and in the use of static grasses with Greenscene.

THE TRADERS

Highlights amongst the extensive list of trade stands for the show are show supporters Bachmann Europe and Hornby Hobbies. Both manufacturers will be displaying their latest pre-production samples and the teams will be on hand to answer questions about the range. Also joining the show for the first time are Locomotion Models, Train-Tech and Gaugemaster to extend the variety.

Returning to the Great Electric Train Show are well known stands including Cheltenham Model Centre, Lord and Butler, Grimy Times, DC Kits, Digtains, Golden Age Models, DCC Supplies and more together with specialists including Skytrex, P&D Marsh Models, Ten Commandments, H&A Models and ADM Turntables. See panel for the full list of traders.

THE FINAL COUNTDOWN

With the layouts, traders and demonstrations booked the show is set to be a busy weekend of railway modelling. Advance discount tickets are on sale now at www.greatelectrictrainshow.com until October 2 offering 30-minutes early entry to the show. Plus - all tickets include freedom of the Heritage Motor Centre's impressive collection of British motoring history. A free bus service will be operating between Leamington Spa railway station and the Great Electric Train Show on Saturday only and the timetable will be available to download from the show website.

● Visit www.greatelectrictrainshow.com for all the latest show information ticket purchasing and more.

THE DETAILS

Event:	The Great Electric Train Show
When:	October 10/11 2015
Where:	Heritage Motor Centre, Gaydon, Warwickshire CV35 0BJ
Times:	Sat 10am-5pm, Sun 10am-4pm
Website:	www.greatelectrictrainshow.com
Contact:	01780 480404
Advance tickets:	Adults £9, children £7 (advance ticket holders gain entry 30 minutes before normal opening time)
Tickets on the day:	Adults £12, concessions £10, children £8, family (2+3) £34

ORDER YOUR ADVANCE TICKETS NOW!
ONLINE: www.greatelectrictrainshow.com
TEL: 01780 480404

2015 LAYOUTS

LAYOUT	EXHIBITOR	SCALE
Abbotswood Junction (HM89)	Phil and James Bullock	'OO'
Ackthorpe (HM39)	Southampton MRS	'OO'
Aisthorpe (HM95)	Lincoln and District MRC	'O'
Belmont Road (HM86)	Colin Snowdon	'OO'
Blacklade	Stephen Siddle	'OO'
Bridge of Muir (HM96)	Peter Midwinter	'OO'
Burnshaw North Western	Dave Forshaw	'N'
Chillingbourne (HM91)	Chris White	'OO'
Cheltenham South and Leckhampton	Gloucester MRC	'OO'
Fisherton Sarum (HM22)	Graham Muspratt	'OO'
Gas Lane (HM29)	Bob Vaughan	'OO'
Leicester South GC (HM79)	Shiple MRS	4mm
Manston Airport (HM85)	Andy Hopper	'OO'
Meacham	Leamington and Warwick MRS	'N'
North of England Line (HM33)	Scarborough and District RM	'N'
Oakenshaw (HM88)	Redditch MRC	'OO'
Redford Junction (HM77)	Paul Hopkins	3mm
Rumbling Bridge (HM94)	Nick Skelton	'OO'
Shortley Bridge (HMYB7)	Mike Wild/ <i>Hornby Magazine</i>	'OO'
Stamford East (HM90)	Lutterworth Railway Society	'OO'
St Marnock Shed (HM65)	Mike Bisset	'O'
Sydney Gardens	The Park Keepers	'OO'
The MPD	Nigel Adams	'O'
Tonbridge West Yard	Paul Wade	'OO'
West Riding Power	Mike Wild/ <i>Hornby Magazine</i>	'N'
Wheal Annah (HM86-HM93)	Nigel Burkin	'N'
Widnes Vine Yard (HM38)	Wirral Finescale RM	'OO'

The Wirral Finescale Railway Modellers' Widnes Vine Yard is as popular as ever and will be representing the modern era at the Great Electric Train Show. *Mike Wild/Hornby Magazine.*



Hornby Magazine will be exhibiting two layouts at the Great Electric Train Show including Shortley Bridge and Felton Cement Works which will be making its second public outing. *Mike Wild/Hornby Magazine.*



Newly announced for the event is the Park Keepers' model of Sydney Gardens on the approach to Bath. Featuring Western Region motive power this layout will be featuring in a future issue of *Hornby Magazine*. *Trevor Jones/Hornby Magazine.*

THE HERITAGE MOTOR CENTRE

The Heritage Motor Centre – the venue for the *Hornby Magazine* Great Electric Train Show – is home to the world's largest collection of British cars and is located in a purpose built art deco building in the Warwickshire countryside. The museum is located just

off junction 12 of the M40.

The centre opened in 1993 and was redeveloped in 2006 thanks to a Heritage Lottery grant of £1.3 million which allowed the museum to offer a much broader experience to visitors. The site includes a collection of more

than 300 vehicles, archives and a vehicle restoration workshop.

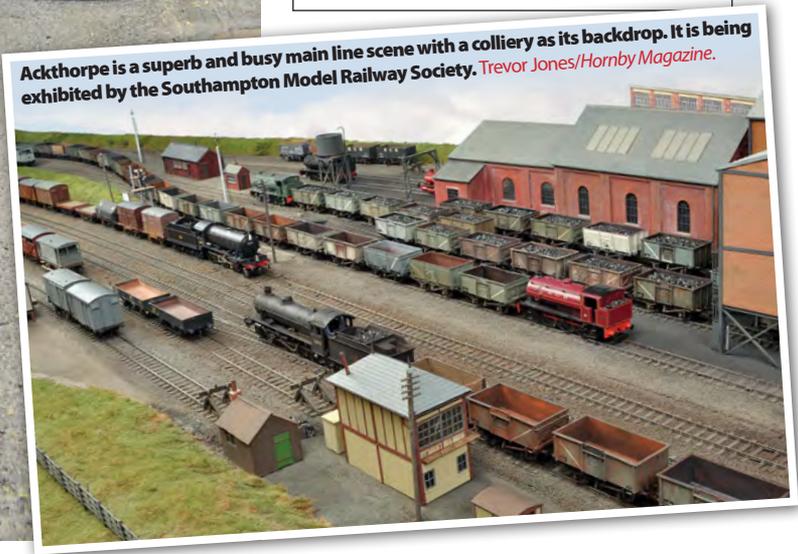
The vehicle collection, which is entirely focused on British built cars, includes marques such as Austin, Morris, Mini, MG, Wolseley, Triumph, Aston Martin, Bentley and Morgan as well as British built cars from

Vauxhall, Ford, Toyota and Honda. It includes road and race cars and up to 160 vehicles from the collection are usually on display - including the first Mini and E-Type Jaguar.

● Visit www.heritage-motor-centre.co.uk for full details of current exhibitions.



2015 TRADE STANDS	
■	ADM Turntables
■	Aspire Gifts and Models
■	Bachmann Europe Plc
■	Ceynix Railway Trees
■	Cheltenham Model Centre
■	D&E Videos/DC Kits/Realtrack Models
■	DCC Supplies
■	Digitrains
■	Don Bishop Photography
■	Eileens Emporium
■	EKM Exhibitions
■	Gaugemaster
■	Golden Age Models
■	Greenscene
■	Grimy Times/Sankey Scenics
■	H&A Models
■	Hornby Hobbies
■	Hornby Magazine
■	Leamington and Warwick MRS
■	Locomotion Models
■	Lord and Butler Model Railways
■	Modelmania
■	P&D Marsh Models
■	Phoenix Precision Paints Ltd
■	Roger Carpenter Photography
■	Skytrex Ltd
■	Steve Currin Books
■	Ten Commandments
■	Tootally Thomas
■	Train-Tech
■	Wealistic Models
■	WM Collectables



Ackthorpe is a superb and busy main line scene with a colliery as its backdrop. It is being exhibited by the Southampton Model Railway Society. *Trevor Jones/Hornby Magazine.*

Redditch MRC's latest layout, Oakenshaw, made its debut in late autumn 2014 and is one of a number of BR steam era layouts at the Great Electric Train Show this year. *Trevor Jones/Hornby Magazine.*

2015 SKILLS ZONE DEMONSTRATORS	
Alan Buttler	3D laser scanning
Tim Shackleton	Weathering
Mick Bonwick	Weathering
82G Loco Group	Rolling stock construction
Paul Chetter	DCC sound (Sunday only)

MORE IMAGES ONLINE...

■ Visit www.greatictrainshow.com for full details of all the layouts, demonstrators and traders taking part in the event. Keep an eye on the home page for the latest announcements in the run up to the event...

GETTING THERE

■ **By road:** The Heritage Motor Centre located off Junction 12 of the M40 on the B4100 just outside the village of Gaydon. The museum is signposted from the motorway and ample free parking is available on site. Stewards will be there to assist with parking and spaces are available for disabled visitors. The postcode for satellite navigation devices is CV35 0BJ.

■ **By rail:** Leamington Spa is the nearest station to the venue and is served by Chiltern Railways, CrossCountry and London Midland services from locations including London, Birmingham, Manchester, Bournemouth, Stratford, Worcester, Coventry, Newcastle, Leeds and Southampton amongst others. A complimentary bus service will be available from Leamington Spa station to the Great Electric Train Show running on a regular basis on Saturday October 10 only.



HORNBY
 magazine

Top 100 models

An outstanding level of quality models has emerged in the past decade and in the *Hornby Magazine* office an agonising debate has raged to bring together what we feel are 100 of the very best mass-produced models to be released since issue one.

MIKE WILD reveals all in our Top 100 models...

THERE ARE QUITE LITERALLY hundreds to choose from! Would you believe that since the launch of *Hornby Magazine* there have been over 300 new models released across the 'OO', 'N' and 'O' gauge ready-to-run sectors and covering steam, diesel, electric, carriage and wagons. Break that down and we have seen more than 90 new steam locomotives, 120 new diesel/electrics (including sub-class variants), 50 carriage designs and over 80 wagons hit the shelves.

In the weeks leading up to production of HM100 an agonising debate has taken over the office as to what we think are the best 100 mass-produced models released since the launch of *Hornby Magazine*. We've had to be selective, critical, passionate and considered, but even so there are bound to be models others think should be in this listing that aren't. We have also decided to leave out high end brass models and stick to those that are affordable for all from the mainstream manufacturers.

We can't have been the only ones who didn't think that this much product could actually be released in such a short timescale and it actually shows that new product is out there with, overall, a new model released every 10 days on average! Of course in reality they come in fits and starts but even so, it's a remarkable achievement from the manufacturers listed.

The list of products we had to review is quite astonishing ranging from Hatton's impressive model of the London Midland & Scottish Railway (LMS) Beyer Garratt 2-6-0+0-6-2 through to diminutive models such as Kernow Model Rail Centre's Beattie '0298' 2-4-0WT and Bachmann's equally delightful Midland Railway '1F' 0-6-0T. Then there are the specials including Locomotion Models' Great Northern Railway Ivatt 'C1' 4-4-2, Great Western Railway 'City' 3440 *City of Truro* and who could forget Hornby's bold moves to produce unique locomotives 71000 *Duke of Gloucester* and the Gresley 'P2' 2-8-2 2001 *Cock o' the North*. Let's not forget 'N' gauge either as there have been some real

triumphs in miniature engineering including the Fowler 'Jinty' 0-6-0T, Collett '57XX' 0-6-0PT, Stanier 'Duchess' and Maunsell 'N' 2-6-0. All these models have a place in history and will surely be remembered for years to come.

Therein lies one of the problems. What qualifies as a top 100 model? Should it be based purely on detail and accuracy? If we based it purely on detail these lists would be very different, but that hasn't necessarily been our primary concern when selecting what goes into the lists. Obviously it has to be considered but there are many other factors too such as performance, reliability and, not least, the subject it represents. Who really could have believed that Gresley's 'P2' 2-8-2 would ever be produced as a ready-to-run model?

Such a creation as a top 100 is always going to be subjective. Our views, in many cases, might differ from your own and in that we welcome your views on *Hornby Magazine's* Top 100 Models and you can write to us at the usual address or e-mail hornbymagazine@keypublishing.com

Hatton's LMS
Beyer Garratt
2-6-0+0-6-2
in 'OO'.



The steam top 25...

So what makes the top 25 of our steam models so good? Well, firstly there is the subject – a Garratt, a Somerset and Dorset '7F', Gresley's stunning 'P2' and the Ivatt 'C1' all have the 'wow' factor for what they are and the way they have been produced. Moreover, just a few years ago I doubt any could have predicted that any of the top 25 would become available as mass produced models as they were once the preserve of kit builders only.

TABLE 1 - TOP 25 STEAM LOCOS, 'OO' AND 'N'

MODEL	ISSUE	SCALE
1. Hatton's LMS Beyer Garratt 2-6-0+0-6-2	HM82	'OO'
2. Bachmann Fowler '7F' 2-8-0	HM44	'OO'
3. Locomotion Models/Bachmann Ivatt 'C1' 4-4-2	HM96	'OO'
4. Hornby Peppercorn 'K1' 2-6-0	HM92	'OO'
5. Bachmann Billinton 'E4' 0-6-2T	HM94	'OO'
6. Hornby Gresley 'P2' 2-8-2 2001 <i>Cock o' the North</i>	HM89	'OO'
7. Graham Farish Maunsell 'N' 2-6-0	HM97	'N'
8. Bachmann Midland '1F' 0-6-0T	HM87	'OO'
9. Kernow Model Rail Centre Beattie '0298' 2-4-0WT	HM52	'OO'
10. Graham Farish Stanier 'Duchess' 4-6-2	HM91	'N'
11. Dapol Gresley 'A4' 4-6-2	HM59	'N'
12. Dapol GWR '57XX' 0-6-0PT	HM65	'N'
13. Hornby Maunsell 'Schools' 4-4-0	HM20	'OO'
14. Hornby BR '8P' 4-6-2 71000 <i>Duke of Gloucester</i>	HM80	'OO'
15. Graham Farish Fowler 'Jinty' 0-6-0T	HM82	'N'
16. NRM/Bachmann Churchward 'City' 4-4-0	HM32	'OO'
17. Hornby Thompson 'O1' 2-8-0	HM67	'OO'
18. Hornby Worsdell 'J15' 0-6-0	HM94	'OO'
19. Bachmann Wainwright 'C' 0-6-0	HM67	'OO'
20. Dapol GWR '2884' 2-8-0	HM69	'N'
21. Hornby Thompson 'L1' 2-6-4T	HM41	'OO'
22. Graham Farish Riddles 'WD' 2-8-0	HM61	'N'
23. Graham Farish Fairburn '4MT' 2-6-4T	HM81	'N'
24. Bachmann GWR 'Dukedog' 4-4-0	HM80	'OO'
25. Bachmann Bowen-Cooke 'Super D' 0-8-0	HM16	'OO'



Hornby's tribute to the stunning Gresley 'P2' 2-8-2.



The Maunsell 'N' 2-6-0 for 'N' gauge from Graham Farish.



The Stanier 'Duchess' 4-6-2 for 'N' gauge by Graham Farish.

"There have been over 300 new models released since issue 1."

MIKE WILD



The diesel and electric top 25...

A collection of emotive and iconic locomotive designs make up the majority of our top 25 diesel and electric models with the fabulous Network Rail Multi-Purpose Vehicle splitting the pack. However, with the list which includes the Blue Pullman, LMS twins 10000/10001, Deltic, the 'Brighton Belle' together with sublime models of the 'Western' hydraulics and the heavy freight Class 58, who's going to complain?



The Blue Pullman DEMU in 'N' gauge by Graham Farish.



Bachmann's LMS 10000/10001 in 'OO' gauge.

TABLE 2 - TOP 25 DIESEL/ELECTRIC LOCOS, 'O', 'OO' AND 'N'

MODEL	ISSUE	SCALE
1. Bachmann Blue Pullman	HM65	'OO'
2. Bachmann 10000/10001	HM77	'OO'
3. NRM/Bachmann <i>Deltic</i>	HM10	'OO'
4. Dapol Class 52	HM69	'OO'
5. Dapol Class 52	HM76	'N'
6. Bachmann NR MPV	HM51	'OO'
7. Hornby 5-BEL	HM57	'OO'
8. Dapol Class 58	HM37	'N'
9. Graham Farish Blue Pullman	HM67	'N'
10. Graham Farish <i>Deltic</i>	HM43	'N'
11. Heljan Class 31	HM70	'O'
12. Dapol Class 67	HM27	'N'
13. Hornby 5-BEL	HM90	'N'
14. Kernow Class 205	HM70	'OO'
15. Heljan Class 52	HM78	'O'
16. Realtrack Class 143/144	HM77	'OO'
17. Hornby Class 43 HST	HM19	'OO'
18. Hornby Class 67	HM64	'OO'
19. Bachmann Class 70	HM45	'OO'
20. Heljan Brush HS4000	HM30	'OO'
21. Bachmann Class 411	HM31	'OO'
22. Dapol Class 22	HM55	'OO'
23. Bachmann Class 101	HM85	'OO'
24. Dapol Class 56	HM64	'N'
25. Graham Farish Class 08	HM18	'N'

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Bachmann's 'OO' gauge Blue Pullman DEMU.





The Network Rail MPV by Bachmann in 'OO':



Hornby's finely finished Mk3 Driving Van Trailer for 'OO':



The prototype Deltic in 'N' gauge, produced by Graham Farish.



"We've had to be selective, critical, passionate and considered."

MIKE WILD

TABLE 3 - TOP 25 CARRIAGES, 'OO' AND 'N'

MODEL	FEATURED	SCALE
1. Bachmann LMS inspection saloon	HM87	'OO'
2. Hornby 'Devon Belle' observation car	HM29	'OO'
3. Hornby BR Mk 3 Driving Van Trailer	HM35	'OO'
4. Hornby 12-wheel Pullman cars	HM36	'OO'
5. Graham Farish Hawksworth carriages	HM99	'N'
6. Hornby Maunsell carriages	HM6	'OO'
7. Hornby all-steel K-Type Pullman cars	HM98	'OO'
8. Graham Farish Travelling Post Office van	HM43	'N'
9. Graham Farish BR Mk 1 carriages	HM57	'N'
10. N Gauge Society LMS inspection saloon	HM66	'N'
11. Invicta/Bachmann BR Mk 1 four-wheel CCT	HM89	'OO'
12. Bachmann BR Mk 1 Travelling Post Office van	HM38	'OO'
13. Hornby Maunsell 'Van B' bogie parcels van	HM62	'OO'
14. Hornby Gresley non-corridor carriages	HM55	'OO'
15. Bachmann BR Mk 1 sleeping car	HM74	'OO'
16. Hornby Stanier LMS 57ft non-corridor carriages	HM96	'OO'
17. Hornby Maunsell push-pull set	HM62	'OO'
18. Hornby Thompson non-corridor carriages	HM66	'OO'
19. Graham Farish Maunsell 'Van B' bogie parcels van	HM98	'N'
20. Bachmann LMS 'Porthole' carriages	HM85	'OO'
21. Graham Farish Bulleid carriages	HM79	'N'
22. Graham Farish BR Mk 2a carriages	HM72	'N'
23. Dapol BR Mk 3 carriages	HM25	'N'
24. Dapol Maunsell carriages	HM94	'N'
25. Hornby Hawksworth carriages	HM41	'OO'

The carriages top 25...

Selecting carriages to enter the top 25 was a tough job, with so many quality products to choose from. This area of ready-to-run production has come on leaps and bounds and not just in design either – look at the variety in the list. Highlights include special vehicles such as Bachmann's LMS inspection saloon, Hornby's 'Devon Belle' observation car together with the stunning 12-wheel Pullmans from Hornby and the latest addition to the carriage roster – Bachmann's 'N' gauge Hawksworth stock.



Hornby's delightful 'Devon Belle' observation car for 'OO'.

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Locomotion
Model's GNR
Ivatt 'C1' 4-4-2
for 'OO'.





Hornby's 12-wheel Pullman stock in 'OO'.



The LMS inspection saloon for 'OO' by Bachmann.



"The list of products we had to review for this top 100 is quite astonishing."

MIKE WILD

The wagons top 25...

Freight wagons have taken on a lease of new life and especially modern image prototypes such as the impressive Dapol MRA five vehicle sets, Bachmann IPA car transporter and Polybulk train hoppers. The level of detail in these wagons is unrivalled with vehicles such as the Autoballaster and 'Silver Bullet' tanks showing the potential of high definition modelling in 'OO' and 'N' scales.

TABLE 4 - TOP 25 WAGONS, 'OO' AND 'N'		
MODEL	FEATURED	SCALE
1. Dapol MRA ballast tippler set	HM65	'OO'
2. Bachmann IPA twin car transporter	HM43	'OO'
3. Bachmann Polybulk bogie grain wagon	HM80	'OO'
4. Dapol FEA Freightliner spine wagon	HM17	'OO'
5. Bachmann JJA Autoballaster	HM44	'OO'
6. Dapol 'Silver Bullet' china clay slurry tank	HM34	'OO'
7. Dapol IKA Megafret bogie container flats	HM17	'N'
8. Graham Farish JJA Autoballaster	HM65	'N'
9. Dapol 'Silver Bullet' china clay slurry tank	HM37	'N'
10. Hornby KFA container flat	HM49	'OO'
11. Hornby ZUV 'Shark' ballast plough	HM11	'OO'
12. Graham Farish Polybulk bogie grain hopper	HM90	'N'
13. Bachmann BR Covhops	HM79	'OO'
14. Bachmann BR 22ton Tube wagon	HM94	'OO'
15. Graham Farish SR 12ton vent van	HM94	'N'
16. Dapol KQA 'Pocket Wagon'	HM37	'OO'
17. Kernow JJA bulk china clay wagon	HM55	'OO'
18. Hornby GWR shunter's truck	HM74	'OO'
19. Bachmann BZA steel coil carrier	HM52	'OO'
20. Hornby BR 20ton brake van	HM52	'OO'
21. TMC/Bachmann BR Mk 1 horsebox	HM90	'OO'
22. Bachmann FNA nuclear flask wagons	HM49	'OO'
23. Bachmann BR Presflo cement hopper	HM32	'OO'
24. Bachmann BR 13ton steel open	HM44	'OO'
25. Bachmann SR Pillbox 25ton brake van	HM64	'OO'



Bachmann's Polybulk grain hopper in 'OO'.



Hornby's Peppercorn 'K1' 2-6-0 for 'OO'.

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Dapol's MRA five vehicle ballast tippler set in 'OO'.

Bachmann's IPA twinset car transporter for 'OO'.



"The real question is what qualifies as a top 100 model!"

MIKE WILD

The Bachmann Billinton 'E4' 0-6-2T.



Dapol's impressive 'OO' gauge model of the 'Western' diesel hydraulic.



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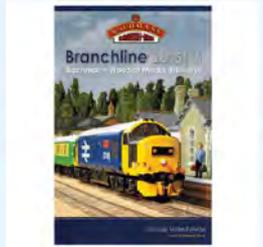


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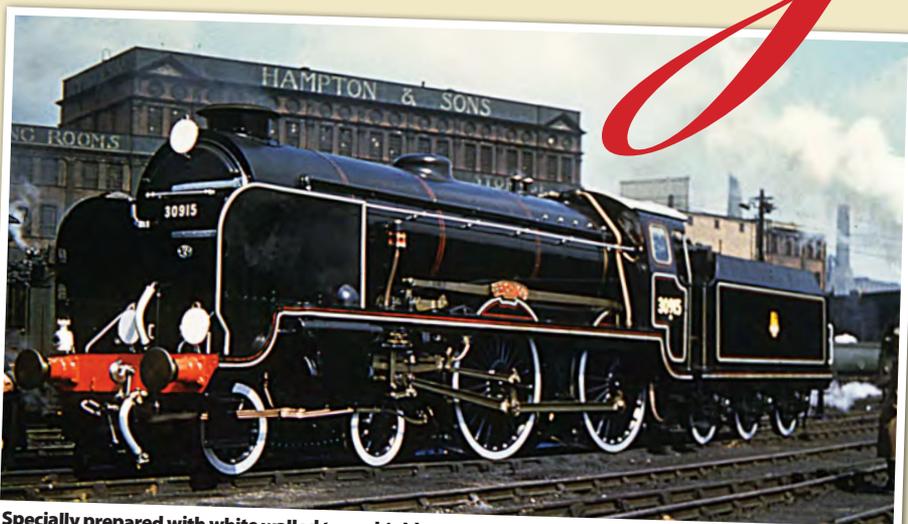
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LIVE
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INFO



DERBY DAY *bling*



Specially prepared with white walled tyres, highly polished buffers and a gleaming high-gloss paint finish 'Schools' 30915 Brighton stands at Stewarts Lane depot in June 1953. Colour Rail.

THERE were some clean engines on British Railways such as the King's Cross 'A4's or the Old Oak Common 'Kings' – but for sheer *joie de vivre* nothing came close to the way locomotives were prepared for Royal Train workings. Whether they were Bulleid 'Pacifics' or 'Royal Scots', 'Sandringhams' or 'Castles' – and once, memorably, a pair of '8Fs' for a Royal progress over the Central Wales line – they would be polished to within an inch of their lives, with gleaming brass and copper

fittings, and not a speck of dirt anywhere. Some sheds liked to add refinements of their own, such as white-wall tyres and even a set of burnished front couplings and buffers that would be fitted immediately prior to the big day – and removed as soon as the locomotive was back on shed.

How tasteful it all was, in some cases, is a matter of conjecture. The two Class 67s retained by DBS for Royal Train workings today are, by contrast, demurely understated and a lot more acceptable to modern sensibilities. But whatever

There's a long tradition of polishing Royal Train locomotives to a super-glossy, highly decorated finish. Copying the way the Southern Region liked to shine them up, **TIM SHACKLETON** prepares a Hornby 'Schools' for a day at the races...

class of engine you want to model for your Royal Train, the main stumbling block is the lack of the necessary high gloss finish. As I said when we were looking at a pair of brand-new Class 20s in HM97, most manufacturers tend to prefer a semi matt surface that bears little relation to what a locomotive actually looks like, let alone anything as highly polished as a Royal Train engine.

My inspiration for this project was a selection of photographs taken on Saturday June 6 1953 – just four days after the Coronation – showing 30915 Brighton done up to the nines on a four-coach Derby Day Pullman conveying Her Majesty the Queen from Victoria to Tattenham Corner, the nearest station for Epsom racecourse. There's even video footage of the train on YouTube by searching for 'Derby Day Royal Train 1953'.

The locomotive returned to everyday service immediately afterwards, and was photographed on Newhaven shed a day or two later still looking immaculate. The following year it was the turn of 30936 Cranleigh and in 1955, 30933 King's Canterbury had charge. Since Hornby had already offered Brighton in its interpretation of Royal Train condition - but still with semi matt finish and without all the embellishments - I chose 30933. The level of decoration was almost identical over the years, both for black and the later lined green 'Schools', and even the elderly Bulleid/Raworth 'Booster' electrics used on Derby Day Royal specials in the 1960s still shone like a new pin.

In contrast to some of the projects shown in *Hornby Magazine's* weathering series, this Royal Train 'Schools' isn't so much about recreating grime as it is about high-gloss paint and detail additions. The step by step guide shows how we did it... 

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Chrome	AK-Interactive	AK477
Polished Aluminium	AK-Interactive	AK481
Burned Black	Lifecolor	UA736
Black weathering powder	MIG Ammo	3001
Flat White	Tamiya	XF2
Galeria gloss varnish	Winsor and Newton	n/a



STEP BY STEP RECREATING A ROYAL TRAIN ENGINE



1 Though I've yet to fit all the add on parts, Hornby's BR lined black 'Schools' is already an attractive model and a particularly well-detailed one. Its semi matt finish, however, needs a bit of attention if it's to become a convincing Royal Train engine.



2 AK-Interactive's new 'Xtreme Metal' range arrived at just the right time for this project. These brass, copper, chrome and polished aluminium tones all have a place in railway modelling.

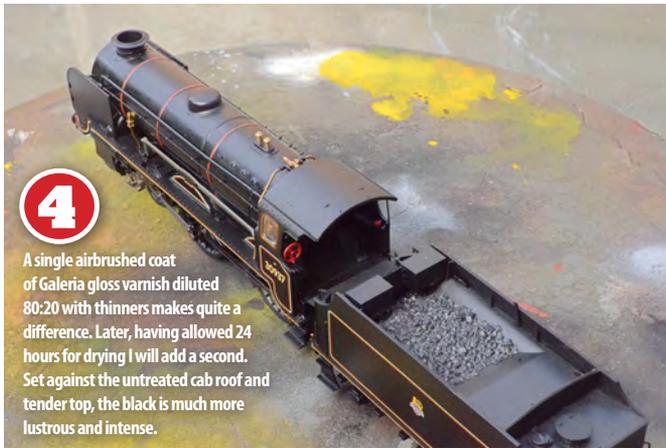


3 These are the products I used to bring out the high-gloss finish of the Royal engine. I don't think much of any make of proprietary enamel varnish but Winsor & Newton's Galeria range of acrylics goes on well both by airbrush and by hand, and gives an excellent finish. I dilute them with Ultimate, a universal thinner that seems to work well with all brands, so it's no longer necessary to match paint to thinner strictly by manufacturer.

Polished up to the nines, 30933 *King's Canterbury* makes sparkling progress with the 1955 Derby Day special. This was the era of Lester Piggott and Gordon Richards, and the Derby winners of their day gave their names to several 'Deltics' – Nimbus in 1949, Tulyar in 1952, Pinza in 1953, Crepello in 1957 and St Paddy in 1960.

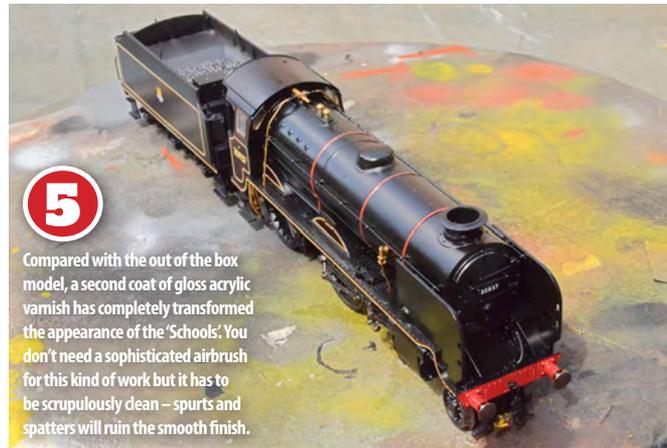


STEP BY STEP RECREATING A ROYAL TRAIN ENGINE



4

A single airbrushed coat of Galeria gloss varnish diluted 80:20 with thinners makes quite a difference. Later, having allowed 24 hours for drying I will add a second. Set against the untreated cab roof and tender top, the black is much more lustrous and intense.



5

Compared with the out of the box model, a second coat of gloss acrylic varnish has completely transformed the appearance of the 'Schools'. You don't need a sophisticated airbrush for this kind of work but it has to be scrupulously clean – spurts and spatters will ruin the smooth finish.



6

The AK-Interactive metallics work best by being applied over a dark, shiny surface and brushing on several thin coats. It is already diluted to the right consistency so there is no need to thin it.



7

I used Polished Aluminium on the coupling and connecting rods – it looks just like burnished steel! Once again several thin coats are preferable to one thick one.



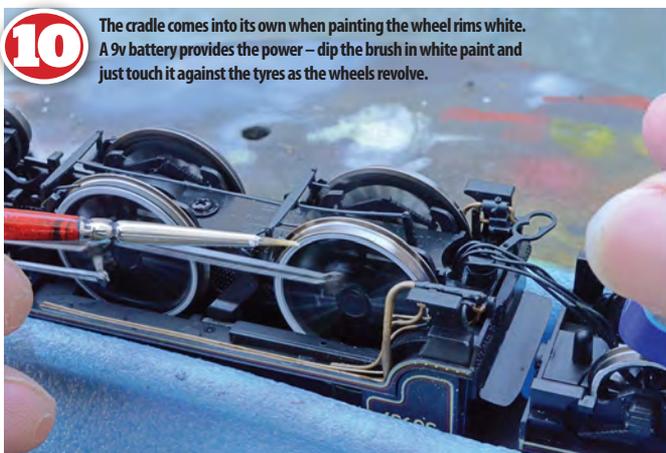
8

I masked off the boiler and tender top and then airbrushed the cab roof between the rainstrips flat white. All of a sudden the 'Schools' starts to look like a Royal Train engine.



9

Some of the detail painting is easier with the model turned upside down in a foam cradle. You need to be able to concentrate on what you're doing, not trying to hold the model at an uncomfortable angle.



10

The cradle comes into its own when painting the wheel rims white. A 9v battery provides the power – dip the brush in white paint and just touch it against the tyres as the wheels revolve.



11

As well as the detail pack that comes with the locomotive, it might be worth getting hold of the add-ons for the Homby 'Q1'. This will give you route discs, fire irons and other useful accessories.



12 The back of the tender is usually indescribably filthy, but I imagine some effort went into making this area of the Royal 'Schools' at least half-way presentable. I airbrushed the tender top with gentle wafts of LifeColor Burned Black (UA736) and then brushed on some Mig Ammo Black weathering powder (3001) to represent coal dust.



13 There's a lot more brightwork than usual on a Royal Train engine and I retouched what Hornby had provided in an effort to lose the plastic finish. The locomotive has been renumbered using HMRS transfers but I have yet to change the nameplates.



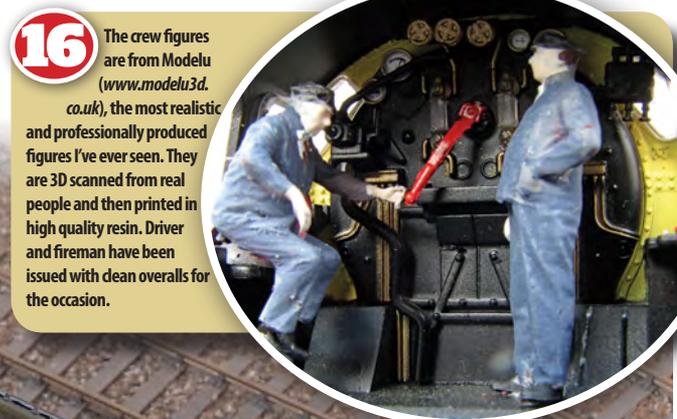
14 *Epsom* is now well on the way to a new identity as Royal Train engine *King's Canterbury*. All the burnishing and general titivation is in place and the engine looks exactly as *Brighton* did in the Coronation Year reference pictures I was using apart from the white edging on the smoke deflectors, which was not used in subsequent years.



15 With the 'three in a row' Royal headcode fitted 30933 has received the benefit of its seemingly enormous *King's Canterbury* plates courtesy of CGW Nameplates (www.cgwnameplates.co.uk) – the best etched plates you can buy in my view. Most of its classmates had much shorter names – *Eton*, *Dover*, *Rugby* etc. The headcode discs came from a Hornby 'Q1' detail pack.



17 The finished item – fit for a Queen! 30933 *King's Canterbury* has been polished from top to toe and is finally ready to take up Royal Train duties. Even the coal has a bit of extra sparkle. The Southern made something of a speciality of this kind of thing, and visiting heads of state would be accorded the 'full monty' if a special boat train from Southampton to Waterloo was provided.



16 The crew figures are from Modelu (www.modelu3d.co.uk), the most realistic and professionally produced figures I've ever seen. They are 3D scanned from real people and then printed in high quality resin. Driver and fireman have been issued with clean overalls for the occasion.

USEFUL LINKS

AK-Interactive	www.ak-interactive.com
Lifecolor	www.airbrushes.com
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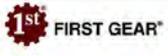
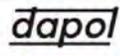


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North British '43s' were sent light to the Western

IN HM99 Walter Duncan asks how the Class 43s were moved south from Glasgow to the Western Region following construction at North British's works.

I can answer this in part. When the locomotives were being delivered in 1961/1962 I saw one or two examples of the class, brand new, travelling on the old Western Region route between Wolverhampton and Birmingham and always under their own power, occasionally coupled with a Class 22.

One such sighting was on May 2 1962, with D864 *Zambezi* paired

with Class 22 D6342. I also have a record of D853 *Thruster* on August 17 1961 on the same route. Generally the workings I saw were in the early evening. Sadly I was not in the habit of photographing trains very much during this period, so the sightings are taken from my trainspotting book, which is still intact, if a little dog-eared.

I presume the locomotives worked via Crewe, Shrewsbury, Wolverhampton and Birmingham, thence to Swindon.

Geoff Emson, Birmingham.

'Warships' and 'Hymeks' moves...

As far as I'm aware all the NBL Class 43s worked south under their own power. Likewise, the D600 'Warships' which ran tests in Scotland with photographs showing them on test and

heading to the Western. Also the 'Hymeks' all worked from Manchester to the Western via Derby, which was a favourite way of getting them there.

Graham Clark, by e-mail.

...and details remain scant

In his thought provoking letter about 'Warship' moves from Scotland (HM99) Walter Duncan asked a very interesting question. I have been unable to trace any kind of definitive answer but it seems to have been as light engine moves under their own power after trials in Scotland, at least for some.

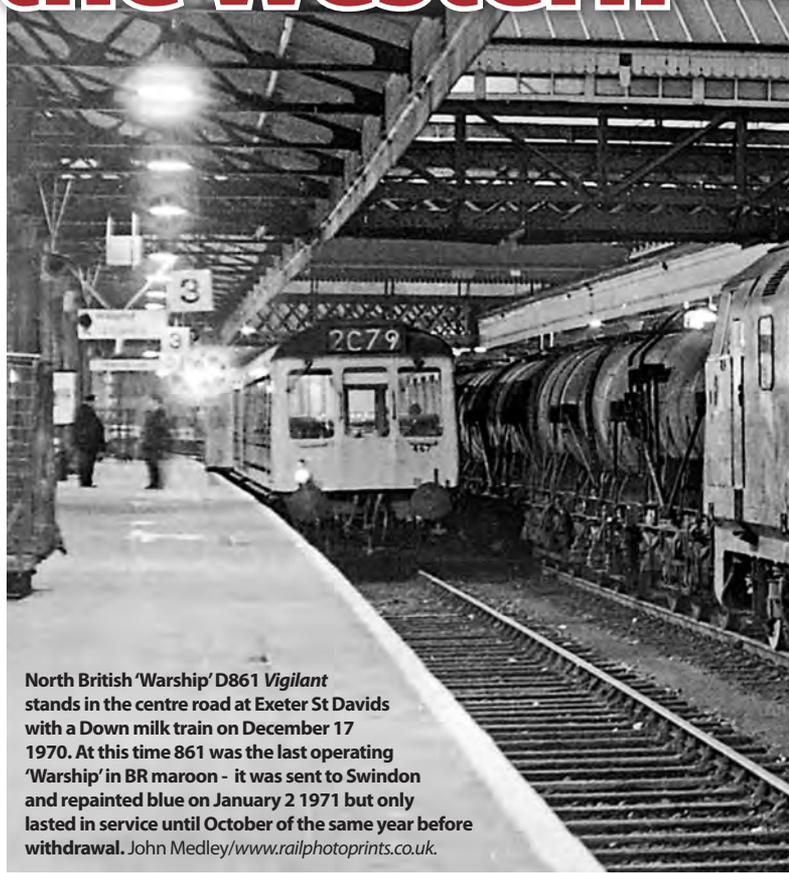
Famously, and almost as a precursor to the problems with the NBL machines, D601 *Ark Royal* failed, spending a week at Wolverhampton Stafford Road depot - no doubt much to the amusement of the die-hard steam men. It is possible

that after this incident the locomotives were hauled south in the manner he suggests.

But despite having an extensive collection of material about the hydraulic classes this bit of information seems to have escaped being published. I can only suggest looking at the stock moves recorded by the various railway magazines of the period for a complete answer.

Sorry to have not been much help to him but it is a question I am now seeking an answer to myself, not only for the 'Warships' but all the other non Swindon built diesel-hydraulics.

Greg Heathcliffe, Swindon.



North British 'Warship' D861 *Vigilant* stands in the centre road at Exeter St Davids with a Down milk train on December 17 1970. At this time 861 was the last operating 'Warship' in BR maroon - it was sent to Swindon and repainted blue on January 2 1971 but only lasted in service until October of the same year before withdrawal. John Medley/www.railphotoprints.co.uk.

A DECODER SOCKET IN THE RIGHT PLACE!

I have just read the review on the Bachmann S-stock and whilst a very impressive model it's not for me, but what did stand out was at long last a manufacturer has put the decoder socket somewhere sensible so you don't have to dismantle the unit. Perhaps Bachmann and other manufacturers could put decoders in the fuel tanks of diesel locomotives from now on?

Peter Gray, by e-mail.

MORETON IS A LONG WAY FROM HERTFORDSHIRE!

In the Reality Check about the Class 05 (HM99), D2578 is described as being privately preserved at the Moreton Industrial Park, Hertfordshire, but the site is in Herefordshire, a few miles north of Hereford - and a long way from Hertfordshire.

Malcolm Pitts, by e-mail.

A tip on roof board fitting



I was very pleased to get the free titled trains roof boards insert in HM99. May I offer a tip on the subject of touching-in the edges of these roof boards? Whenever a permanent marker is used to colour card edges, always do it from the back. As it is not unknown for the marker pen to slip off, particularly when using it on a fiddly bit, like a roof board, the resulting unwanted surface mark is then on the back of the card, and nobody will know how clumsy you have been.

David Tyler, Haskayne.



SUPERB SERVICE

On reading the letter about Hatton's superb service in HM99, it brings me to also say I have always had great service from Hatton's.

I must also give Hornby and Rails of Sheffield a similar accolade. I bought a special edition Hornby 'Britannia' 70004 *William Shakespeare*. It was on my layout and a young family member accidentally knocked it off and it smashed and cracked the body beyond repair. I contacted Hornby to see if I could purchase a new body, but it said that it did not stock locomotive bodies and e-mailed a list of dealers that might stock one.

I tried these with no result, so I put the model to one side and forgot about it. About three weeks later out of the blue a parcel arrived with a brand new body all free of charge.

This year Hornby again came up trumps. I purchased 4073 *Caerphilly Castle* from Rails of Sheffield and after fitting two decoders to change over to DCC both went up in smoke. I then found out after contacting Hornby there was a fault with the wiring. Hornby told me to return it to the dealer or back to them for repair. I contacted Rails of Sheffield who e-mailed me a free return label, I returned it there and they sent it to Hornby. A couple weeks later Rails of Sheffield returned it to me post free complete with a decoder pre-fitted by Hornby to replace one that had burnt out. They also posted another decoder to replace the second burnt out decoder, so full marks to Rails of Sheffield and especially Hornby - it shows you that people in this hobby care!!

Mal Guthrie, by e-mail.

CHESTERFIELD'S TRIPLE CROSSING

As someone who spent the first 56 years of his life in Chesterfield I well remember the old LDECR and GCR stations and can't help but think that the best point about this locality was surely where the LDECR crossed the (still in existence) LMS line, with the GC line under that. As I understand it, this was the only triple railway crossing in the UK, and supposedly only the second

in the world, the other reputedly somewhere in Germany. The Chesterfield crossing was known locally as Horns Bridge. I would have thought that the opportunity to construct a layout based on a triple railway crossing of three different railway companies (prior to grouping), whilst requiring a reasonable amount of space, would have considerable appeal.

Chesterfield has changed considerably over the years, and no trace now remains of the LDECR or GCR stations, both trackbeds of which have now become part of two bypasses near the town. I would have liked to model this myself had I the space and not a strong preference for Southern Region locomotives!

Keith Myall, by e-mail.

More London stock, please!

Mike Wild ends his review of the London Transport Museum's new 'OO' gauge S-stock with "Let's hope there is more to come!" Go Overground with the Capitalstar Class 378, please!

Rog Laker, London.



The Charnwood Forest Branch

2 PART

In the second of our two part feature on Soar Valley Model Railway Club's stunning 'O' gauge layout, **JOHN ELLIOTT** looks more closely at how the buildings and scenery were created.

PHOTOGRAPHY, MIKE WILD.

TACKLING a model based on a real location is quite different to a freelance model. Buildings need to be created to match the real world and scenery needs to follow the contours of the area it is set.

The Charnwood Forest Branch has been a huge project when it comes to

scenic modelling. Everything has been researched and as much as possible has been modelled within the limits of the baseboard sizes that we had to work with.

This has made it enthralling to build recreating the London and North Western Railway (LNWR) branch which ran through Whitwick to a terminus at Loughborough Derby Road. Being local to the Soar Valley

MRC and with a growing membership we had all the tools to research the model on our doorstep and so began the process of recreating this wonderful, characterful branch line in 7mm scale.

BUILDING THE LAYOUT

The layout begins at the terminus at Loughborough Derby Road, named because



STATISTICS

Owner:	Soar Valley Model Railway Club
Scale:	'O'
Length:	47ft 6in
Width:	13ft
Track:	Peco
Control:	Analogue
Period:	BR London Midland Region, 1960s

1 Right: Period adverts, a Morris Minor and weathered red brick all point to the layout's 1960s setting.

2 Below: Stanier 'Black Five' 4-6-0 44659 enters the goods loop on the approach to Loughborough Derby Road as it passes the engine shed.



the A6 Derby road runs alongside the station building, Loughborough's other two, and better known, stations being Loughborough Midland and Loughborough Great Central.

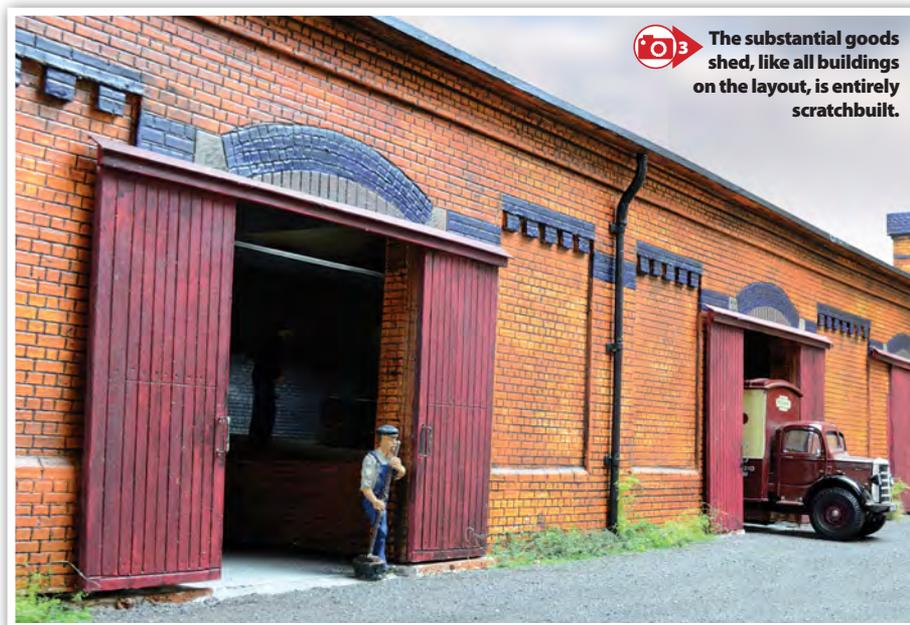
Practically everything on the layout is scratchbuilt. The station building, goods shed and locomotive shed plus the 13 terraced houses and two factories adjacent to the goods shed made it something of

a long haul. Ordnance Survey maps can give a reasonable footprint to base the shape of a building on and good clear photographs showing brickwork gave the opportunity to count bricks (9in x 3in plus mortar) giving height and length. Research and reading matter provided the colouring of windows and doors and even the colouring shade of the actual

brickwork. It sounds a little simplistic but that's how we went about planning the architectural structures without plans.

Each building in turn was drawn out on 1.5mm thick high quality card. Side ends, front and backs are all as accurate as possible, with windows and doors also drawn to complete the picture of an exploded plan. Then, a thin covering of »





The substantial goods shed, like all buildings on the layout, is entirely scratchbuilt.

white wood glue is spread evenly all over this carefully drawn artwork. When the glue was dry the brickwork was scribed with a rule and the sharp end of a compass, but rounded as not to be too sharp. The idea is to scribe the glue on the card, not the card itself as this will fluff up and give a poor finish. The end result looks like a plastic kit ready to be cut out. This is done with a sharp knife, mitring the corners to give a sharp edge to the buildings.

The same system was used for the roofs but using 1mm thick card. The chimneys and other fittings were also treated in the same way. We are always surprised at how remarkably strong these buildings are - some from previous layouts are 20 years old and are still in use.

For painting we used acrylics or emulsion which gives just enough gloss to look right. To finish, all the brickwork and slates were painted over with black watercolour which was rubbed back to give relief to the overall finish. It all sounds messy, and is, but the final look is worth it. A little tip is that when gluing the building together, we tack the edges with impact adhesive then fillet the joints with white wood glue so the corners remain sharp.

It is impossible to purchase commercially

the shape, design or size of windows for all buildings, so with a little ingenuity we tried cutting glazing bars from old photographs. The paper is very strong and you can keep cutting until you get the amount and size you want at no cost. Glazing itself is transparent plastic from packages - that from a set of Peco 'O' gauge points provides enough for all the windows for a single building. All the architecture found on the Charnwood line is treated in the same way with only a small change of method.

The design of Derby Road's track plan had to fit into a width of 3ft. This created problems as we did not want to deviate too much from the original. One change was to relocate the turntable beyond the engine shed. It does not look out of place and cunningly allows the layout to blend into the countryside and therefore end the tableau of Loughborough Derby Road. After this the line moves through a tree-lined avenue on the approach to Whitwick station on a continuous curve until the line passes under the road bridge round and onto the local goods yard - for images of Whitwick see HM99.

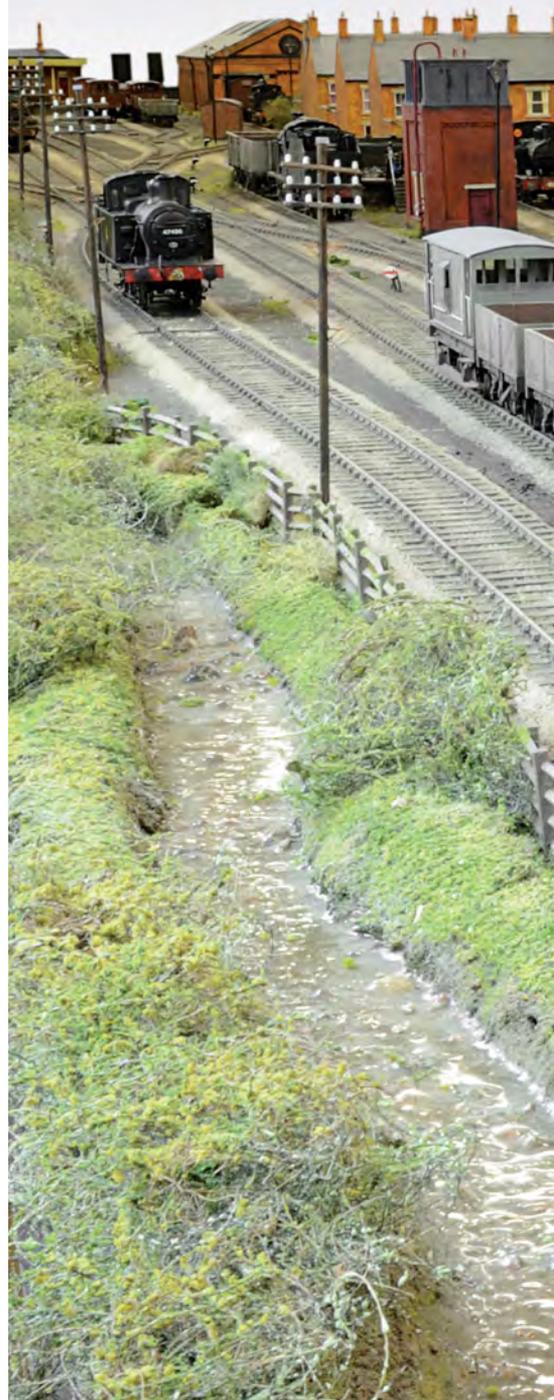
Fortunately the station booking hall and stationmaster's rooms are still in place as is the original road bridge, which remains



Surrounded by red brick buildings Stanier 'Black Five' 44659 stands at Derby Road waiting to run round its train.

as built. The booking hall has fancy overhanging walls of half brick at an angle; these were made one at a time and stuck on. The down side was the waiting rooms of which only the footprint remains and the tiled wall of the ladies toilets.

Photographs had to come into play and a local gentleman on seeing us measure out the waiting room gave us a good understanding of what the waiting room looked like and even a rudimentary clue



as to the colouring in the 1960s. Adjacent to the station, the buildings remain as they were in 1960 but with different fronts and windows. The historical society which occupies the booking hall today gave us photographs of how it was in the period we required and a description of brickwork and its colouring. It isn't the shining white of today, although white was a predominant colour 50 years before. The White Horse pub has changed

little and was easy to reproduce with a small change in shape to fit the layout's confinements. This applies to other buildings around the station at Whitwick, just to fit but not to spoil the local atmosphere of the area.

The goods yard track plan has an extra siding to help with layout movements to increase viewing pleasure, with trains arriving as often as practical and departing in between passing movements. Facilities

are provided here to water locomotives and give shelter to waiting crews.

We could not find information regarding the weighbridge and used a standard LNWR type modified to what we felt the Charnwood designer would have brought to the structure. The one at Loughborough was different.

Above the embankment opposite the yard are several imposing houses. They were constructed in the same way as before. »



 **Ivatt '2MT' 2-6-2T
41278 departs Derby
Road with a mixed
goods which will stop
off at Whitwick goods
yard to collect more
wagons.**



A Stanier 2-6-4T departs for Whitwick and passes the turntable. The turntable has been relocated from the original trackplan to place it beyond the depot.

a problem. We used a whole sheet in modelling the Charnwood Forest Branch. All around the village of Whitwick flow numerous brooks and streams, one flowing beside the station and out by the cemetery and on to the large viaduct further along the line. It was important to us to model as much of the real landscape as possible and the watercourses were one of them.

Luckily it's not so daunting to make streams and waterways as it was. As long as the base is actually waterproof all you have to do once the brook has been painted and a few random stones planted is add Gaugemaster Real Water. This is done in stages a thin level at a time until the required depth is reached. We have three streams and two ponds on the layout, which does add that touch of realism.

The layout is covered in trees - after all it is a forest line! A few trees were made by ourselves but not that successfully. We then tried and acquired at a serious cost some trees and shrubs made in China. These are good but expensive as 'O' gauge trees are rather large compared with 'OO', hence the cost. We were able to break down some to >>

Fortunately for the model maker most were as original with only brickwork to the rear: white walls on the fronts and sides and saved many man hours scribing the walls. These are taken from the surrounding area and represent the architecture on the north side of the village as the countryside returns, along with the types of dry stone walling ubiquitous of the whole area. These are made from local grey granite, plagued with dandelions and other invested weeds which we included to give realism.

Walling is hard to come by especially in 'O' gauge. Our simple solution, although tedious, is to roll out some modelling clay to the thickness and height required and with a cocktail stick scribe the stone on to the clay. With a blunt craft knife, the top is etched to a depth of about 3mm. If you stretch the wall slightly, the space between the stones opens up rather nicely. Then you paint it with white wood glue, let it dry and harden, paint with watercolour black and wipe to give weathered spaces between the stones. The finished article can be bent around corners and follow depressions in the landscape.

LINESIDE DETAILING

All track used to have a walkway beside the ballast to allow safe passage of lineside workers. This is probably ash or other material suitable for a walkway. A trip to our local bell foundry proved fortuitous because after casting their bells the sand from the mould is cast aside and usually burnt. This material makes excellent ash not only for walkways but also for locomotive depots and other areas around a station or yard.

There is a vast amount of hedging and undergrowth on the layout - another problem easily solved. Our local upholsterer sells seat packing commercially, available usually in 6in or 1ft squares. We acquired 6ft x 2ft very cheaply. It is also fireproof, comes in green, tears to irregular shapes for hawthorn or can be cut for domestic hedges and takes paint and glue without

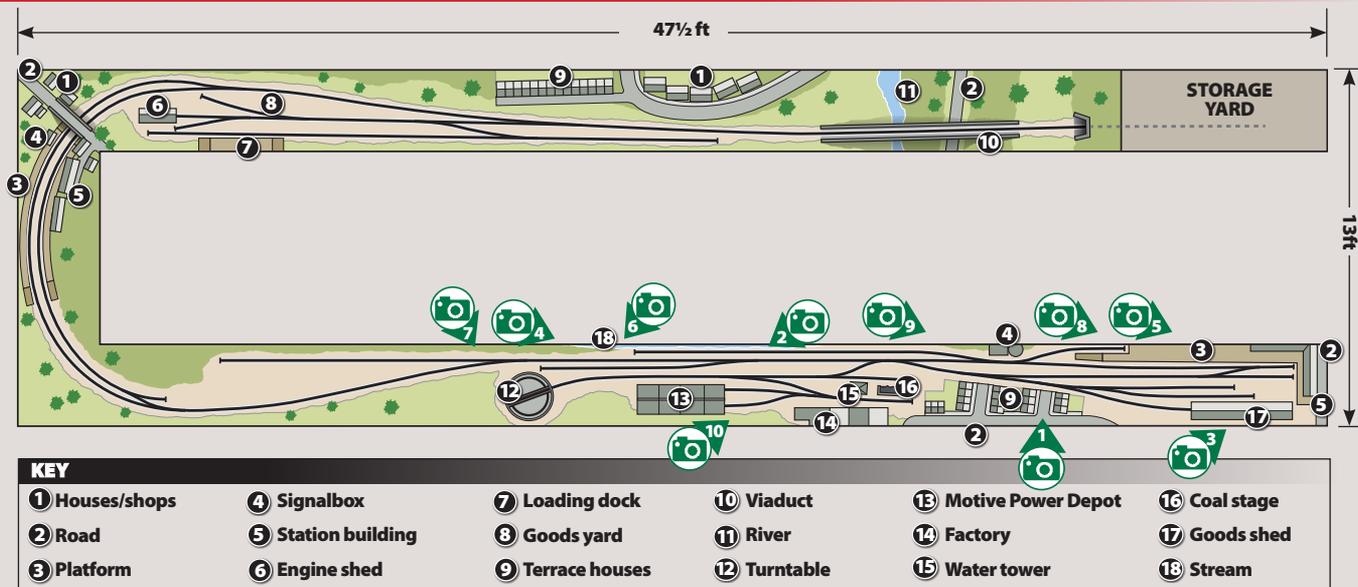


Fairburn 2-6-4T 42140 simmers in the single platform at Loughborough Derby Road with a rake of non-corridor stock. In the yard behind station pilot Fowler 'Jinty' 47496 shunts wagons for the next goods departure.

 On the turntable a Fowler '4F' is turned after arriving with a pick up goods.



CHARNWOOD FOREST BRANCH TRACK DIAGRAM (NOT TO SCALE)



make smaller trees as not all trees are the same size. In the more important areas of viewing especially to where the eye would be drawn we approached Ceynix Trees and Derby Trees for help, which was duly given, and the scenario created is impressive.

GRACEDIEU VIADUCT

One of the most imposing structures on the layout is Gracedieu viaduct. A single track structure, it still stands today, but is partially hidden by trees, bushes and mountains of overgrown brambles and shrubs. The trackbed is a nature walk and it was a task to brave the sharp vegetation to measure to the inch all of this magnificent bridge. The construction of the model took many months but was well worth it.

The baseboard for Gracedieu viaduct is different to all the other baseboards. This was made with its base below track level and the viaduct built up from the base upwards on wooden blocks adding the trackbed support forming a solid frame.

The sides are from 2mm thick card. The arches were red brick and these were produced in the same way as the other architectural structures, marked out, glued and then scribed. The sides built of stone proved a problem. Not wanting to use proprietary plastic or printed card stone as they did not give the feel of the real thing created an exercise of patience not before seen in the Soar Valley Model Railway Club.

The arches were marked out on the card and carefully each stone as near as possible

was drawn in pencil on the face of the viaduct sides copying the actual pattern of stonework. Then each stone was made individually and glued in place until all the fascia was complete. Different coloured modelling clay was used to give the varied stone colours of the original. The finished structure was painted with a thin solution of white wood glue and allowed to harden, then washed over with watercolour black - this was in use on almost all the modelling to give the 1960s old world look - and is then wiped gently back. Eighty man hours were taken to finish this process but the result is well worth the effort. Below the arches runs one of the streams flowing downhill at a pace adjacent to a road.

The whole area of the viaduct takes up

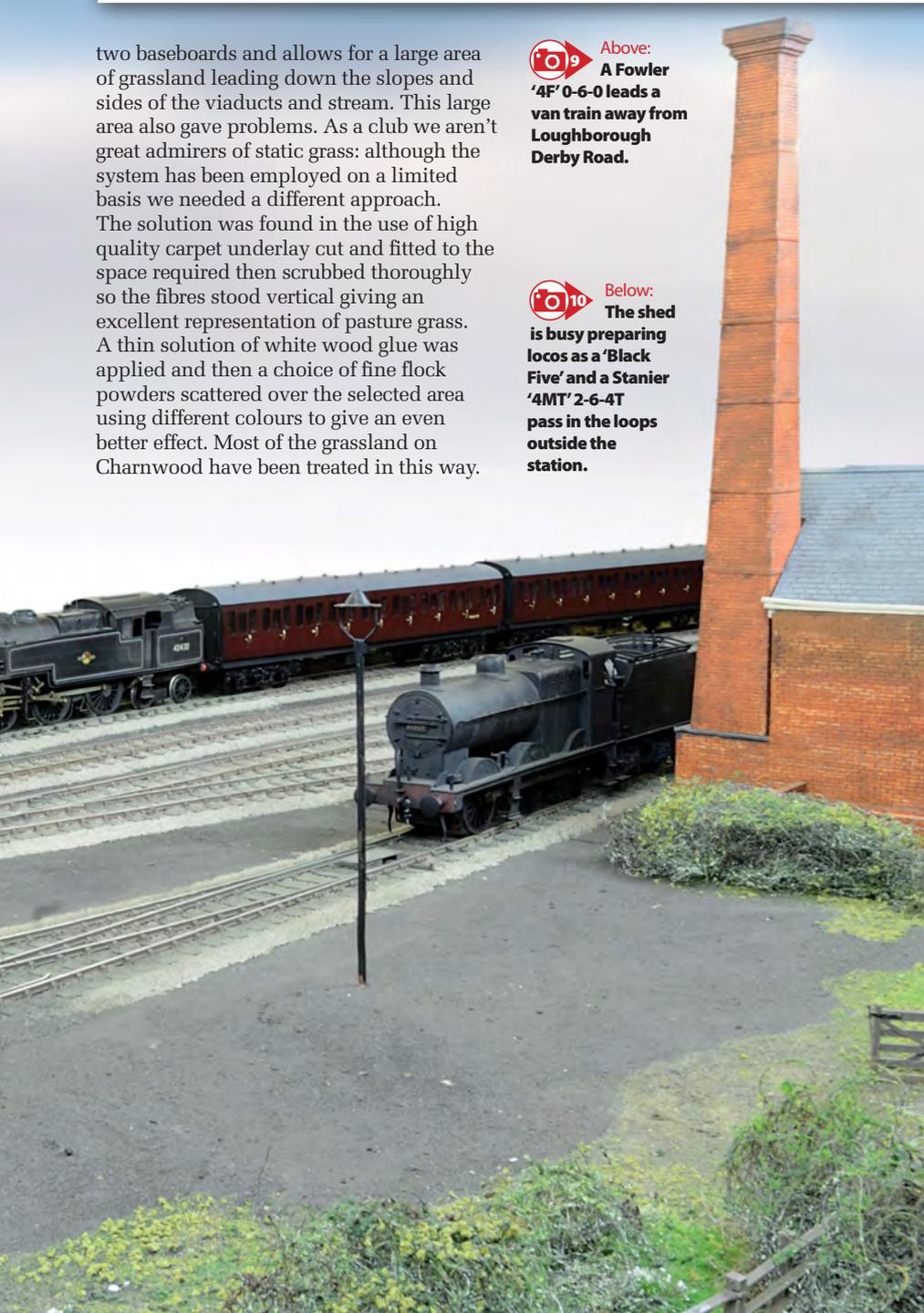




two baseboards and allows for a large area of grassland leading down the slopes and sides of the viaducts and stream. This large area also gave problems. As a club we aren't great admirers of static grass: although the system has been employed on a limited basis we needed a different approach. The solution was found in the use of high quality carpet underlay cut and fitted to the space required then scrubbed thoroughly so the fibres stood vertical giving an excellent representation of pasture grass. A thin solution of white wood glue was applied and then a choice of fine flock powders scattered over the selected area using different colours to give an even better effect. Most of the grassland on Charnwood have been treated in this way.

109 Above: A Fowler '4F' 0-6-0 leads a van train away from Loughborough Derby Road.

110 Below: The shed is busy preparing locos as a 'Black Five' and a Stanier '4MT' 2-6-4T pass in the loops outside the station.



As the line on the layout approaches the fiddle yard some disguise was necessary to hide the entrance. We borrowed the tunnel from an adjacent branch line on the Markfield-Leicester line as there are no tunnels on the Charnwood branch. It was built the same way as Gracedieu viaduct and surrounded by real granite outcrops. The fiddle yard is partly enclosed to keep the public eye illusion of trains disappearing from sight to another part of the system. This 9ft scenic section depicts the southern entrance to Whitwick from Leicester and depicts houses and a pub on the Leicester road.

It is intended to add a couple of feet to Derby Road station to bring that side of the layout level with the fiddle yard and add the houses adjacent to the station and place it in a more fitting town setting.

THE FUTURE

Like all layouts there is always more that we will add to the Charnwood Forest Branch to continue its development. It may have taken 30 years to get this project off the ground, but I'm sure all the Soar Valley MRC would agree that the model we have produced now is far beyond what we would have built in the early days of the club.

It has been a real pleasure to build and while its size means that it can't be out every weekend for exhibitions, we are always keen to hear from organisers wanting us to showcase what we feel is one of our best layouts to date. Alongside Dorehill St Stevens, the club's large 'OO' layout, the Charnwood Forest Branch upholds our reputation for big models and shows the real potential of a model railway club working as a team to build a layout which, for an individual, could only be a dream or a lifetime's work.

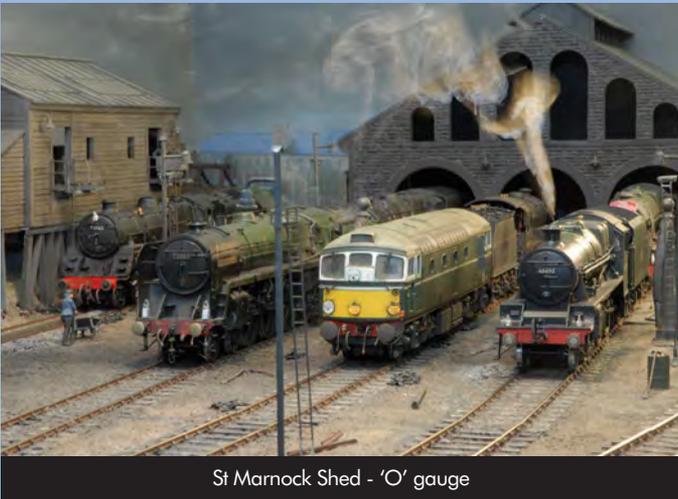
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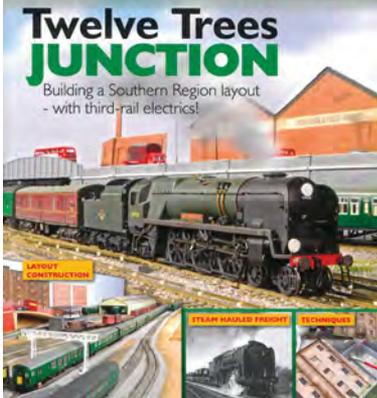


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How to build...

THE BUS GARAGE

To mark the 100th issue of *Hornby Magazine* **JOHN WIFFEN** is launching a new kit for a bus garage frontage which is included in this issue! This detailed step by step guide explains how to build it.

SINCE the launch of *Hornby Magazine* in 2007 we've been offering exclusive free kits designed by Scalescenescenes.com. The first was a small goods store with a brick base and, 100 issues later, we are proud to be offering our 24th kit designed by John Wiffen. In the past the kit series has covered station buildings, signalboxes, low relief town buildings, industrial structures and even an engine shed too – see Table 1 for the full list of kits.

This new kit from Scalescenescenes comes in two parts. Printed with the magazine is the low relief garage frontage while online at

OPTIONAL WEATHERING

Using a sharp knife scrape a small amount of black and brown artist pastels on to a scrap of card. With a soft brush work very small amounts of the pastel dust into the corners and surface of the structure as required. Build up thin layers slowly, don't over do it!



FREE with this issue is the kit to build the bus garage frontage – the roof and interior are available in an exclusive **FREE** download for *Hornby Magazine* readers at www.scalescenescenes.com.

www.scalescenes.com you can download – for FREE – a further section of the building to allow it to be expanded to match the photographs with these instructions. Full instructions are provided with the download section too.

The bus garage is the third low relief building and it is a perfect partner to the low relief warehouse (HM26) and low relief flats (HM32) also produced by Scalescenes. The new bus garage has also been designed so that it can be built to suit the space you have – if you only have a narrow area then just the frontage can be used, but to expand it the download pack contains all you will need.

The Scalescenes website is an ever growing source of buildings and the site – www.scalescenes.com - is always worth a visit. All of the kits can be downloaded and printed at home using a desktop printer and built in the same manner as the kits produced for *Hornby Magazine*. 

YOUR FREE DOWNLOAD!

Visit www.scalescenes.com now to download your FREE kit to assemble the accompanying bus garage extension kit. Included in the kit are alternative signs and door styles. Follow the link on the Scalescenes homepage and use code HMBG1 to retrieve the kit. Save it to your computer, print it out then build it...

SHARE YOUR BUILDS WITH US...

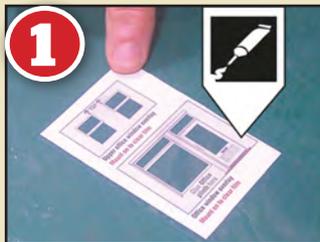
We love to see what you have been building. Share your builds of the *Hornby Magazine*/Scalescenes kits by e-mailing them to hornbymagazine@keypublishing.com or join us online at www.facebook.com/hornbymagazine where you can share your modelling directly with the *Hornby Magazine* team and its readers.

TOOLS

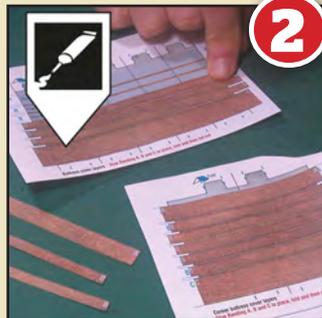
- » Steel ruler
- » Modelling knife
- » Tweezers
- » Glue stick
- » 'All purpose' clear or PVA adhesive
- » CA or 'super glue'
- » Matt spray varnish
- » Felt tip pens
- » Cutting mat or sheet of thick card
- » Damp cloth
- » Fine sand paper
- » Small right angled square or block



STEP BY STEP BUILDING THE BUS GARAGE KIT



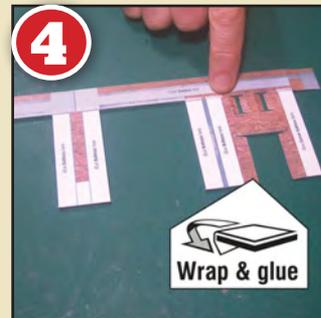
1 Glue the sheets to Heavy, Medium or Light weight card as labelled. With a sharp blade, carefully cut out the window openings on the Upper office window and Office window overlays. Apply a very thin even coat of glue to the back of each of the overlays and carefully position them over a sheet of clear film. Allow glue to set and then cut out.



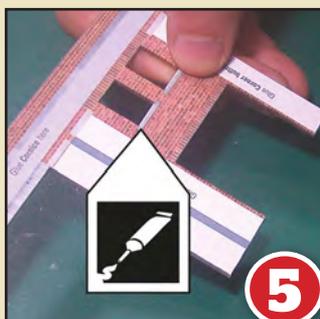
2 Leaving the Buttress cover layers on the sheet, cut out the Buttress banding. Carefully glue each corresponding strip into position. Repeat for the Corner buttress cover layers and set aside to allow the glue to set.



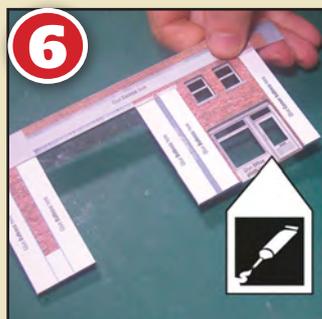
3 Glue the LEFT Front wall cover layer into position over the Front wall.



4 Test fit and glue the RIGHT Front wall cover layer into position over the Front wall. Flip the wall over (print down) and apply a thin bead of glue along the window and door opening flaps. Fold tightly around the openings, check for bubbles and creases.



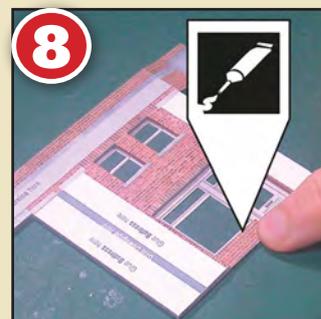
5 Glue the Window sills into position. Flip the wall over (print down) and apply a thin bead of glue along the sill flaps and gently fold the flaps tightly around the card.



6 Flip the walls over (print down) and apply a thin bead of glue around the openings and squarely position the window overlays. Turn the wall over and check that the windows are sitting squarely within the openings.



7 Squarely glue the Office plinth base layer into the centre of the cover layer. Check for bubbles and creases. Only apply thin beads of glue to the overhanging flaps and gently fold them tightly around the edge of the base layer.



8 Test fit and glue the Office plinth into position.



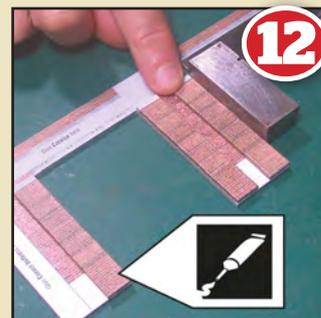
9 Fold along the blue dotted lines on the Buttress and Corner buttress cover layers and cut out.



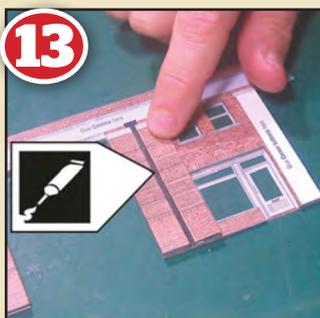
10 Wrap and glue the Buttress cover layers over the Buttress base layers. Check for bubbles and creases.



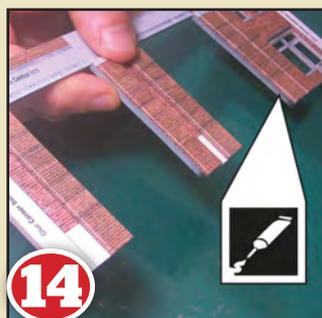
11 Wrap and glue the Corner buttress cover layers over the Corner buttress base layers. Leave the longer flaps unglued at this stage.



12 Test fit and glue a Buttress squarely into position on each side of the main door openings. Apply weight or damp to ensure good adhesion.



13 Test fit and glue the Downpipe and remaining buttress into position. Apply weight or damp to ensure good adhesion.



14 Carefully glue the Door edges along the back edge of the openings.



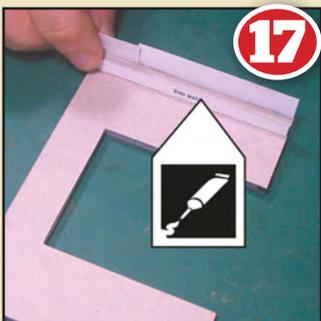
15 Test fit and glue the left and right corner buttresses into position. Leave the overhanging flaps unglued at this stage.



16 Squarely glue the Side walls together into two blocks of two.



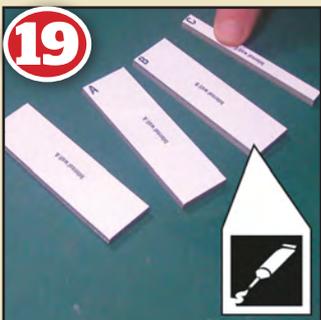
A range of signage to suit different areas and eras is included with the kit.



Test fit and glue the *Side walls* squarely into position along each end of the front wall.



Tightly wrap and glue the corner buttress flaps over the *Side walls*.



Squarely glue *Internal wall base layers A, B and C* together into blocks of two.



Squarely glue the *Internal wall base layers A, B and C* blocks into the centres of their corresponding cover layers. Check for bubbles and creases. Only apply thin beads of glue to the overhanging flaps and gently fold them tightly around the edge of the base layers.

HORNBY MAGAZINE/SCALESCENES KITS

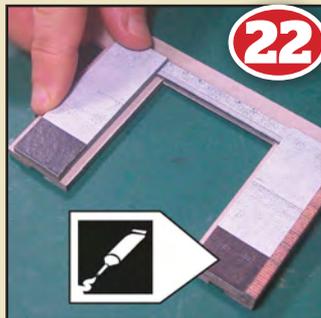
KIT	ISSUE
Goods store	HM1
Brick signalbox	HM4
Low relief arches	HM8
Waiting room	HM11
Brick station building	HM14
Station signage	HM17
Weighbridge and coal office	HM20
Garage	HM23
Low relief warehouse	HM26
Station structures	HM29
Low relief flats	HM32
Narrowboat	HM38
Country pub	HM41
Engine shed	HM52-HM54
Stone signalbox	HM77
Stone station building	HM78
Concrete goods store	HM79
Lamp hut, yard office and waiting shelter	HM80
Rail served stone warehouse	HM81
Factory boilerhouse, part 1	HM87
Factory workshop, part 2	HM88
Factory water tower, part 3	HM89
Low relief bus garage	HM100

OPTIONAL SIGNS

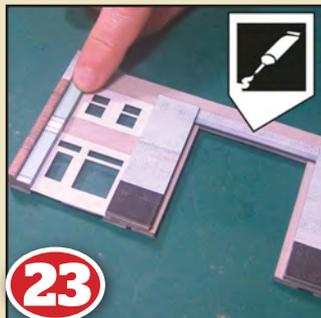
Cut out the signs as required. Run a felt tip pen around the sides to remove the paper's white edge. Carefully apply glue to the back and position.



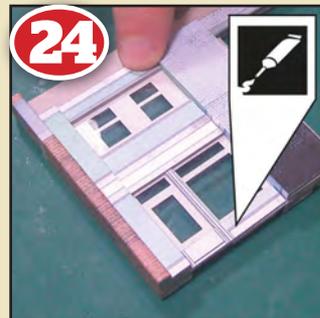
Using the fold as a guide wrap and glue the *Internal lintel cover layers* around the base layers.



Starting from the left hand side, squarely glue the two *Internal wall A* sections and one of the *Internal lintels* into position. Apply weight or clamp to ensure good adhesion.



Squarely glue the remaining *Internal lintel* and *Internal wall B* into position. Glue *Internal wall C* into position with the light blue section aligned to the bottom edge of the structure.



Test fit and glue the *Office window support*, *Upper office sill* and *Upper office lintel* squarely into position.



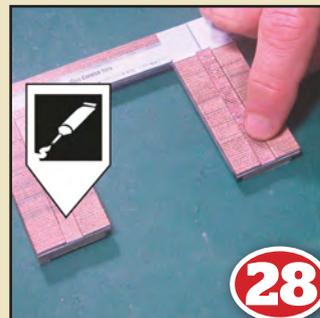
Test fit and glue the *Gutter A* along the tops of the internal walls.



Test fit and glue the *Parapet wall back* along the top edge of the front wall.



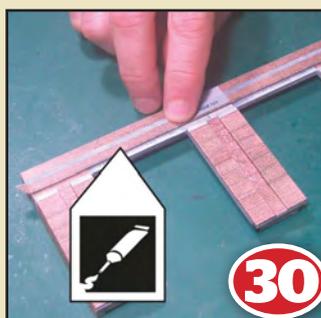
Glue the *Plinth cover layers* over the base layers. Flip the plinth over and apply a thin bead of glue along the flap and wrap tightly over the top edge of the base layer.



Test fit the plinths in between each of the buttresses and glue into position.



Carefully glue the *Cornice base layer* squarely into the centre of the *Cornice cover layer*. Apply a thin bead of glue along the top and bottom flaps and tightly wrap around the card. Leave the end tabs unglued at this stage.



With the grey 'flashing' facing up, glue the *Cornice* into position along the front wall.



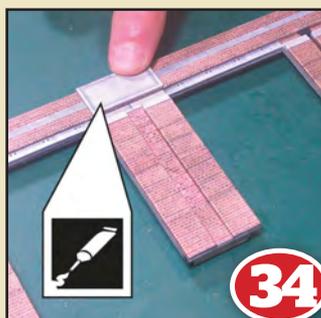
Wrap and glue the remaining tabs at each end of the *Cornice*.



Squarely glue *Tablet B* over the top of *Tablet A*.



Wrap and glue the *Tablet cover layer* around the base layers.



Test fit and glue the *Tablet* squarely into position.



Carefully glue the *Coping base layer* squarely into the centre of the *Coping cover layer*. Apply a thin bead of glue along all the flaps and tightly fold around the card.



Once the glue has set, use a sharp blade to carefully cut away the grey hatched sections.



The download section includes different door styles including optional concertina doors.



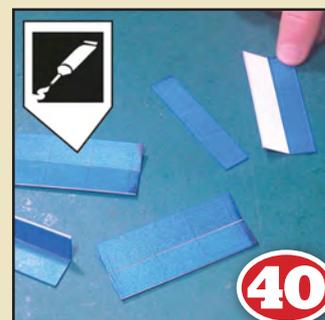
Test fit and glue the *Coping* into position along the top of the wall.



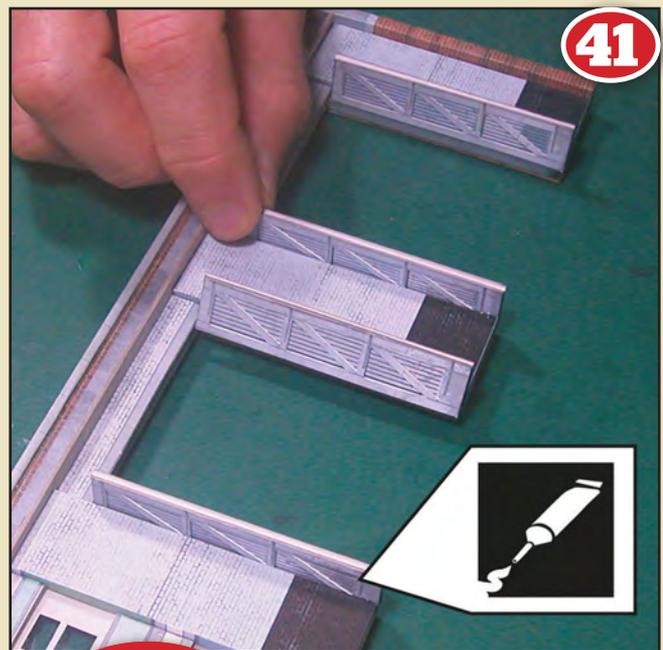
Carefully glue the *Tablet cap* into position.



Test fit and glue *Folding door batters* over the corresponding *Folding door backs*. Do not score the *Folding door backs* if building the doors in the closed position.



Glue the *Door fronts* into position, ensuring the 'oil stained' base corresponds with the wider bottom batten rail on the other side. More folding door options and a steel concertina door are available with the downloadable section of the kit.



Test fit and glue the doors into position, once again ensuring that they are facing the correct way up.

TIP

Hide those edges: To hide bare edges from view on the finished building run a felt tip pen or pencil along the edge of the paper. This will disguise any potential edges.

MORE TIPS ONLINE...

For construction tips go to: scalescenes.com/construction-tips-page

Hornby debuts

Maunsell 'S15'

EXCLUSIVE
FIRST
REVIEW

The Southern Region was best known for its express locomotives, but freight was an important part of its business too. In an exclusive first review **MIKE WILD** takes a detailed look at Hornby's new model of the Maunsell 'S15' – the Southern's freight 4-6-0.

The Maunsell 'S15' captures the character and style of these purposeful 4-6-0s.



WITH TODAY'S interest in social media and the internet we are used to seeing every stage of a model's process from design to production. We see engineering drawings, rapid prototypes, the first shots from the tool and everything up to the final decorated samples. In some cases it can feel like we know all about a product and its standard before it even reaches the shops. But every now and then a model sneaks through without really catching the limelight where we know it is on the way but not

all that much is said about it. It whets our appetite for more and means – certainly in the *Hornby Magazine* office – that we know less of what to expect heightening the excitement of its arrival.

That is very much true of the new Maunsell 'S15' 4-6-0 from Hornby which arrived in the *Hornby Magazine* office in August for review. Announced at the 2015 catalogue launch at the end of last year this model was initially slated for release in September this year – and it has made it too. By the time you read this the model should – barring any problems with shipping – be arriving

in the shops during the second half of the month bringing a new choice of goods motive power to the fore for the Southern Region.

The 'S15' class was introduced in 1920 on the London & South Western Railway (LSWR) by Robert Urie – his third 4-6-0 design. It shared a number of common components with the express passenger 'King Arthur' 4-6-0s, but with smaller 5ft 7in diameter driving wheels suited to its purpose of goods traffic and slower passenger work.

With the grouping of Britain's railways in 1923 production of the 'S15' continued under the guidance



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3328
Description:	Maunsell 'S15' 4-6-0 30843, BR black
Scale:	'OO'
Price:	£134.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



“Straight from the box the quality of this new model is clear to see.”

MIKE WILD

of the newly formed Southern Railway's Chief Mechanical Engineer Richard Maunsell who introduced superheating to the design and in total 45 were built - 20 by the LSWR to Urie's original design in 1920-1921 and 25 by the Southern to Maunsell's modified design in 1927-1936. The Urie locomotives were rebuilt with Maunsell superheating between 1927 and 1931.

The 'S15s' were paired with three main tender styles - straight sided bogie tenders and flared top bogie tenders like those built for the 'King Arthurs', while 30833-30837 had six-wheel tenders for use on the

Central Section which had shorter turntables. One, 30837, was also paired with a 'Schools' type six wheel tender. Liveries included Southern lined olive green, Southern black and BR black with both early and late crests. Although the majority were withdrawn by the end of 1965, the last to be steamed was 30837 which had a stay of execution for a railtour working from Feltham shed in 1966. Seven have been preserved: two Urie 'S15s' and five Maunsell 'S15s'.

THE MODEL

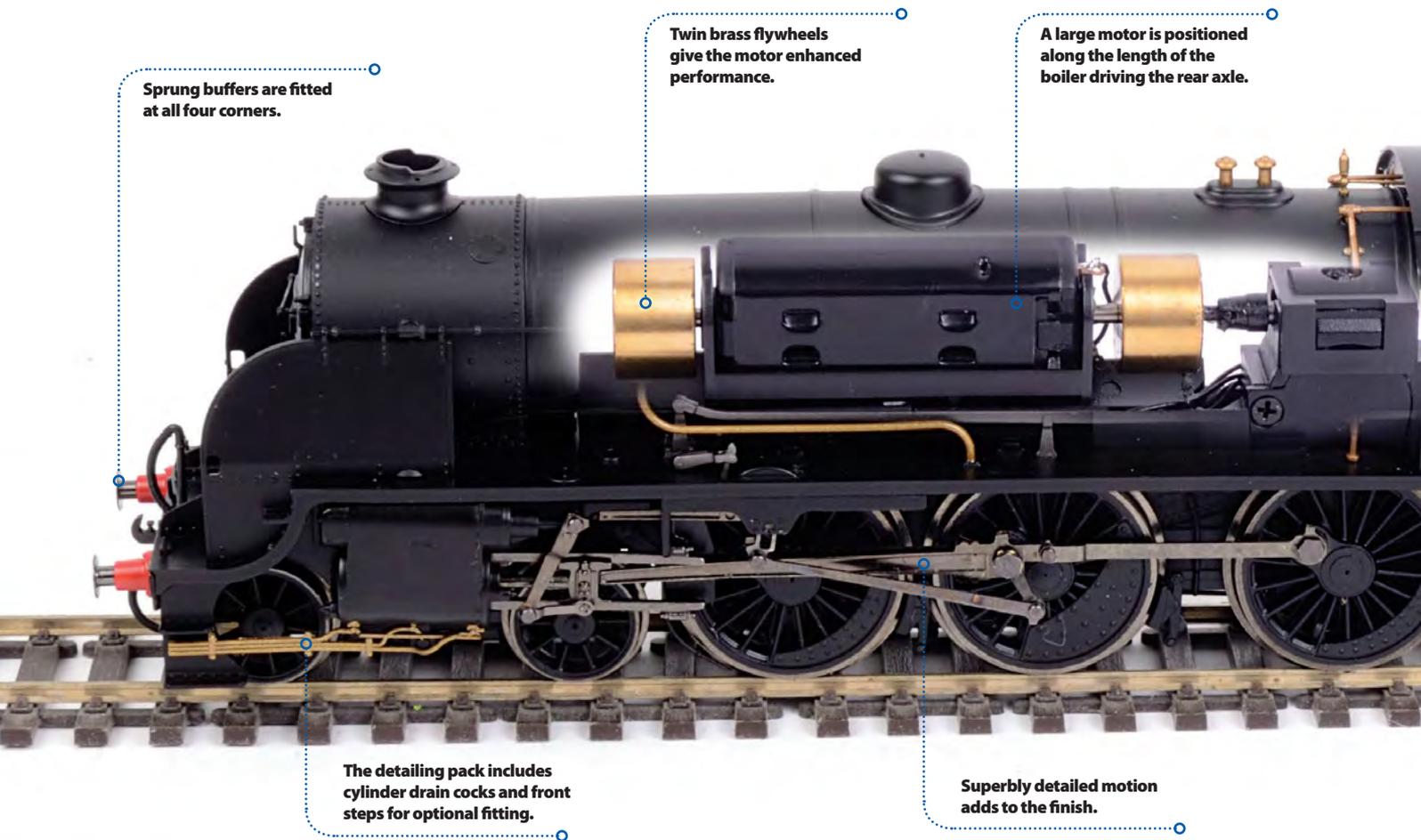
Hornby is well versed in the production of Maunsell's

locomotive designs which all have a family resemblance. Previous releases include the 'Schools' 4-4-0 and the 'King Arthur' 4-6-0 which Hornby released in 2009 (HM20) and 2007 (HM2) respectively.

The 'S15' is currently only being released as the Maunsell version with three versions on the cards. They are 824 in Maunsell olive green (Cat No. R3327), 30830 in BR black with late crests (R3329) and the subject of our review sample 30843 in BR black with early crests (R3328) which also comes with a new version of the Southern Railway bogie tender with straight sides.

Straight from the box the quality of this new model is clear to see. It is finished in a semi satin black with bufferbeams in red together with selected pipework picked out in brass colour along the boiler and below the cab. Add to this a handbrake handle painted red, neatly applied numbers and power classifications plus a finely printed small early crest on the tender and the model really looks the part.

The level of detail is impressive too with the front end - and tender rear - featuring a full set of six lamp irons for the Southern Region together with sprung buffers at each end >>



the locomotive. At the front you'll also find a finely produced step below the smokebox door while the latter is fully detailed with separately fitted handrails, clasps, Exmouth Junction (72A) shedplate – 30843's only allocation throughout its BR career - and hinge mouldings.

Sat either side are finely produced smoke deflectors which hide the outside steam pipes. On top of the smokebox is a neatly done chimney which includes the fine lip around the

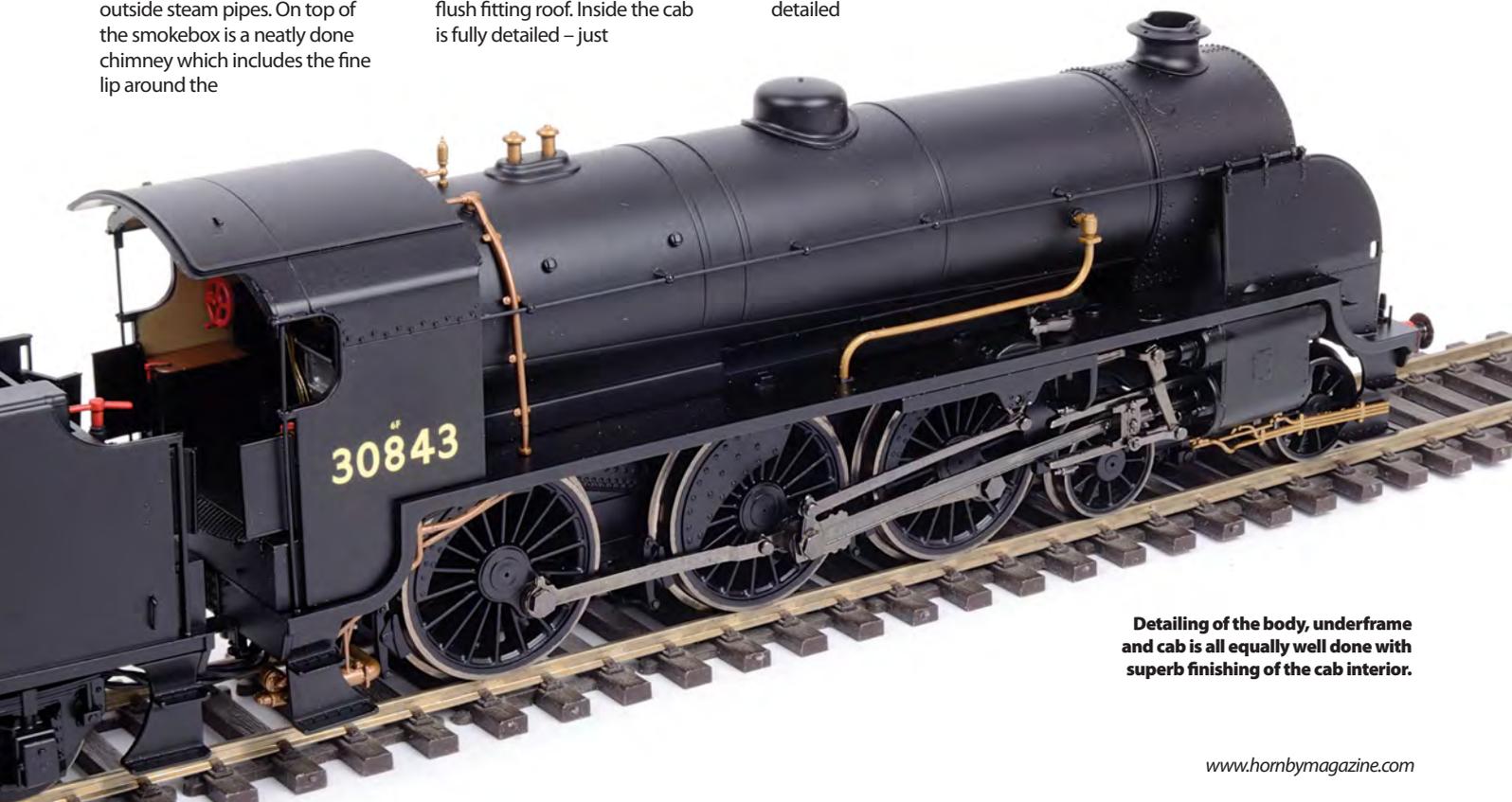
front half of the opening while the boiler barrel itself is a superb replica with finely moulded cladding joints, separately fitted handrails and turned metal safety valves.

On the driver's side of the boiler the reversing lever is fully modelled extending from the cab which is the correct pattern for the Maunsell locomotives with its flush fitting roof. Inside the cab is fully detailed – just

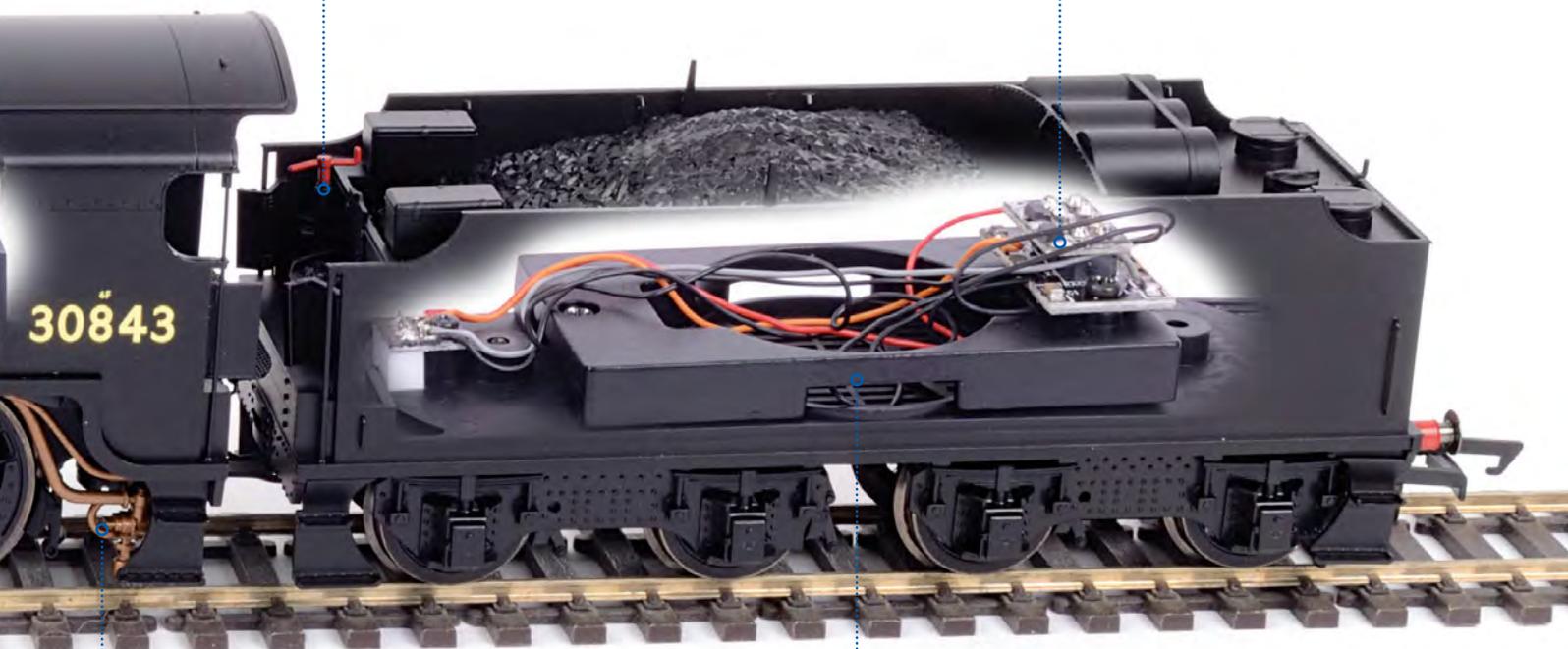
as we'd expect for a high end Hornby model – with excellent attention to detail including oil pots and pipes, regulator, screw reverser, firehole door, gauge glasses and wooden seats for the crew - and all painted too.

The flat sided tender with this version of the 'S15' is a brand new tooling too. It features a fully detailed

footplate with a handbrake and coal outlet together with a moulded coal load – which will benefit from real coal being added – a trio of vacuum cylinders, twin water tank fillers and separately fitted handrails. The tender bogies are neatly moulded with excellent spring, rivet and axlebox detail.



Detailing of the body, underframe and cab is all equally well done with superb finishing of the cab interior.



The tender is fully detailed with handrails and a handbrake handle.

An 8-pin DCC decoder socket is located in the tender.

Separately fitted pipework detail beneath the cab.

Tender weight includes space for a 28mm round speaker over cut outs in the chassis.



The distinctive family appearance of Maunsell's locomotives is captured by the 'S15'.

sample up with a 25 wagon goods for continuous running and it happily purred around our test track – running through a range of points and curves – for a full day without stopping. Haulage capacity is excellent and while these locomotives were only occasionally seen on passenger trains we put a train of eight Mk 1s behind which it handled with ease. The load was increased to 10 which it also handled comfortably on the level.

Access to the decoder socket requires the tender bogies to be released first – they can't be removed as they are wired electrically for pick up - to allow access to the body mounting screws. Inside the tender Hornby has provided ample space to position a decoder as well as a series of openings in the base of

the tender for sound to escape for those planning to add a speaker to the model. The tender weight is designed to accommodate a 28mm round speaker.

OVERALL

The arrival of the 'S15' is excellent news for Southern Railway and Region modellers who have been waiting for a new choice of motive power for goods trains. Alongside such impressive models as Hornby's previously released Bulleid 'Q1' 0-6-0 the new Maunsell 4-6-0 will be a great addition to any fleet.

The standard of production is right up there where we would expect with superb attention to detail and performance to match too. An excellent model which is sure to prove popular. (MW)

Included with the model is a detailing pack which contains bufferbeam details, front steps, cylinder drain cocks, brake rigging and an optional tension lock coupling for the front bogie. As is usual for a Hornby model these parts are all simple to fit in pre-determined recesses and holes with a spot of superglue being required to fix all but the brake rigging in place.

PERFORMANCE

Setting the 'S15' to work on our test track showed the quality of its inner workings which are quite different to the earlier 'King Arthur' 4-6-0. For starters the 8-pin decoder socket is mounted in the tender and a twin flywheel motor has been positioned inside the boiler barrel providing drive to the rear axle through a worm driven gearbox.

After running in we loaded our



The straight sided eight-wheel tender is a new tooling for the 'S15'.

'OO' GAUGE

Oxford Rail DELIVERS THE GOODS

**FIRST
REVIEW**



P RIVATE OWNER wagons have always proved popular and newcomer Oxford Rail unveiled plans earlier this year to produce one as its first 'OO' gauge ready-to-run item of rolling stock. Eight months since that announcement and the first seven-plank wagon models have arrived.

Oxford Rail has chosen to produce a standard Railway Clearing House (RCH) 12ton mineral wagon, as built from 1923. The RCH developed a set of universal standard patterns which were used and adopted by all the railway companies and wagon builders to create compatibility between vehicles.

Delivered in Oxford Rail's new carmine and cream inspired packaging, for review we received the first batch of three wagons finished in Fear Bros Ltd of Staines, Leamington Priors Gas Company and E Welford & Son of Oxford liveries.

Each wagon is commendably fine with crisply moulded

plank, strapping and bolt head detail. Closer inspection reveals metal headed buffers, fine end door mechanism, handbrake levers, coupling hooks and doors moulded into the brown painted floor. Crisp springs, fine axleboxes and brake shoes in line with each wheel feature on the neatly moulded underframe.

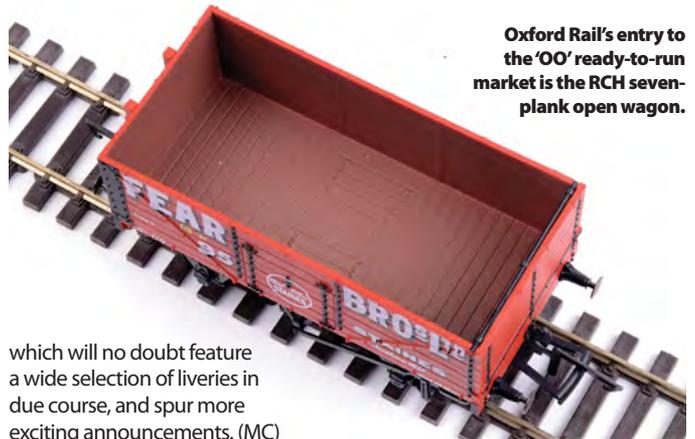
Each wagon is finished in red and black and generally the livery application is very good. Printed detail is crisp but the white lettering lacked density in parts which results in a pinkish hue to some elements. On the plus side neat legible builder's plates are also included.

Fitted with white rimmed metal spoked wheels and small tension locks in NEM coupling pockets, each wagon weighs 23grams - 5grams lighter than the equivalent Bachmann wagon - and performed well on test, although the coupling gap could have been reduced.

These seven-plank wagons represent an excellent start for the fledgling Oxford Rail brand,

THE DETAILS

Manufacturer:	www.oxfordrail.com
Cat No:	OR76MW7001
Description:	Seven-plank wagon, Fear Bros Ltd, 95
Cat No:	OR76MW7002
Description:	Seven-plank wagon, Leamington Priors Gas Company, 10
Cat No:	OR76MW7001
Description:	Seven-plank wagon, E Welford and Son, 44
Price:	£8.95
Era:	3
Couplings:	Small tension locks in NEM pockets



Oxford Rail's entry to the 'OO' ready-to-run market is the RCH seven-plank open wagon.

which will no doubt feature a wide selection of liveries in due course, and spur more exciting announcements. (MC)



'OO' GAUGE

'Dukedog' returns from Bachmann



Bachmann has delivered a new version of its Great Western Railway (GWR) 'Dukedog' 4-4-0 for 'OO' gauge in GWR green as 3214.

These locomotives were introduced in the 1930s by the GWR for use on lightly built lines such as the Cambrian route west of Shrewsbury using the frames from 'Bulldog' 4-4-0s and boilers from 'Duke' 4-4-0s - hence the 'Dukedog' reference.

Bachmann's latest model is paired with a newly tooled flush riveted

3,500gallon tender and represents the prototype from the mid 1930s, depicting a GWR 'shirtbutton' monogram on the tender. Bristling with detail, it features blackened coupling rods, metal handrails and buffers, fine sand pipes, whistle shield, detailed tender, removable coal load and more.

Decoration is excellent, featuring a high quality satin paint finish with crisply printed numberplates, bufferbeam numbers and GWR monogram. Given the open nature

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-089
Description:	GWR '32XX' 4-4-0 3214, GWR green
Price:	£139.95
Era:	3
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

of the cab, a neat touch is the intricately decorated cab interior.

On test, our sample operated faultlessly throughout the speed range and features a 21-pin DCC

decoder socket in the tender.

This is an excellent addition for modellers of the GWR in the 1930s and with the new tender offers something different too. (MC)

'OO' GAUGE

Kernow recreates Truro signalbox

Truro signalbox is the latest prototype to appear in Kernow Model Rail Centre's exclusive range of 'OO' gauge Scenecraft buildings manufactured by Bachmann.

This cast resin building is supplied in three pieces - the main structure, roof and a set of steps. Window

frames are etched metal while the brickwork has been very neatly rendered in correct colours while the steps lean against the upper door to complete the model.

Perfect for a detailing and lighting project to bring the building alive. (MC)



THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	44-011X
Description:	Truro signalbox
Price:	£59.99
Era:	3-9

'OO' GAUGE

Bachmann Collett BCK returns

Bachmann's popular 'OO' gauge 60ft Collett Brake Composite returns to the range in Great Western Railway (GWR) livery. It is finished as 7060 in GWR chocolate and cream with Great Western coat of arms. Neat touches include printed interior handrails and first class numbers on the glazing and separately applied metal grab handles on the roof. Ideal for adding extra variety to train formations. (MC)



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	34-078
Description:	60ft Collett Brake Composite coach, GWR chocolate and cream
Scale:	'OO'
Price:	£28.95
Era:	3/4
Couplings:	Small tension locks in NEM pockets

Bachmann's useful Collett corridor stock is back with this new Brake Composite in GWR chocolate and cream livery.

Dawn of the Crosti

Hornby's new RailRoad Crosti '9F' 2-10-0 touched down during August offering an inspired choice of new freight motive power. **MIKE WILD** assesses this latest 'OO' gauge offering.

IT'S HARDLY GOING to be the first choice for a ready-to-run model when there were just 10 locomotives which lasted in as built condition for, at most, eight years, but who can really turn down the opportunity to own such an impressive and interesting locomotive as a BR Crosti-boilered '9F' 2-10-0?

Hornby revealed its plans to produce the small class of ten 2-10-0s in its 2014 catalogue with the model being placed in its RailRoad range and, while we can't expect this model to match the detail qualities of high end models, it should perform just as well on the track.

The Crosti-boilered '9F's' were introduced in 1954 with the aim of improving the efficiency of the already highly regarded standard BR '9F' 2-10-0. The design called for a second boiler beneath the main vessel to pre-heat the water using exhaust gases and this resulted in a unique exhaust position for a British steam locomotive. The design wasn't the success that it was hoped to be and all ten were rebuilt as conventional locomotives with the chimney, previously only used for lighting up, brought into service.

The fascinating story of these locomotives is recalled in Reality Check on pages 78-81.



Front end detailing is impressive with plenty of separately fitted details.



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3273
Description:	BR Crosti '9F' 2-10-0 92027, BR black
Scale:	'OO'
Price:	£119.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

“The body tooling is superb for a RailRoad model and it features a high number of separately fitted components.”

MIKE WILD



An 8-pin DCC decoder socket is fitted at the front of the locomotive while the tender has ample space for a speaker installation.



THE MODEL

Developing a new model for the RailRoad range is quite a challenge. The models within this range are aimed at being affordable and, in terms of detail, more basic. This is the first all new RailRoad model as the previously released Gresley 'P2', BR '8P' and GWR 'Hall' were all crossovers between the main and RailRoad sections.

However, the Crosti '9F' eclipses what went before in the 'P2', '8P' and 'Hall' except in a couple of areas and comes at a higher price than the RailRoad 2-8-2 or 4-6-2. Let me explain.

Firstly the body tooling is superb and for a RailRoad model it features a high number of separately fitted components including sprung metal buffers – neither the 'P2' or '8P' had those – separately fitted handrails throughout the boiler, superbly moulded pipework around the firebox together with excellent attention to detail around the side exhaust. It should also be noted that a second version of the Crosti is available too which features the smoke deflector

added to the locomotives to assist in lifting the exhaust over the cab – another impressive point for a RailRoad model.

There are also a large number of parts that, on a high end model might be separately fitted, but are so well done on the Crosti that it is very difficult to spot which are moulded and which aren't. This perhaps is helped by the plain black livery.

The cab is fully glazed and features clever – very cleverly done – spectacle plates which are actually part of the side window mouldings and protrude through a slot in the cabside. This is a feature that I could see being used on future models too as it makes these delicate items much stronger.

The pipework beneath the cab is more 'RailRoad-esque', but even so it is neatly done. The valve gear is fine and really looks the part with the turned metal wheels with black plastic centres behind. Moving to

this area does reveal the downsides of this model though. There are no brake shoes, the front pony truck wheels have deep flanges and, as per the previous generation of Hornby '9Fs' the front steps are part of the pony truck, meaning that they swing with it when negotiating curves. Front bufferbeam lamp irons are also missing from this model.

Don't get me wrong, the Crosti is a fantastic model, but these elements show its position as something of a crossover between the top end models and RailRoad, but it still commands a £120 price tag.

Nevertheless, the good work continues. The cab interior is fully detailed but finished in plain black while cab doors are missing but could easily be added. The tender features a two piece moulding

for its body and this has excellent rivet detailing on it, but a full height moulded coal load level with the tender top. The rear features a separately fitted ladder together with sprung buffers and a factory fitted coupling hook. All three handrails on the rear are also separately fitted.

Being a plain black locomotive the satin finish works well and is evenly applied across the model. This is topped off with all the trimmings of a 'Crosti' including number and shedplates on the smokebox door, cabside numbers and power classification, plus large early BR crests and builders plate on the rear of the tender. >>

“Our sample was a supreme example of a quality mechanism”

MIKE WILD



PERFORMANCE

This is where the Crosti '9F' truly shines. We've always had good results with RailRoad models when we've tested them in the past and this new release is no different. Straight from the box it ran smoothly and quietly throughout the speed range and after running in it settled down further to be a supreme example of a quality mechanism. Adding a decoder for Digital Command Control operation just made it run even better.

Loaded tests included an

eight coach train which it handled with ease together with a 45 wagon goods which proved to be no match for this powerful 2-10-0 which features locomotive drive and pick-ups on all 10 driving wheels.

Inside the model is an 8-pin DCC decoder mounted inside the boiler barrel to the front ahead of the motor which is connected to a single brass flywheel. There is ample space inside to install a decoder and plenty of room for routing wires through to the tender to add a speaker too. The tender is

a cavernous space and the body is a very simple clip fit to its plastic chassis which includes provision for housing a 28mm round speaker.

As with all new Hornby models the '9F' comes factory fitted with a small tension lock coupling in an NEM pocket at the rear and a spare with the brake pipes separately for optional fitting.

OVERALL

The Crosti '9F' is a difficult halfway house to summarise. It scores highly in detail on the body and performance and while it isn't

on the level of the high end models it actually isn't on the level of a RailRoad model either.

Despite the compromises it is fantastic. I want one – no, I need two – and I'm sure that many others modellers will be in exactly the same position. It delivers superbly what Hornby set out to produce and with a little bit of detailing this good model could become great for very little cost and input. The Crosti is here, it is by far the best model in the RailRoad range and railway modelling is all the better for it. (MW)



The Crosti '9Fs' had a distinctive side exhaust on the fireman's side of the locomotive. Hornby has modelled this well.



The driver's side of the Crosti '9F' is much simpler in its appearance, but equally well done by Hornby.

Limited editions mark 'Deltic' 60th

TO CELEBRATE the 60th Anniversary of DP1 *Deltic* Locomotionmodels.com has commissioned a special limited production run of the National Railway Museum's (NRM) 'OO' gauge model of the prototype as well as National Collection production 'Deltic' 55002 *Kings Own Yorkshire Light Infantry*.

The new series of 'Deltic' models – which will be available in pristine, weathered and sound fitted formats – has been produced to launch at Locomotion's 'Diamond Deltic' event on October 24/25 when the prototype will be united with D9009 *Alycidon* and 55019 *Royal Highland Fusilier* and the NRM's 55002.

Both of the Bachmann produced 'Deltic' models are already well known and our samples exhibited the same high standard of detail throughout including separately fitted sprung buffers, separate handrails, fine mesh roof grilles, air horns, windscreen wipers and more. The 'Deltics' are also fitted with directional lighting together with a 21-pin DCC decoder socket and provision for adding a 20mm x 40mm speaker for custom sound installations.

The prototype *Deltic* is supplied

in as preserved condition, as is 55002 which is finished in its 1979 BR blue colour scheme with correct headcode panel styles. Livery application on our samples of both the pristine and weathered locomotives was excellent throughout with crisp edges between all colours, fine printing of logos, lettering and, on the prototype *Deltic*, lining too. The weathering consists of brown and black shades, but while the bodysides and roofs were respectably done for factory weathering the bonnet fronts – particularly on 55002 – were overdone.

In total 500 of each model will be produced and split into 250 pristine, 100 weathered and 150 sound fitted in each case with delivery expected during September.

The prototype *Deltic* and the production 'Deltics' revolutionised rail travel on the East Coast Main Line with their abilities to run at 100mph and it is fitting that Locomotionmodels.com is honouring their contribution to railway history for the 60th anniversary of DP1. These are great looking models and for collectors of National Collection models will surely be a must have. (MW)



THE DETAILS

Supplier:	www.locomotionmodels.com
Cat No:	32-522NRM
Description:	Prototype <i>Deltic</i> , as preserved pristine
Cat No:	32-522NRMDA
Description:	Prototype <i>Deltic</i> , as preserved weathered
Cat No:	32-522NRMA
Description:	Prototype <i>Deltic</i> , as preserved sound fitted
Cat No:	32-525NRM
Description:	Class 55 55002 <i>Kings Own Yorkshire Light Infantry</i> , BR blue pristine
Cat No:	32-525NRMDA
Description:	Class 55 55002 <i>Kings Own Yorkshire Light Infantry</i> , BR blue weathered
Cat No:	32-525NRMA
Description:	Class 55 55002 <i>Kings Own Yorkshire Light Infantry</i> , BR blue sound fitted
Scale:	'OO'
Price:	Prototype <i>Deltic</i> - £130 (pristine), £140 (weathered), £250 (sound fitted)
Price:	55002 - £125 (pristine), £135 (weathered), £250 (sound fitted)
Era:	9
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



The Crosti '9Fs'

A BOLD EXPERIMENT

One of the most easily identifiable of the 'standard' classes was the small group of Crosti boilered '9F' 2-10-0s, a peculiar design which had the chimney halfway down the boiler and which was anything but a success, as **EVAN GREEN-HUGHES** explains.

With the unusual position of the exhaust evident, Crosti '9F' 2-10-0 92021 works upgrade near Plumtree with a coal train on August 2 1955. John Wilson/Rail Archive Stephenson.



The position of the chimney on the Crosti '9Fs' caused problems with visibility and working conditions for crews which resulted in deflectors being fitted in a bid to lift the exhaust over the cab. Deflector fitted 92025 shows the problems as it passes Kegworth with a Toton-Brent coal train on April 12 1958. Gordon Hepburn/Rail Archive Stephenson.



Clearly showing the second boiler set below the main vessel, Crosti '9F' 2-10-0 92021 passes Brentingby Junction, south of Melton Mowbray, with a Toton-Brent coal train on August 2 1955. Gordon Hepburn/Rail Archive Stephenson.



ALTHOUGH by the mid 1950s the writing was on the wall for steam traction this did not mean that development and research into improved efficiency was not continuing. At the time it was assumed that new locomotives then in build would have a working life of perhaps 40 years, and there were those who thought that with upgrades it would still be possible to build a steam locomotive that could rival diesels for efficiency and availability.

In January 1954 British Railways, under the guidance of its Chief Mechanical Engineer Robert Riddles, had begun production of what many regard as the definitive freight engine, a 2-10-0 brimming with modern features that was easy to work, economical in operation and which would bring the proverbial house down. These engines were a success on all fronts and proved themselves capable of not only carrying out the duties they were intended for but also of having a fair turn of speed when required to perform on passenger trains.

However at this time the British Railways Board was under pressure from the Government to reduce the railway's coal consumption by 10,000tons a week:

even though the country was producing a surplus, and naturally Riddles' engineering team looked carefully at what they were building to see if even more efficiencies could be built into existing designs.

It was well-known that considerable efficiencies could be made to steam engines if a way could be found of pre-heating the water before it was admitted to the boiler. There had been many attempts to achieve this, in particular by Douglas Earle-Marsh of the London Brighton and South Coast Railway before the Great War and latterly by the experimental use of ACFI feedwater equipment by the London Midland & Scottish (LMS) and London and North Eastern (LNER) railways. Even the famous 'P2' 2001 *Cock o' the North* was built with it but as with all the earlier experiments it was found that the additional costs of maintenance outweighed any savings in fuel and so the equipment was removed.

AN ITALIAN APPROACH

In Italy Dr Piero Crosti and his colleague Attilio Franco had been working on the same problem and had proposed a more radical solution than that used by companies such as ACFI. In their design waste heat from exhaust gas was used to warm boiler water by

being directed into a pre-heater which took the form of a secondary boiler.

The pre-heater 'boiler' did not turn the water into steam but raised its temperature substantially so that when it reached the main boiler it needed less energy to convert it into steam. The first locomotive to be fitted with this system was a large articulated engine in Belgium in 1932 and this was followed by others in Italy before the Second World War and Italy, Ireland and West Germany after the conflict was over.

By the time the BR '9Fs' were in production 130 locomotives had been fitted with Franco-Crosti equipment in mainland Europe and many were reported to be showing a 20% improvement in efficiency. Some of them were seen by ES Cox, who was on the British Transport Commission's design panel, when he visited the Italian State Railways while on holiday in Venice. During the same trip he also met Dr Crosti and became impressed by his work. This eventually resulted in an agreement to equip a number of new BR 'standards' with Franco-Crosti equipment on the proviso that no royalties would be paid until the locomotives exhibited a saving of 12%, with a full payment to become due when the savings reached 18%. >>



Following disappointing results from the Crosti experiment BR undertook rebuilding of the 10 locomotives in conventional form, removing the second boiler and returning the exhaust outlet to a conventional position. Having had its Crosti fittings removed, and being downgraded to an '8F' power classification, former Crosti 92022 is seen from the top of Northchurch tunnel, Berkhamsted with an up freight on the West Coast Main Line on September 5 1964. [Brian Stephenson](#).



AN ODD LOOKING UPGRADE

A scheme to equip ten '9Fs' was then drawn up but it proved impossible to utilise the layout which was most common in Europe where there were two 'pre-heater' boilers one on each side of the main boiler due to the restrictive nature of the British loading gauge. Consequently it was decided that the secondary equipment would have to be fitted underneath the main boiler and between the frames. Even with this compromise the designers had great difficulty in making room and it was found necessary to reduce the size of the boiler slightly when compared to conventional '9Fs' to accommodate all that was required. A single pre-heat boiler was also used instead of the more usual two.

In these locomotives the exhaust steam from the cylinders was not directed up the chimney in the normal manner but instead was channelled via a long series of pipes to a blast chamber at the rear right-hand side of the engine. The hot gasses from the boiler were pulled through the pre-heating 'boiler' after passing through the normal smokebox and, after heating the water, were expelled through a multiple blastpipe chimney which was fitted on the right-hand side of the boiler, about halfway down the engine and not far in front of the fireman's cab window. The conventional boiler was fitted with what looked like a normal chimney but this was not used, except for when lighting the locomotive from cold, and was blanked off during normal running.

Difficulties during construction led to delays but the 'Crostis' began to appear from Crewe Works in November 1954 and a series of tests were organised at Rugby which seemed to indicate that the Crosti-boilered engines were little better than their conventional counterparts.

This came as a bitter blow to Dr Crosti who at first had great difficulty in accepting the results, so much so that he gained permission for the great locomotive

engineer Andre Chapelon to examine them for accuracy. In fact what had happened was that there had been some miscommunication between the parties because the initial negotiations had been conducted in French, which was the native language of neither participant. Crosti had meant to imply that savings of 20% were possible when a Crosti boiler was used in conjunction with feedwater heating or exhaust steam injectors when compared to a locomotive not fitted with any of these. What had been overlooked was that the '9Fs' all had exhaust steam injectors as standard and that this would eliminate some of the advantages of the Crosti system.

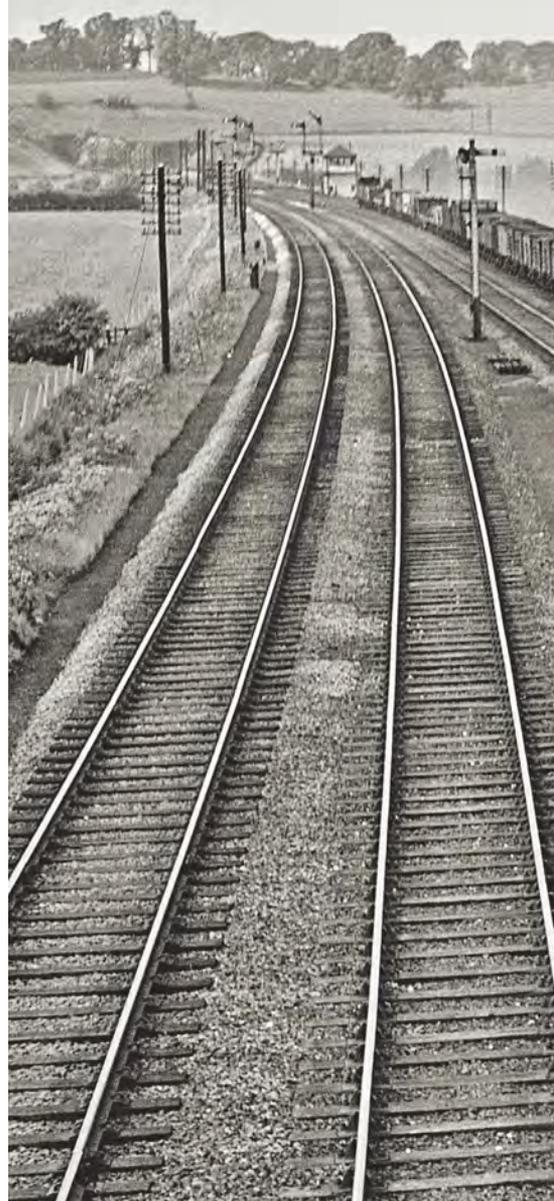
Needless to say Crosti returned to Italy a very disappointed man and he never received a penny in payments for the use of his designs. Meanwhile the ten locomotives were completed as intended and all were then allocated to the London Midland Region for use at Wellingborough shed where they were disliked by fitters and traincrew alike. One of the biggest issues was the position of the chimney which tended to spew smoke around the cab area, making conditions on the footplate very uncomfortable indeed. They also proved much more difficult to steam and there were issues with having to clean the additional tubes in the pre-heater 'boiler'. Within a short space of time they were back at Crewe where changes were made to the draughting to try and produce a sharper blast and a form of smoke deflector was also fitted, though to the blast pipes at the side and not in the usual place.

CONVENTIONAL APPROACH

After a short period in service issues began to emerge with corrosion in the pre-heater 'boiler' due to the formation of acid and it was also found that far from being more economical than the standard engines the 'Crostis' were actually burning more coal than their sisters. By 1959 most of

FACTS AND FIGURES

Designer:	R A Riddles
Total in class:	10
Numbers:	92020-92029
Built:	1954-1955
Rebuilt:	1959-1962
Withdrawn:	1966-1967
Builder:	BR Crewe Works
Purpose:	Heavy freight
Power classification:	'9F' as built, '8F' after rebuilding
Wheel arrangement:	2-10-0
Weight (locomotive):	90ton 4cwt
Weight (tender):	53tons 10cwt
Pony track wheel diameter:	3ft
Driving wheel diameter:	5ft
Length (including tender):	66ft 2in
Height:	13ft 1in
Width:	9ft
Boiler design:	Taper
Boiler pressure:	250psi
Cylinders:	Two, 20in x 28in
Valve gear:	Walschaerts
Tractive effort:	39,667lbs
Coal capacity:	7tons
Water capacity:	4,725gallons



the class were in store and a scheme was put in motion to convert them to a more normal configuration. Consequently the pre-heat 'boiler' was removed with the first to be converted being 92026 in 1959 and the last to be done being 92022 which was completed in June 1962, having spent three years in store. The conversions retained their smaller boilers but the blast was now exhausted up the chimney in the normal place. Surprisingly they were never fitted with smoke deflectors.

Once converted the 'Crostitis' went on to have truly unremarkable careers. Due to their smaller boilers they were less powerful than a normal '9F', being downgraded to '8F', and were thus not as popular with their crews. All ten remained in service until 1966 when 92028 was taken out of traffic and this was followed by 92027 the following August. Due to the rundown of the steam fleet the other eight were withdrawn together in November 1967, with the oldest being only 13 years old and having been stored for part of that time.

The building of ten '9Fs' with Crosti boilers was a bold attempt at improving the efficiency of the steam engine and



A group of visitors inspect a line of Crosti boilered '9Fs' under construction at Crewe Works in March 1955 with 92022 at the front. www.railphotoprints.co.uk

was one of a number of innovations tried by British Railways at that time. However they were a disaster because they did not perform any better than their conventional counterparts and required considerably more maintenance. They did gain an enthusiast following for their unusual looks

and consequently were much photographed and followed during their short lifetimes. They also inspired a much-needed debate as to whether the steam locomotive could have been improved to provide a level of economy far beyond what was actually achieved in this country. [Hera](#)

The exhaust billows over the cab as Crosti '9F' 92026 passes Ratcliffe on Soar, south of Redhill tunnels, with a Toton-Brent coal train on June 18 1957. [Gordon Hepburn/Rail Archive Stephenson.](#)



Adams 'O2' is more than **AN ALL-WIGHT**

The first of Kernow Model Rail Centre's new 'OO' gauge Adams 'O2' 0-4-4Ts touched down in the *Hornby Magazine* office in late August.

MARK CHIVERS

inspects this impressive new Southern Railway tank engine.

FOUR YEARS after it was first announced a rather special little model arrived for review in late August with the Southern black liveried version of Kernow Model Rail Centre's (KMRC) exclusive 'OO' gauge London & South Western Railway (LSWR) Adams 'O2' 0-4-4T making its debut.

These compact tank engines were introduced in 1889 with 60 being constructed in batches at the LSWR's Nine Elms

Works to a William Adams design by 1895.

Having proved versatile in service, many were reallocated across the LSWR network. Following electrification of the Southern Railway's (SR) suburban network, some 'O2s' were converted for trials on the Isle of Wight and subsequently 23 were sent there, receiving Westinghouse air pumps, larger coal bunkers and local place names. In service the mainland examples remained operational until 1962, while the final Isle of Wight example was withdrawn in 1966. One locomotive remains preserved on the Isle of Wight Steam Railway – W24 *Calbourne*.



THE MODEL

Seven models form this initial batch of 'O2s' encompassing SR plain black, SR olive green, BR lined black with early crests and BR lined black with late crests, with our review sample decorated in Southern plain black livery with Bulleid 'sunshine' yellow lettering and numbered as 225. The prototype was built in 1892 and withdrawn in 1962.

The new 'O2' is a superb looking model oozing Victorian charm and it captures the look of the prototype, comprising a highly detailed plastic bodysell, heavy chassis, coreless motor and a large number of separately applied detail

parts which add a quality feel to this model. The comprehensive suite of tooling caters for variations between models such as smokebox doors, coal bunkers, air pumps, cylinders and pull-push equipment enabling the pull-push, mainland and Isle of Wight locomotives to be produced.

Our review sample is a pull-push fitted example and features the prominent Westinghouse air pump and pull-push equipment. This is finely moulded and also includes fine pipework. The 'face' of the locomotive is equally well executed with a finely moulded smokebox door, dart and chimney together with rivet detail and six

lamp irons for use in with the SR's headcode discs. Plastic buffers are fitted, but these are neatly moulded as are the reservoir tanks, water filler caps, valve and pump details. Commendably the area beneath the boiler is part detailed and picked out in red with daylight visible.

Whilst the cab door and handrails are moulded as part of the body they look good from normal viewing distances, the door being modelled in the closed position. Inside, the cab has flush glazed windows and is also correctly set for driving from the right-hand side. The interior is decorated with the bulkhead, levers, glasses,

dials and regulator picked out in yellow and copper. The original smaller coal bunker style features directly behind the cab and has a removable plastic coal load.

A cast metal chassis provides ample weight and includes a fully detailed underframe with guard irons, brake rodding, injector pipes, sand boxes and crisply moulded brake shoes in line with the wheels.

Application of the SR plain black livery is good, the 'O2' featuring a fine satin paint finish with red bufferbeams, while pipework and valves are picked out in copper and gold. Printing is limited to the Bulleid 'sunshine' yellow lettering

MODEL

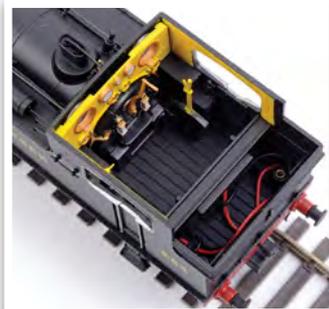
**FIRST
REVIEW**

THE DETAILS

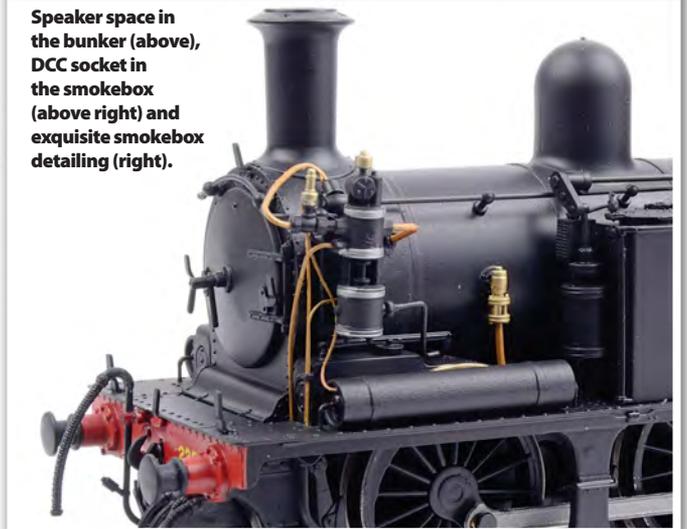
Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	K2105
Description:	Adams 'O2' 225 0-4-4T, Southern black
Scale:	'OO'
Price:	£124.99
Era:	3
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

"The 'O2' is a superb looking model oozing Victorian charm."

MARK CHIVERS



Speaker space in the bunker (above), DCC socket in the smokebox (above right) and exquisite smokebox detailing (right).



The cab is highly detailed inside and the roof is removable for access too.

and numbering which appears crisp and is particularly well done.

PERFORMANCE

Like the Beattie '0298' 2-4-0WT before it, Kernow's 'O2' uses a fully geared drive for the 0-4-4T meaning that power from the motor is transferred to both driving axles via a geartrain rather than relying on the coupling rods to take the strain. The coupling rods on our sample did have a degree of play around their fixings, but this did not cause any issues as they are purely for decoration.

Matching its good looks, the model performed well on test

too, operating smoothly and quietly throughout the speed range. Following running-in, the coreless motor demonstrated its fine speed control aided by extra electrical pick-ups on the pivoted pony truck which helped it negotiate pointwork with ease.

The 'O2s' haulage capabilities were good too with the model confidently pulling seven coaches and 20 wagons on *Hornby Magazine's* office test layout.

It has been designed with Digital Command Control (DCC) sound installations in mind with space for a speaker and pre-installed speaker wires being provided

from the PCB. The allocated space for the speaker in the coal bunker is very simple to access too with removal of two screws below the coal load allowing the cab roof to be removed and a speaker to be installed.

The 6-pin DCC decoder socket and PCB is located within the boiler and accessed by removing the smokebox door, which is held in place with magnets.

NEM coupler pockets are fitted at the correct height, although the pocket moulded as part of the pony truck appears to protrude by approximately 2.5mm from the bufferbeam.

OVERALL

This is an excellent addition to Kernow Model Rail Centre's expanding range of exclusive limited edition models and features a popular prototype which enjoyed a long career and a wide sphere of operation across the Southern Railway and Region. The fact that the selection of available models includes mainland and Isle of Wight examples with their wide variety of detail differences is staggering and demonstrates how far the market has come in recent years. With LSWR pull-push 'Gate' stock vehicles also in the pipeline, the Adams 'O2' 0-4-4T will deservedly prove popular. (MC)

'OO' GAUGE

NEW COLOURS FOR KERNOW

KERNOW Model Rail Centre's 'OO' gauge Class 205 2-H Diesel Electric Multiple Units (DEMU) are now available in two new liveries – and with more to come too.

Finished in plain BR blue and BR Network SouthEast (NSE) colours, the latter model is devoid of its NSE branding, offering a

wider sphere of operation for the livery and depicting the model in the late 1990s/early 2000s.

Each pack contains a Driving Motor Brake Second (DMBS) and Driving Trailer Composite with Lavatory (DTCL), the models bearing the hallmarks of previous releases including directional and interior lighting. The DTCL vehicle also features a removable section

of seating in the first compartment for those wishing to replicate the dedicated parcels section introduced on the prototypes.

Decoration is up to Bachmann's usual high standard featuring a high quality satin paint finish on each with crisply printed no smoking signs, First Class labels and legible data panels on the ends.

Hand-scripted 2-H notations are printed on the cab ends of BR blue 1122, while NSE 205001 features a 3-H designation, which is accurate for the model which ran in two car formation for a period.

Excellent and available now. (MC)

THE DETAILS	
Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	31-238Z
Description:	Class 205 1122, BR blue
Cat No:	31-239Z
Description:	Class 205 205001, debranded Network SouthEast
Price:	£210.00
Era:	7/9 respectively
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



'OO' GAUGE

Concrete carriage platforms from Gaugemaster

The Gaugemaster Structures range continues to expand with release of these useful 'OO' gauge concrete carriage platforms. Representative of the slim

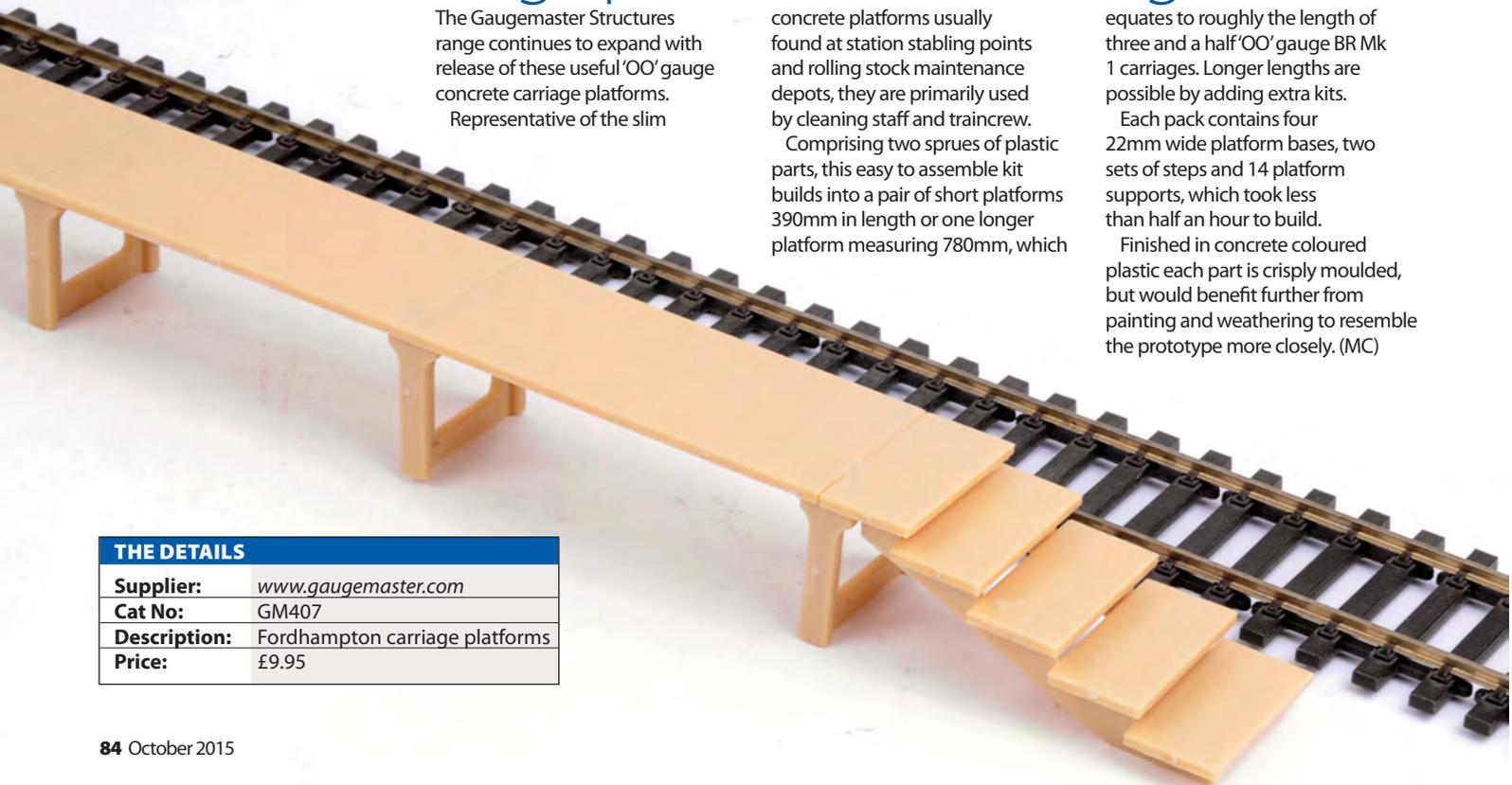
concrete platforms usually found at station stabling points and rolling stock maintenance depots, they are primarily used by cleaning staff and traincrew.

Comprising two sprues of plastic parts, this easy to assemble kit builds into a pair of short platforms 390mm in length or one longer platform measuring 780mm, which

equates to roughly the length of three and a half 'OO' gauge BR Mk 1 carriages. Longer lengths are possible by adding extra kits.

Each pack contains four 22mm wide platform bases, two sets of steps and 14 platform supports, which took less than half an hour to build.

Finished in concrete coloured plastic each part is crisply moulded, but would benefit further from painting and weathering to resemble the prototype more closely. (MC)



THE DETAILS	
Supplier:	www.gaugemaster.com
Cat No:	GM407
Description:	Fordhampton carriage platforms
Price:	£9.95

'THUMPERS'



'OO' GAUGE

Bachmann VDA van GOES RAILFREIGHT



BR's Railfreight red and grey livery adorns this latest addition to Bachmann's 'OO' gauge range. Finished as 200650, built at BR's Ashford Works in the 1970s, it also sports a heavily weathered appearance. Application of the standard Railfreight livery is good with crisply printed lettering and data panels, although the factory applied single colour

weathering appears slightly too heavy in places on the underframe and was unevenly applied to the wheels on our sample. That said, Bachmann continues to improve its worn roof effects, particularly the patches of added rust. (MC)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	38-144
Description:	VDA sliding door box van, BR Railfreight, weathered
Scale:	'OO'
Price:	£24.95
Era:	7/8
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

Exclusive Kernow compressors

New from Kernow Model Rail Centre (KMRC) are these neatly produced exclusive 'OO' gauge Scenecraft air compressors. Each pack contains two cast resin air compressors finished in Holman Compair yellow livery. A common sight at roadworks and building sites from the 1970s to the 1990s, they would suit a cameo scene or a rail load. (MC)



THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	44-500Y
Description:	Holmans compressors, two pack
Price:	£19.99
Era:	7-9

'HO' SCALE

Preiser pallets and containers

New from Preiser is this pack of 'HO' scale pallets, containers and pallet trucks suitable for the modern era. Containing 12 pallets and 12 grey plastic containers with separate lids, they are also stackable, just like the real thing. The pallets are neatly moulded in cream plastic while a set of two red plastic pallet jacks are also included in the set. Designed primarily for 'HO' scale, they won't look out of place on 'OO' scale layouts. (MC)



THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	31025
Description:	Plastic containers, pallets and pallet trucks
Price:	£10.50
Era:	8/9

'OO' GAUGE

First Class Transit delivers superbly

Perfect for modellers of the contemporary scene is this new 'OO' gauge Oxford Diecast model of Ford's Transit Connect Van. A regular sight on post delivery services, Oxford's latest release is finished in Royal Mail red and represents a vehicle registered in 2006. Decoration

is smart and includes a rich red gloss paint finish, black bumpers and trim, silvered wheels, glazed headlights, wing mirrors and black door handles together with a high level of printed detail.

An impressive delivery from Oxford. (MC)



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76FTC001
Description:	Ford Transit Connect, Royal Mail
Price:	£4.75
Era:	9

Bachmann launches
Peppercorn
'A2' in 'N'



It's been a long time coming, but Bachmann has completed the East Coast quartet of 'Pacifics' for 'N' gauge with delivery of its new Peppercorn 'A2' 4-6-2. **MIKE WILD** takes a closer look.

**FIRST
 REVIEW**



THE EAST COAST Main Line was a haven for enthusiasts and whilst its Gresley 'A3' and 'A4' designs held the limelight the later Peppercorn 'A1' and 'A2' classes were equally sought after by those looking to fill their Abcs.

Three of those designs have already been produced in 'N' gauge with Dapol making current standard models of the 'A3' and

'A4' while Bachmann has had the Peppercorn 'A1' 4-6-2 in its Graham Farish range since November 2011 (HM51). Not surprisingly in 2012 the announcement came that the 'A2' would be produced in 'N' under the Graham Farish banner and, three years later, the result is here.

Peppercorn's 'A2' was introduced in December 1947 when 525 AH Peppercorn was completed to a design which had its roots in the

Thompson 'A2/3'. Ultimately only 15 were built with allocations in England and Scotland and the last was withdrawn in 1966 – the now preserved 60532 *Blue Peter*.

In service the 'A2's' were maids of all work being tasked with express passenger, slow passenger, parcels and express freight work. 60526 *Sugar Palm* set the speed record for the class when in 1961 it achieved 101mph while descending

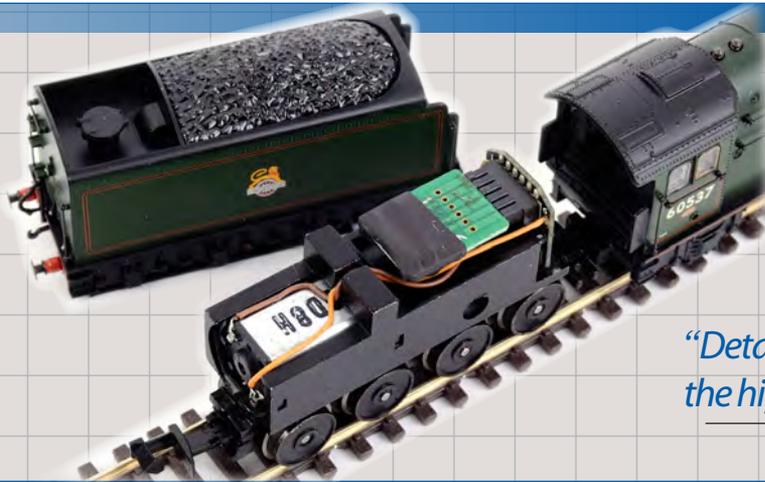
Stoke Bank south of Grantham – the same stretch of line where Gresley's 'A4' 4468 *Mallard* had achieved the world speed record for steam of 126mph in 1938.

THE MODEL

For review we received a sample of BR lined green liveried 'A2' 60537 *Bachelors Button*, which is one of four versions being released in the Graham Farish range. The others are 525 AH Peppercorn in LNER lined green (Cat No. 372-385), 60533 *Happy Knight* in BR lined green with late crests (372-387) and 60532 *Blue Peter* in BR lined green with late crests (372-388).

On first glance there appears to be little to differentiate between the 'A1' and 'A2' designs, but in fact they had significant differences including wheel diameter, wheelbase and length. The 'A2' had 6ft 2in driving wheels, as opposed to the 6ft 8in drivers of the 'A1' and Bachmann





THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	372-386
Description:	Peppercorn 'A2' 4-6-2 60537 Bachelors Button, BR lined green
Scale:	'N'
Price:	£159.95
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido coupling in NEM pockets

“Detailing of the body is superb and follows the high standard we expect for ‘N’ gauge.”

MIKE WILD

The detail on this ‘Pacific’ is impressive - this is photograph is reproduced far bigger than the actual model and it still looks good!



has represented these correctly. Equally the length is also correctly shorter on the ‘A2’ than the ‘A1’ – the former being considerably shorter.

Detailing of the body is superb and follows the high standard we expect from a present day ‘N’ gauge steam locomotive. Electric lamps and lamp irons are all moulded on the front footplate together with a factory fitted vacuum brake pipe and static buffers. The smokebox door is neatly finished with 60537 featuring the higher position for its smokebox numberplate. The new tooling also caters for double and single chimney locomotives – 60537 being a single chimney engine – while the boiler fittings of dome and safety valves are neatly done too. Along the side the boiler features separately fitted pipework and handrails together with a full set of sand and lubricator boxes along the footplate.

Below the frames you will find

neatly finished Walschaerts valve gear either side of the driving wheels which feature see through spokes. Brake rigging and sandpipes complete the underframe detailing.

The tender coupled to the ‘A2’ is a riveted design – the same as that produced for the ‘A1’ – and this is where the model has gone back a step by, understandably, using the same mechanism as the ‘A1’, which is a tender mounted drive with a free wheeling locomotive. The most recent locomotive drive models do have the edge in performance.

Nevertheless, the standard of detail and quality paint finish bestowed on our sample of 60537 create a superb looking model worthy of a place alongside all the latest releases.

PERFORMANCE

On the track our sample proved to be a smooth and quiet performer fresh from the box. After running in

it was fitted with a Bachmann 6-pin DCC decoder for continued testing which included continuous running for eight hours which it coped with supremely well. The model also negotiated second, third and fourth radius curves comfortably and rode well through points and crossings.

In terms of haulage capacity we tested the model with an eight coach rake of Mk 1s initially which it handled with ease on the level, although six was the limit on a 1-in-68 gradient. On the 1-in-30 three Mk 1s was the limit with the ‘A2’ most probably due to the drag of the driving wheels and motion which form a substantial weight in front of the motorised tender.

Decoder fitting is very straightforward, but requires two tiny crosshead screws to be released at the front of the tender. With these out the body can be lifted off in one piece to reveal the motor and decoder socket – changing

the analogue plug for a decoder is no more than a 30 second job.

OVERALL

While the reversion to the tender drive mechanism might be seen as a negative for the ‘A2’, it is an expected and necessary diversion for Bachmann as designing a new mechanism when one already exists wouldn’t be economical. Happily our sample’s performance didn’t disappoint in any respect and we were pleased with the way the model ran throughout our tests.

The look and poise of the ‘A2’ has been captured superbly in the body tooling and this is another fine addition to the Graham Farish brand steam portfolio and an important new piece of motive power for ‘N’ gauge – a scale which is gaining increased popularity as its range and quality increases.

An excellent model which is available now. (MW)

'OO' GAUGE

Bachmann launch Southern vans



'OO' GAUGE

Diamond tank transporter



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76DT001
Description:	Diamond T980 tank transporter, TRC Western Desert 1942
Price:	£23.95
Era:	3

Oxford Diecast's military range is bolstered by the arrival of this 'OO' gauge Diamond T980 tank transporter.

During the 1940s more than 6,500 Diamond T980 ballast tractors were built in Chicago by the Diamond T Company, with several thousand purchased

for use by the British Army.

Finished in all-over sand colour this latest addition represents a tractor and articulated tank trailer as deployed in the Middle East in 1942. The tractor unit chassis and trailer are die-cast metal while the rear seating area and moveable loading ramps

on the trailer are plastic items.

Decoration consists of a plain matt paint scheme with crisply printed decals including British formation badge on the front bumper and diagonal white cross on the roof to identify the vehicle from the air.

Impressive and available now. (MC)



THE FIRST OF Bachmann's new 'OO' gauge Southern Railway (SR) four-wheeled Passenger Luggage Vans (PLV) have arrived.

Almost 1,000 of these wooden-bodied vehicles were built for transporting parcels, luggage, newspapers and more. Variations included even-planked, 2+2 uneven planked and plywood body styles. A large number of PMVs survived into the 1980s, although as BR's parcels services declined so too did the need for these older vehicles. Some were retained for departmental use.

For review we received two variants of the new model: PLV 2186 in SR olive green and PMV S1068S in BR crimson, Bachmann's model being based on a 1930s SR Diagram 3103 prototype with standard even planking.

Straight from the box this is an impressive package, the crisply moulded body capturing the prototype's distinctive looks with plank detail, body strapping, double doors, hinges, door handles,

destination panels and ventilators all included. A larger ventilator, lamp irons, metal buffers, fine metal grab rails and vacuum pipes are included at each end while curved rainstrips and neatly moulded vents feature on the roof.

Equally well executed, the underframe includes footboards below each set of double doors, fine handbrake lever, spring and axlebox detail as well as fine brake rigging and brake shoes in line with each wheel.

Livery application was excellent in each case on our samples with accurate body colours. Printing on each is crisp and legible with dimension data and restriction plates neatly picked out and horizontal bars printed on the flush glazed windows. Metal disc wheels and NEM coupler pockets complete this impressive new addition to the range.

With a long career and wide operating sphere, these eagerly-awaited new vans are sure to prove popular. (MC)

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	39-525
Description:	Southern PLV, SR green
Cat No:	39-526
Description:	Ex-Southern PMV, BR crimson
Scale:	'OO'
Price:	£28.95
Era:	3/4 respectively
Couplings:	Small tension locks in NEM pockets



'OO' GAUGE

Oxford Austin Seven debuts



Recent Oxford Diecast arrivals include these newly-tooled 'OO' gauge Austin Seven RNs. Designed by Sir Herbert Austin as an economy vehicle, the Austin Seven became one of the most popular cars of the early twentieth century.

Our samples represent the Austin Seven Deluxe RN and the long wheelbase RN van. Finished

in light fawn with black roof the four-seater Austin Seven Deluxe RN has printed spoked wheels, silvered headlights and radiator together with a beige interior. The van variant features a black interior and is decorated in primrose yellow with black coachlines and roof. Super additions. (MC)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76ASS001
Description:	Austin Seven RN Deluxe, fawn
Cat No:	76ASV001
Description:	Austin Seven RN van, primrose
Price:	£4.75
Era:	3

'OO' GAUGE

Water tower refreshes St Ives

THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	44-097Z
Description:	GWR water tower
Price:	£49.99
Era:	3

Steam locomotives relied on water supplies and this new Kernow Model Rail Centre 'OO' gauge Scenecraft building should fit the bill. Based on a water tower at St Ives in Cornwall, this resin model is supplied in semi-kit form due to its delicate nature.

Featuring an ornate water tank, water crane, three sets of supports and an etched metal ladder the model also features a fine length of chain and associated mechanism to release the water for replenishing locomotives. A pre-painted water load is also included.

Neatly decorated in GWR colours, assembly is quick and easy and builds into an impressive structure. (MC)





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31-433	Midland Class 1F 1739 LMS Black Open Cab	£96.50
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372-138	Class 5 #5190 LMS Plain Black	£110.46
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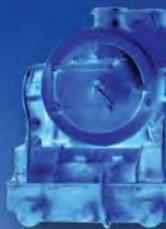
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Cobalt Alpha

Never before in the history of the hobby has one small electronic device made such a difference...

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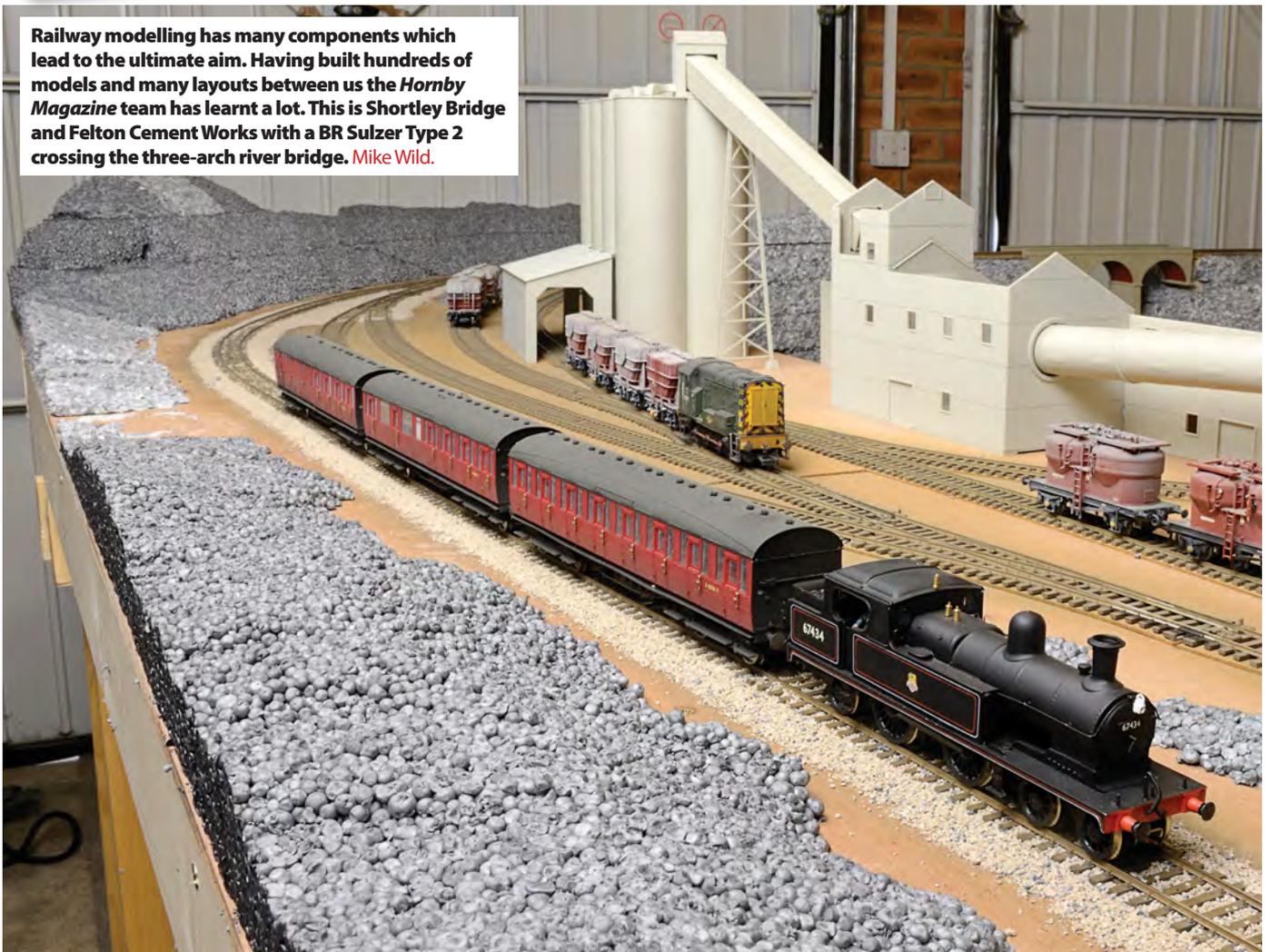


100 TOP TIPS

SPECIAL
HORNBY magazine
100th issue

The *Hornby Magazine* team presents a round of 100 top tips for model railway construction, track laying, scenery, digital command control, painting and more.

Railway modelling has many components which lead to the ultimate aim. Having built hundreds of models and many layouts between us the *Hornby Magazine* team has learnt a lot. This is Shortley Bridge and Felton Cement Works with a BR Sulzer Type 2 crossing the three-arch river bridge. *Mike Wild.*



Scenery

1 BALLAST GRADES/ COLOURS

Ballast in the real world is never one single colour or uniform size. Choosing a blended ballast colour and two different sizes (especially for 'OO' gauge upwards) will result in a more pleasing finished effect. (MW)

2 WATER, THE EASY WAY

Modelling water might seem like a challenge, but actually it is a simple project to add a stream, river or lake to a model with the likes of Woodland Scenics, Gaugemaster and Deluxe Materials all producing water modelling products off the shelf. (MW)

3 BUY PVA GLUE IN BULK!

PVA wood glue can be used in many ways in railway modelling and you will get through a lot even for a small layout. Buying small bottles is expensive and while purchasing five litres at once might seem like overkill, it will never go off and is cheaper overall. (MW)

4 POLYSTYRENE

Expanded polystyrene is a perfect and light weight means of building up scenic contours – even if it is a little messy. It can be collected from packaging or bought from DIY stores, glued in place with PVA and shaped with a handsaw. (MW)

5 MAKE GRASS IN LAYERS

When building up scenery don't attempt to create it all in one layer. Building up layers of turfs and static grasses will result in a pleasing finished model with great depth and texture. (MW)

6 PAINT BASEBOARDS

Painting baseboards is great for sealing the wood and also ensuring that should any scenery get chipped in the future it won't show up too dramatically. Normal household emulsions are perfect for this. (MW)

7 CAST YOUR OWN ROCKS

Casting your own rocks is a great way to create realistic rock formations that can be used to detail a model. Woodland Scenics produces moulds, casting plaster and paints making it all just one order away. (MW)



9

8 LET'S DO THE TWIST

One of the keys to great scenery is to add the small twist to everything you do. Whether it's mixing static grasses, adding accents to your foliage (flowers for example) or varying ground cover to represent areas of dead or dry grasses, it's simple to do. (NB)

9 TAKE NOTES

Keep records of the materials you use, brands of scenery products, adhesives and glues together with the colour of paints and pigments. Make a note of the order of application and even of those techniques which were not successful so you can recreate the effect later. (NB)

10 TEXTURE AND COLOUR

Nature is rarely uniform - plants will grow wherever they can and even the most manicured meadow will have weeds and herbs growing through the grass. Adding texture and subtle colour variations will result in a more realistic scenic finish. (NB)

11 TURN OFFCUTS INTO HEDGES

Small offcuts of scenic material should be stored into a box or bag, ready for the opportunity to use it in some corner or nook of the layout. (NB)

12 DO NOT WASTE LEFTOVERS

Don't dump leftover plaster from rock moulds - put it to good use to make talus and scree for modelling the base of slopes and rock outcrops where such material may accumulate. (NB)

13 THIN WASHES

Less is more when it comes to staining rock castings with paint and pigment. Take advantage of the porosity of cast plaster rocks to subtly colour your rock formations. As tempting as it is to use neat model paints to colour rocks, the best results can be achieved using water soluble paints such as Woodland Scenics pigments and thinned artist's acrylic paint. (NB)

14 AVOID CHEAP SCENERY PRODUCTS

Cheap scenery products are often a false economy. Always buy the best scenery materials you can afford – it will pay dividends in not having to rework faded or discoloured scenes on your layout. (NB)

15 PRACTICE MAKES PERFECT

Practicing landscaping techniques is worthwhile. Practice makes perfect and building a small diorama using off cuts of materials is a great way to test your skills before applying them to a layout. (NB)

16 KEEP IT TIDY

It takes very little time to apply a little newspaper to back scenes and masking to track to prevent scenery materials, paint and glue from spoiling your pride and joy. Place covers on the floor to catch glue drips and so on: whatever you use, not having to clean up spillages or correct accidents will save both valuable time and materials. (NB)



16



10

17 TAKE PHOTOGRAPHS AS YOU GO

The advent of digital cameras and phone cameras means it is now easier than ever to record our modelling projects. A photograph will often show up something you have missed, making it a particularly useful step in scenic modelling. (MW)

18 PERSPECTIVE

Always keep things in perspective. Model railways are important to us – but they shouldn't be the main thing in our lives. Families, friends, our health, and our financial well-being – these are the things that really matter. (TS)

19 PHOTOGRAPHIC BACKDROPS

We aren't all artists and backscenes can be a tricky area to get right. Using a photographic backscene can add greater depth to a model scene and a readily available supply is available to choose from too. (MW)

Layout construction

20 SUPPORTING OPTIONS

When it comes to supporting a layout there two main options – building bespoke legs to suit it as a portable layout or, for a home layout, it could simply be located on top of cupboard units. The latter will mean careful planning of wiring, but is a good way of introducing storage under a layout too. (MW)

21 CROSS-MEMBERS

When building baseboards don't forget to add cross-members underneath the baseboard. Without these the centre of the board top is likely to sag over time. Don't forget to drill holes for wiring too – these are much easier to add during construction than after track laying and scenery has started. (MW)

22 FULL SIZE PLANNING

When considering a layout track plan on paper, mock up the main components at full size to ensure the plan will fit into the space available and that there will be sufficient clearance between tracks and trains. (MC)



23 MEASURE TWICE...

The old adage of 'measure twice, cut once' applies to many aspects of modelmaking. It's all too easy – especially if you're tired, or not concentrating fully – to trim off too much. There comes a point when it's probably better to start again rather than trying to work round your mistakes. (TS)

24 LAY TRACK ON CORK

Laying track on cork has two benefits – first it reduces noise from passing trains and secondly it raises the track to create a realistic ballast shoulder. We use 1/16th in thick cork for our 'OO' gauge layouts. (MW)



25 DON'T BITE OFF MORE THAN YOU CAN CHEW

Secretly we'd all love to have a model of a huge station with scores of platforms, a huge goods yard and main line action, but we have to be realistic too. Plan your projects to make sure you aren't taking on something bigger than you have the time, space or money for. (MW)

26 SECURE TRACK AT THE BASEBOARD EDGES

For portable baseboards track needs to be firmly fixed at the edges where it goes from one board to another. The simplest way to do this is to lay the track across the join, insert strips of copper-clad (scored in the centre to stop electrical shorts), pin it to the baseboard and solder it to the rails. The rails can then be cut at the joint allowing the boards to be separated. (MW)

27 SHELVING BRACKET BASEBOARDS

Looking for a quick, convenient and hassle free means of supporting baseboards – shelving



brackets as used by Chris Jones for his new Corkscrew Lines Mk 2 (HM98) could be the answer. Using these negates the need to build legs and keeps the floor free for storage too. (MW)

28 PINNING TRACK

Don't be tempted to hammer track pins straight into plastic sleepers as it can cause them to spread and – in extreme circumstances – split. Instead drill a 1mm diameter hole through the sleeper using a pin vice then use a pin hammer to tap the pin home. We also recommend using the larger diameter pins produced by Peco – Cat No. ST280 – as they are much more robust and easy to use. (MW)

29 BUY AN ELECTRIC SCREWDRIVER!

Apart from a Dremel minidrill, the electric screwdriver in the *Hornby Magazine* workshop is probably the most essential and most used tool that we have! Even if you only plan on building one layout an electric screwdriver will make your life much easier and you'll find another 101 reasons to use it too. (MW)

30 ASK QUESTIONS

If you see something you like on a layout at an exhibition then be bold and ask one of the operators. The vast majority want to share their knowledge and pass on things they have learnt so that other modellers can benefit too. (MW)

31 GET IT CUT FOR YOU!

DIY stores and timber merchants often offer a timber cutting service. It might cost a couple of pounds more, but using this service will save you untold hours of cutting wood. Plus, they have the machinery to make it easy and a well detailed cutting list will result in a kit of parts to build the baseboards you want. (MW)

32 CHOOSE THE RIGHT SCREWS

Screws come in all shapes and sizes, but it is important to choose the right ones. Length is essential – too short and they won't grip, too long and you'll be catching your fingers on them if you handle your baseboards. (MW)

33 SOURCING TIMBER

Take care when selecting timber from DIY stores and timber merchants. Ideally you want to find a store which keeps its sheet materials stored flat, as those stored on end will tend to warp out of true. Similarly, don't pick up the first pack of timber battens – be selective and find the pack which has the straightest contents. (MW)

34 FLEXIBLE TRACK

If you want to create realistic track

formations flexible track, sold in yard lengths, is your best friend. It can be used to build long straight, flowing curves and everything in between plus it can be cut to length to fit in small areas. Don't forget to buy rail joiners as flexible track doesn't come with them fitted. (MW)

35 FITTING RAIL JOINERS ON FLEXIBLE TRACK

To add rail joiners to flexible track for a neat finish, cut the chairs off the first sleeper with a craft knife. This will create a small gap between the bottom of the rail and top of the sleeper to accept the rail joiner keeping joints between lengths neat and tidy. (MW)

36 HAND SAWS ARE GREAT!

Power tools might seem like time savers, but they can be expensive and for long straight cuts a handsaw will be just as effective and more accurate. A crosscut saw with a saw length above 15in will be ideal for cutting sheets of timber as well as timber batons for baseboard construction. A handsaw also offers a much greater degree of control and there are alternatives available for cutting curves and shapes in wood. (MW)

Digital Command Control

37 ALWAYS KEEP ANALOGUE AND DIGITAL SEPARATE

Never mix analogue and digital directly – the two systems don't get on. However, you can operate the two side by side so long as you ensure that each system is confined to a separate running line. Never connect both to the same tracks. (MW)



38 TRY DIFFERENT SPEAKERS

Different speakers have different tonal ranges and where one might work perfectly for a steam locomotive, it might not be quite so good for a diesel. A wide range of different speakers are available from the likes of Digitrains and DCC Supplies and it is worth experimenting to get the best from your sound fitted models. (MW)

39 GROUP ACCESSORY ADDRESSES

For digital layouts we have found it helpful to group accessory addresses for the control of points and signals. For example, on our 'N' gauge test track the fiddle yard uses accessory addresses 1-10, the outer main line 20-29, the inner main line 30-39 and the depot 40-60 making each area simpler to recognise. (MW)

40 PLAN YOUR SOUND INSTALLATIONS

Careful planning is essential for a successful DCC sound installation. Rushing into the job might mean that useful positions for wires and speakers could be missed. (MW)

41 PROGRAMMING TRACK

Locomotive programming for DCC is best undertaken via a dedicated programming track. This is supplied with a lower current than the main track which will keep a decoder safe during adjustment of Configuration Variables and addressing. Most DCC controllers offer an outlet for a programming track as well as main tracks. (MW)

42 MANUALS ARE THERE FOR A REASON!

Always read product manuals, especially when it comes to DCC equipment, as not everything behaves in the same way. Plus, you might find features that you weren't expecting. (NB)

43 ADDRESSING SYSTEM

Random numbering of locomotives was one of the greatest headaches of our early DCC layouts, especially for new operators. Now though we have a defined system where every locomotive is addressed with the last four numbers from its running number. It means that everyone can work out which locomotive address they need to enter quickly and simply. (MW)

44 SIZE ISN'T EVERYTHING

For digital sound modellers one of the greatest products to be produced in recent times is the sugar cube speaker. These tiny speakers offer an amazing tonal range for their size and



the compact nature means they can be fitted in places you wouldn't have thought possible. (MW)

45 KNOW YOUR DECODER SOCKETS

Knowing which decoder socket your model has will help greatly in purchasing the right equipment. Three main types are used – 6-pin, 8-pin and 21-pin. In most circumstances this is noted on the box, but if it isn't then check inside before placing an order. (MW)

46 INSULATION

When fitting a DCC decoder into a locomotive – whether it is a standard motor control decoder or a sound decoder – always ensure that any connections are fully insulated. Any potential for a short circuit could damage a decoder beyond repair. (MW)

Painting and finishing

47 USE PAPER FOR MASKING

When masking a model to paint a small area of it such as a warning panel, use 70gsm printer paper to cover the bulk of the model. It is cheaper, just as effective and means that most of the previously applied paint will not be subject to masking tape adhesive which always has the potential to pull paint off a model, no matter how careful you may be! (NB)



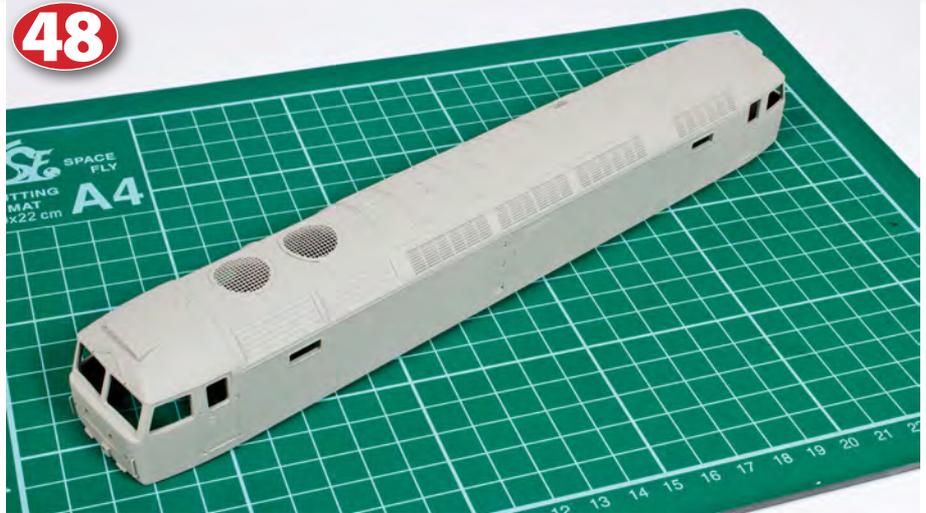
48 START WITH LIGHT COLOURS

When painting complex liveries start with the lighter colours and work up to the darkest ones as a model is painted, being aware that multiple layers of paint can start to fill in important detail. (NB)

49 CHOOSE THE RIGHT BASE COLOUR

The secret of achieving a thin coat of main livery colour with accurate shading over the whole model is to apply them to a suitable base colour: light grey for red, yellow and orange shades and BR bauxite for maroon shades. (NB)

48



50 SHARPEN MASKED EDGES

Measure out the required length of tape and place it on a totally clean cutting mat dedicated to the cutting of masking. Use a brand new scalpel blade and a clean steel rule to trim a couple of millimetres from the edge of the tape. The result should be the cleanest possible edge and desensitised masking when it is removed from the cutting mat ready to apply to the model. (NB)

51 CHOOSE YOUR BRANDS

When it comes to paints and weathering products, stick with brands you know – or that have been recommended to you. There are all kinds of concoctions out there that will make a mess all over your models. (TS)

52 THERE'S ALWAYS A REMEDY

Paint jobs can and do go horribly wrong, but there's usually a remedy. A badly repainted model can be fixed using cotton buds dipped in T-Cut to rub away the offending paint in no time at all, restoring its finish. (TS)

53 REMOVING DRIED ON LIDS

If you can't get the top off a jar of paint, try inverting it in boiling water for a few minutes – just enough to cover the cap. Before replacing the top, use a paper towel soaked in thinners to wipe surplus paint off the top of the jar and the inside of the cap to prevent it happening again. (TS)



54 KNOW YOUR PRICES

Expect to pay at least £50 – and probably more – for a decent airbrush from a well-known brand. You can buy them much cheaper than this but they're invariably poorly made, unreliable and offer limited control over paint delivery. (TS)

44



55 USE THE RIGHT THINNER

You can dilute acrylic paints with water but they flow on much better if you use a proper isopropyl alcohol-based thinner. Unfortunately differences in the formulation mean that one manufacturer's thinner won't always work so well with another make of paint, so wherever possible try and match brands. (TS)

56 REDUCE BRUSHMARKS

The smaller the paintbrush you use, the more brushmarks it will leave. Larger brushes store paint in the bristles which then flows out steadily through the tip, enabling you to create a smoother, more even finish. Adding a drop or two of thinners always helps paint flow. (TS)

57 BE PATIENT WITH BLEMISHES

If you get a blemish in your paint finish – a fleck of dust perhaps, or a run – it's probably best to leave it for the time being rather than trying sort it out while the paint is still wet. Allow 48hr for the paint to harden and then



remove it by gentle scraping with a sharp blade, followed by a mild abrasive. (TS)

58 TEMPERATURE CONTROL

Cold, damp days are not good for spraying paint – and neither is a heatwave. For best results choose a mild day with no trace of dampness in the atmosphere. Whether you're spraying indoors or out, make sure you have adequate ventilation – paint fumes can make you ill and trigger respiratory problems. (TS)

59 STOCK ROTATION

All paints have a shelf life, and airbrushes really do not like paint that has started to coagulate, gone sticky or begun to crystallise. You can still brush on such paint by hand but with an airbrush you'd be better off starting a new jar rather than risking choking it with paint that's started to deteriorate. (TS)

60 MULTIPLE COATS

Whether you're using an airbrush or hand-painting by brush, applying several thin coats of paint generally gives a much better result than a single thick one. Always allow adequate drying time between coats. (TS)

61 BATTERY POWER

If you need to turn the wheels over while you're cleaning them or weathering your locomotive, touch them lightly with the terminals of a 9v battery while the model's inverted in a foam cradle. (TS)



62 PAINTING DETAILS

To paint small details such as figures, platform furniture and the like fix it to a piece of timber with superglue. This means that you can hold the timber while painting a number of objects for your layout without the need to directly handle the model. (MW)

63 BUY PHOTOGRAPHIC ALBUMS

Photographic albums such as those produced by Ian Allan Publishing offer a tremendous amount of valuable information about train formations, locomotive weathering, headboard positions, scenery and more. The second hand market is full of these books making them a cheap source of information too. (MW)

64 WORN OUT BRUSHES

Tempting as it may be to throw away worn out brushes, they still have life left in them. Worn out brushes are perfect for weathering applications such as grease on buffer heads and painting the face of wheels where new brushes would either do too good a job or get ruined in the process. (MW)



Workbench and detailing

65 TEST FIT EVERYTHING!

There is nothing worse than adding the glue and bringing components together to find they don't fit. Test fitting avoids this issue and means any changes can be made while the parts are still dry. (MW)

66 BUSINESS CARDS – AN ESSENTIAL TOOL!

Business cards are a tremendously useful tool for modellers. They can be used to assist in removing locomotive bodies, they can be used as spray masks and they can be used as a means of hosting small amounts of super glue to manage its application to detail parts. Truly an essential tool. (MW)

67 WORKBENCH TOOLS

Our essential toolbox for our workbench always contains a set of scalpels, small scissors, tweezers, jewellers screwdrivers, a square needle file, paint brushes, superglue and contact adhesive. These basics allow us to handle a large number of projects from fitting bufferbeam details through to building wagons kits and more. A set of jewellers screwdrivers is also essential as these will allow you to access locomotive and carriage interiors with the correct fittings. (MW)

68 SOFT LANDING

Hard surfaces are not kind to models if you inadvertently drop them – as we all do from time to time. If your floor isn't carpeted, placing a rug alongside the layout or under your workbench will save much heartache. (TS)

69 HANDS OFF!

Don't handle your models any more than you have to – marks will gradually form on the bodywork from the natural oils on your fingertips, while the paintwork on kit-built models may start to wear. Rolling stock can often be handled by the buffers alone, or the axleboxes – on the prototype these areas are naturally greasy! (TS)

70 FAULT FINDING MADE SIMPLE

A powerful magnifying glass is a useful fault-finding tool. If you have a model that runs hesitantly, makes strange clicking noises

or generally isn't quite right. A tiny blip can make all the difference, even though it's invisible to the naked eye. (TS)

71 RUNNING IN

Always give a new locomotive a thorough running in before placing it in layout service. Run it for about 15 minutes in each direction at a medium speed, and then in turn slightly faster and slightly slower. After 90 minutes or so the moving parts will have bedded in nicely and the model will be much smoother and quieter. There is no need to add extra lubricant. (TS)

72 LESS IS MORE

Less is more when it comes to lubrication. Use a high quality oil or grease in the minimum possible quantities – in normal use it should last a good year or more before the model needs attention. Clean the old lubricant off first before applying fresh – isopropyl alcohol is good for this and won't harm the plastic. WD-40 is not a lubricant and shouldn't be allowed anywhere near a model with plastic chassis components. In extreme cases it can cause decomposition and cracking. (TS)



73 GAUGING

A high proportion of derailments are caused by wheels being out of gauge – some are supplied like this, others drift out of true. If you get any problems, check the distance between the backs of the wheels using a digital vernier or a back-to-back gauge. (TS)

74 PUT THE TOP BACK ON...

Get into the habit of always putting the tops back on jars of paint, tubes of adhesive and anything else that might make a mess. And do it immediately! Spills can and do happen at the most awkward moments – only take the tops off when you need to. (TS)

75 BOX MODIFICATION

After you've fitted all the detail parts to a locomotive, make sure it will still go back inside its packaging. As this will usually be a tight fit, it's all too easy to snap off vacuum pipes and other small fittings by trying to force the model back inside the box. Use a craft knife to cut away the foam so the model is a comfortable fit. (TS)

76 LIGHTING THE WAY

Always make sure your work area is well lit. You'll build better models when you can see what you're doing rather than working in the dark! (TS)

77 DISPOSABLE FILES

For filing small amounts of coarse material such as plastic, resin or white metal disposable emery-board nail files are often just as effective as proper metal files that can be difficult to clean if they become clogged. (TS)



78 ALWAYS USE A SHARP BLADE

Don't use blunt knife blades – dispose of them carefully once they lose their sharpness and fit a new one instead. Blunt blades don't cut cleanly and there's an increased risk of slipping. (TS)

79 COLLECT BODYSHELLS

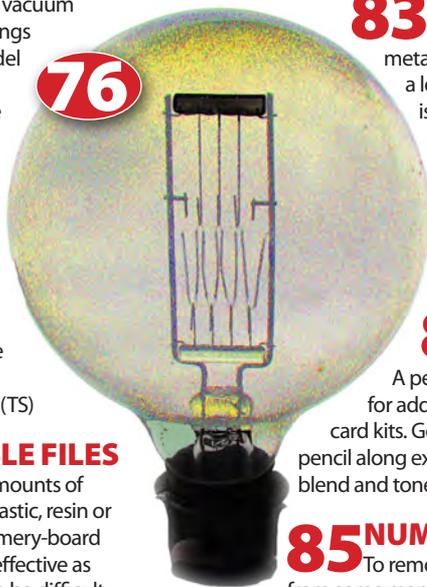
A cost-effective way of increasing your locomotive roster is to purchase additional bodysells in different liveries. It is a simple process to renumber multiple bodysells of the same livery and enables you to regularly change the identity of a model for much less than buying another locomotive or carriage. (MC)

80 RECYCLED PACKAGING

Clear acetate plastic sheet used in packaging a wide variety of products can be reused and is particularly useful for glazing model buildings. (MC)

81 MAGNETIC STORAGE

When servicing locomotives or fitting a DCC decoder, a magnet is a useful device for keeping small metal details such as chassis screws together in one place when removing the locomotive bodysell. (MC)



82 A HELPING HAND

Use Blu-Tack to hold items in place securely whilst they are being painted. (MC)

83 SIMPLE STICKING

When applying etched metal nameplates to locomotives, a less messy alternative to glue is double-sided sticky tape. Simply cut a small strip of tape measuring less than the plate itself and carefully stick one side to the rear of the plate. It can then be pressed into place. (MC)

84 TOUCH IN EDGES

A pencil or felt tip pen is ideal for adding the finishing touch to card kits. Gently rubbing the tip of the pencil along exposed card edges helps to blend and tone down stark edges. (MC)

85 NUMBER REMOVAL

To remove numbers and lettering from some manufacturer's models, a small wooden cocktail stick is all that is required to gently rub the items from a decorated bodysell. Gentle pressure applied to a cocktail stick in the focused area will help remove the numbers. (MC)

86 MAKE A BITS BOX

Create a spares box of small detail parts. Label each box accordingly and pop items into their respective boxes as necessary. 35mm plastic film canisters are useful for storing small items securely too while plastic takeaway style tubs with lids (once washed) are ideal for storing modelling supplies such as paint, transfers, scatter materials, ballast and much more. Often airtight, they are also stackable. (MC)

87 SAVE YOUR SPARES

Very few modelling materials and detail parts should be thrown away. Many materials can be reused for future projects, including lengths of rail from a damaged turnout, railway sleepers, wheels, fencing, underframe parts, buffers, handrails, doors, windows and more.

92



A few of these items carefully positioned on the layout would be ideal for creating a lineside or locomotive depot cameo. (MC)

88 REAL COAL LOADS

If you have an open fire the chances are you burn coal. Invariably empty coal bags aren't truly empty and provide a good source of small pieces of pulverised coal, suitable for detailing locomotive tenders, bunkers and coal staithes. Simply sieve the contents to grade the remnants. (MC)

89 EVERYDAY ITEMS

Many everyday household items have a modelling use once they are no longer required for their primary purpose. Cardboard tubes and tubs can be particularly useful for recreating storage tanks or silos in miniature form, spent plastic biro refills provide a good source of creating chimney pots while cereal packets are also a good source of useful, cost-effective modelling card. (MC)

90 SCRAP LOADS

Used aluminium tin foil can be scrunched up into small squares to represent the remnants of scrapped cars for a cameo scene or used as cost-effective wagon loads of scrap metal. (MC)

91 TIN FOIL MIRRORS

Tin foil can be used to replicate the small framed mirrors fitted to many carriage compartment interiors. Small rectangular pieces can be applied to compartment walls while coloured paper can be glued to the opposite wall to replicate the posters often found within the same compartment. (MC)

92 CLOTHES PEGS AS CLAMPS

Use wooden clothing pegs as clamps when gluing sub assemblies together. Save burning your fingers when soldering small components by using them as heat-proof clamps. The wood will not draw heat away from the soldering iron ensuring it is available to melt solder. (NB)



93 SAVING GLUE

To cut superglue spillages make a simple glue bottle base or holder from a piece of scrap foam or plywood offcut – something which will keep the bottle upright. Simply cut the off-cut to a square shape and make a hole in the middle small enough to secure the bottle yet allow you to pick it up without the base. (NB)

has also just released its Just-Plug lighting system (HM98) which takes a lot of the complication out of adding lights to buildings. (MW)

96 TRACK MAGIC

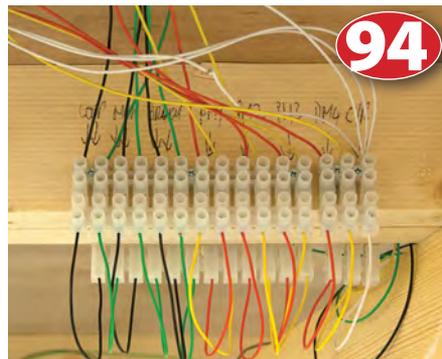
Deluxe Materials Track Magic is exactly what it says on the tin – magic. It is an electrical cleaner which helps remove dirt from point blades, rails, wheels and pick ups and we have used it repeatedly with great success on *Hornby Magazine's* exhibition layouts. A product everyone should have a jar of. (MW)



Electrics

94 PLUG IN CONNECTORS

Looking for a simple means of joining wires across a baseboard joint? Look no further – the humble plug in terminal block is about as simple as it gets. It features screw terminals which are easy to connect and the male and female components just pull apart when you want to disconnect them. You could even install them for selected areas of a layout allowing fault finding, should it be needed, to be easier. (MW)



95 ADD LIGHTING

Adding interior lighting to buildings can really enhance their appearance, especially with the room lights turned down. Woodland Scenics

98 COLOUR CODING

Colour coding is essential for effective wiring. We established a basic colour system for our layouts which usually revolves around red and black for outer main lines, blue and yellow for inner main lines and orange, green and white for point motor feeds with variations to suit specific equipment. Using a simple colour code like this will make fault finding easier. (MW)

99 USE THE RIGHT TOOL FOR THE JOB

Always use the right tool for the job in hand. For example, don't be tempted to use a craft knife to remove insulation from wires – a wire stripper is a much safer and more effective tool which has been designed specifically for its purpose. (MW)

97 USE THE RIGHT WIRE

Wire comes in a variety of different thicknesses and types. For the best results multi-core wire – wire made up from a number of thin strands – is ideal for model railways as it is much more flexible than single core wire. Also, consider what load your wires will be carrying – a power bus for a DCC layout needs to be made using heavier gauge wire than droppers from the track. For example, we use 25 strand wire for power bus cables and seven strand equipment wire for track connections. (MW)

100 CAUTION!

Even a supposedly 'safe' hobby such as railway modelling has its risks. Transformers use mains electricity, modelling knives are very sharp, soldering irons can give you a nasty burn. Always wear eye protection when using power drills – fragments can and do suddenly fly off. Never use solvents in an unventilated space. (TS)



Little & Large

Heljan has produced the AC Cars railbus in both 'OO' and 'O' scales. **PAUL CHETTER** shows how he fitted sound to each and highlights the design differences.

Heljan's AC Cars railbuses have been highly popular in both 'OO' and 'O' gauge, and rightly so. As a single vehicle train these railbuses are ideal as a starting point for passenger services on a micro layout and the addition of sound just makes them even more appealing.



THE overall construction concept of these wonderful models is similar, though there are some detail differences in design. In essence, there is some space in the roof above the windowline which has been utilised to accommodate a DCC decoder if required, whilst the motor is housed below the necessarily raised floor level.

Between these two layers is the driver and passenger accommodation. The excellent all round visibility of the original has been retained in the model, meaning that anything fitted inside this area is likely to be visible from outside too.

The fixed axle design and significant body overhang at each end are very characteristic features of these vehicles. Unfortunately, this means there may need to be compromises to accommodate a speaker, especially in the 'OO' gauge model.

The design in each case includes a relatively

discreet vertical internal conduit to allow wires to pass between the upper and lower layers and this also allows the speaker wires to pass invisibly. Each model is designed to use the same 21-pin decoder. I chose to use the Zimo MX644D with 'stay alive' support and a custom railbus sound project from Digitrains.

DISASSEMBLY

In each case there are four screws around the periphery of the chassis: there is no need to remove these and I strongly suggest that they are left in place. There are a number of glued on components which will be unnecessarily disturbed if you do so.

Heljan's instruction leaflet is basic, but the step by step guide below explains the procedure in greater detail. In both models, removing the upper body will allow access to the relevant spaces. The body separates along the bodyside mouldings, coloured silver. The

upper portion is held in place by two lugs at the bottom edge of each door. The bottom of each door should be eased outwards to release the lugs whilst levering the door vertically. I found that a small, thin flat headed screwdriver was ideal for this. When both sides are released, the upper body will lift straight off.

The next actions will differ, depending on gauge and speaker position.

THE 'SMALL' MODEL

The main Printed Circuit Board (PCB) has a 21-pin connector and several smaller connectors for pick-up. Motor and LED wiring is held, inverted, in a space within the upper metal casting. This casting also supports the roof plus interior and external lighting LEDs, with channels to accommodate the wiring runs.

I removed the two screws and longitudinal retaining bar to allow the PCB to be released and turned to be able to work upon it. »

WHAT WE USED

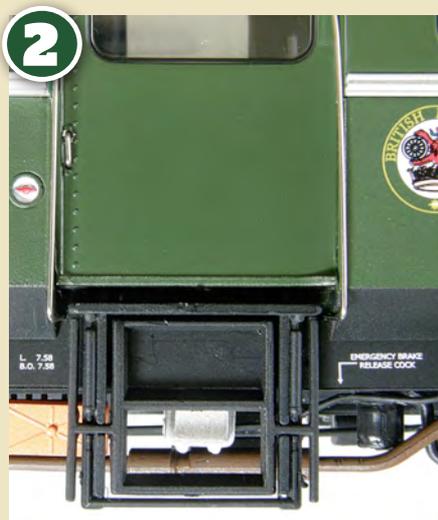
PRODUCT	SUPPLIER	PRICE
Zimo MX644D sound decoder	www.digitrains.co.uk	£82.00
Zimo 10 x 15mm cube speaker	www.digitrains.co.uk	£7.00
Seven 330 microF capacitor	www.digitrains.co.uk	£2.50



STEP BY STEP INSTALLING SOUND IN HELJAN'S AC CARS RAILBUS MODELS



1 Both models have these screws. Do not undo these. They will not interfere with the installation.



2 Each set of steps comprises two parts which should be removed separately. Steps 1 to 7 are common to both gauges.



3 Each part is attached at the upper edge. Insert a thin blade and twist to gently prise off the inner moulding.



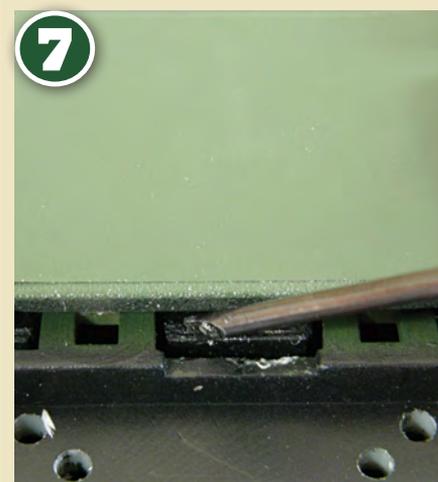
4 Repeat this with the outer moulding to complete removal of the steps.



5 To complete preparations for removing the body the handrails need to be removed. Pull each handrail gently outwards at the bottom.



6 Then disengage the top of the rail from the hole beside the door. A slight twist will help in this procedure.



7 After repeating the above for the other side all external fittings are now removed and access to the lower edge of the door is now possible. Using a thin blade, prise the door outwards and upwards simultaneously to disengage two retaining lugs on each door.

Removing four larger screws released the casting giving access to the interior moulding. After several trials I decided to locate the cube speaker in the vestibule next to the conduit. I drilled a small hole at the base of the conduit for the speaker wires and passed the wires via the conduit to the PCB where I soldered

them to the base of the 21-pin connector.

If you decide to use an alternative speaker location, remove the three chromium plated screws holding the interior moulding in place and remove it. Wiring channels in the chassis can be utilised to invisibly route the speaker wires to suit, a hole being drilled in the floor close to

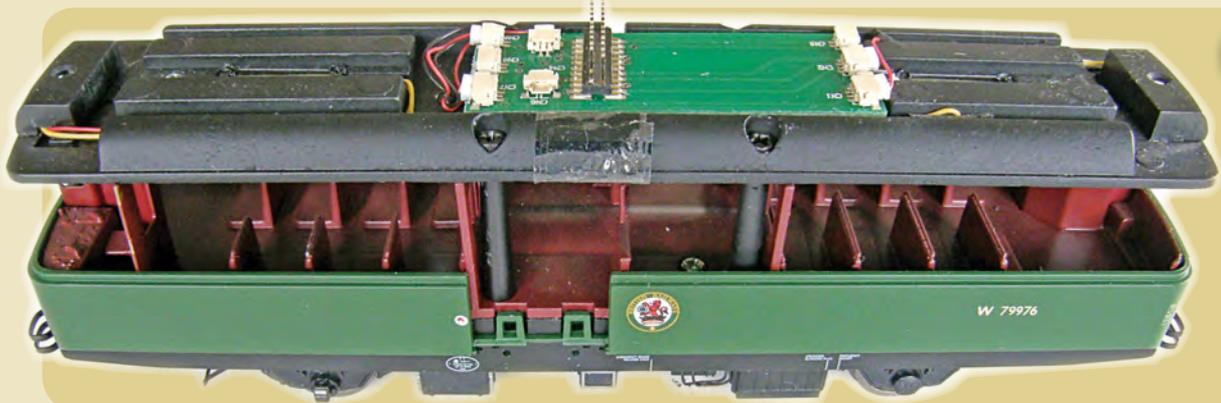
the speaker. For an externally mounted speaker, drill a hole in the bottom of the channel at the exhaust end of the chassis, 150mm in from the front of the body. This will avoid any internal wiring, but exercise caution as you will need to drill through two thicknesses of metal castings. I painted the speaker in matt black to lessen



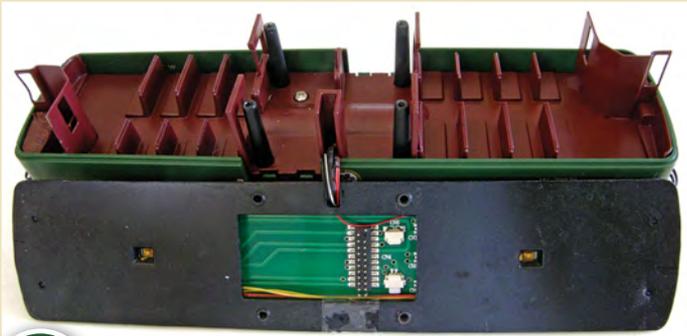
8 After this the upper body can be lifted clear revealing the upper metal casting. This is the '00' gauge example.



9 In the '00' version the PCB is inverted so the decoder or blanking plate actually faces downwards. Release two screws to remove the longitudinal retainer.



10 The PCB can be turned over to remove the blanking plate. If a non-sound decoder is to be used, fit it now and reassemble the model. Some work will be necessary before fitting a sound decoder so, after testing for lights and movement leave the connector unused.



11 Remove four larger screws to release the upper casting for easy access to the interior.



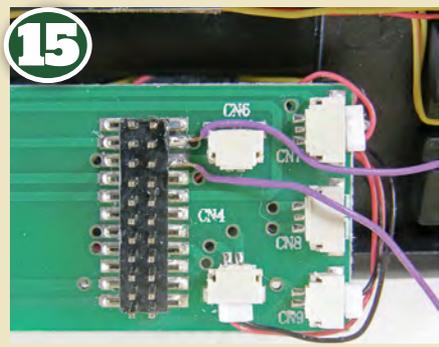
12 The only realistic speaker choice for the '00' gauge AC Cars railbus is a sugar cube. I tried out several different positions for the Zimo cube speaker. Here it is next to the driver's cab, close to a part opened window.



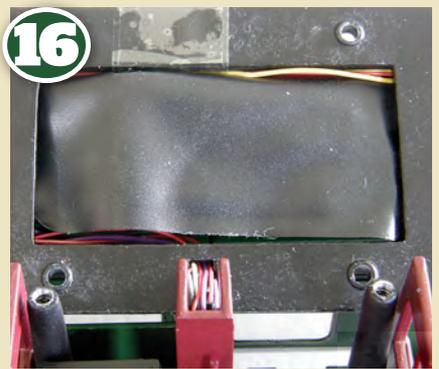
13 It sits comfortably in the space next to the cab too, though both of these positions leave it fairly prominently on display with the substantial amount of clear glazing around the cab ends leaving it on show.



14 The vestibule at the centre has four structural pillars, a half partition and the internal wiring conduit which whilst allowing the speaker to be fitted, provide sufficient visual distraction to virtually hide the speaker in plain view. The wiring can enter the conduit directly through a small drilled hole.



15 Having connected the speaker to a pair of purple wires I soldered the other ends to the base of the correct pins on the connector. Heljan actually provides a speaker outlet connector, CN6 in the photograph, but does not provide a suitable plug or wiring to make use of it. In this case, the socket is more of a hindrance – a couple of solder pads would have been more useful.



16 After fitting the MX644D to the PCB connector, I disguised and insulated it by covering loosely with black insulating tape. The casting is metal and clearances are very tight at one end so it is good practice to take precautions to ensure the decoder is insulated fully.

its visibility before refitting all components and bodywork in a reverse of the disassembly. Note that although the upper body is almost symmetrical (and will fit either way around) there is a correct orientation. There is an exhaust port moulded in the roof at one end. This is the end which should fit at the exhaust end of the model.

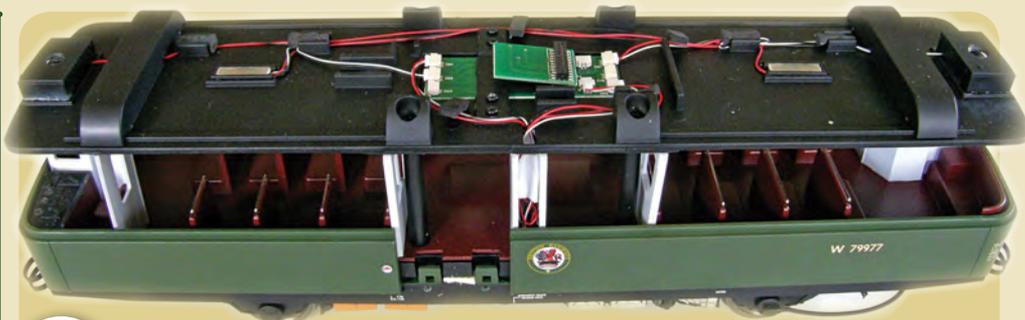
THE 'BIG' VERSION
This model uses the same design of PCB but in this case the connections already face upwards. Though providing similar structural features as the smaller model the upper metal casting had areas which produced a void under the roof. I used this space to provide

a 'stay alive' capacity using several small capacitors in parallel. The capacitor wires were also soldered directly to the base of the 21-pin connector. If using supercapacitors, additional management circuitry will be required to regulate both voltage and current. This model has provision for an ESU >>>

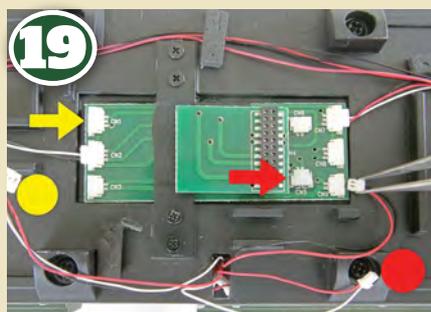
STEP BY STEP INSTALLING SOUND IN HELJAN'S AC CARS RAILBUS MODELS



17 Before reassembling the model, in a reversal of the disassembly procedure, I painted the speaker mat black to unify the colour and reduce reflectivity of its surfaces helping it to blend in its final position.



18 The remaining steps are appropriate to the 'O' gauge model. The upper metal casting has a form which produces voids below the roof when fitted. These can be usefully employed for adding 'stay alive' capacitors.



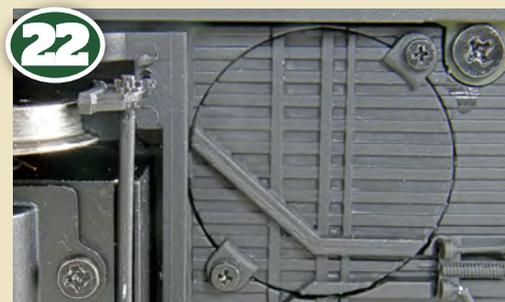
19 Heljan has used the same PCB design in the 'O' gauge model as that employed in the '00' version. I decided to completely remove the upper casting, so began by removing all connections to the PCB which access the conduit. The colour coded dots and arrows show where the loose plugs were originally attached.



20 Removing four screws and withdrawing the newly released wires allows the upper casting to be removed. Note the wiring conduit which is part of the inner moulding.



21 There are no fixings to secure the moulding though there are a number of wires taped to its underside which you should be careful not to disturb.

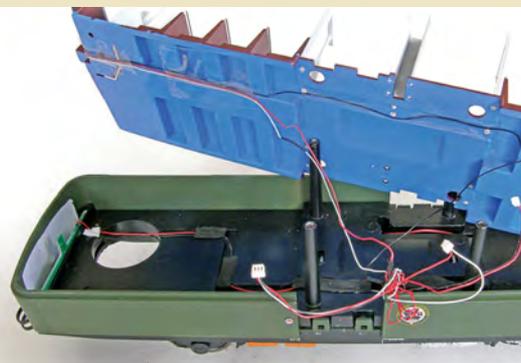


22 Provision has been made for the fitting of an ESU 23mm round speaker and enclosure, covered by this circular plate. There is no provision or pre-fitting of suitable speaker wiring as supplied.



23 With the cover plate removed, the speaker accommodation and the underside of the inner moulding can be seen.

24 There are several wiring runs between the inner moulding and the chassis. One channelled route passes across the speaker hole and can be utilised without further modification to carry the speaker wires.



23mm round speaker in its enclosure to be fitted into the chassis by removing a cover plate – if speaker wires had been factory fitted too it would have made any installation on this model even simpler.

I removed the required plugs from the PCB and the four screws to release the upper casting. This

allows the inner moulding to be removed - there are no securing screws in this case. The wiring channels can be used to invisibly route the wires from the speaker to the PCB via the internal conduit. The speaker must be fully sealed within its enclosure for best sound reproduction. I used black mastic to seal all the slits including

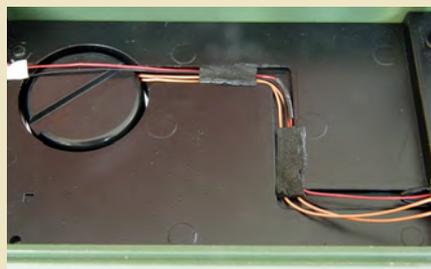
where the speaker wires pass through. Reassembly was a reverse of disassembly.

SOUND PERFORMANCE

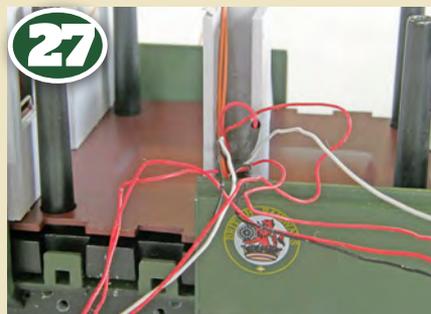
The 23mm speaker in the 'O' gauge version gives a very acceptable performance whilst remaining invisible from all normal viewing



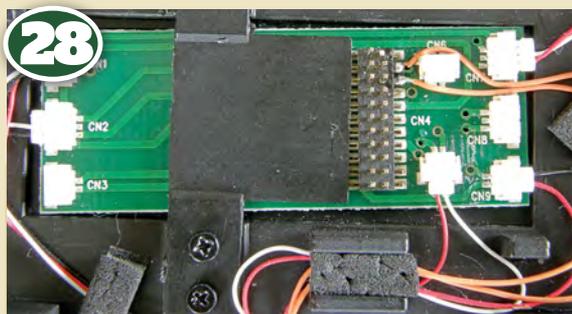
25
It is imperative to seal all the gaps in the speaker enclosure to achieve the optimal performance from this speaker. I used black mastic for this.



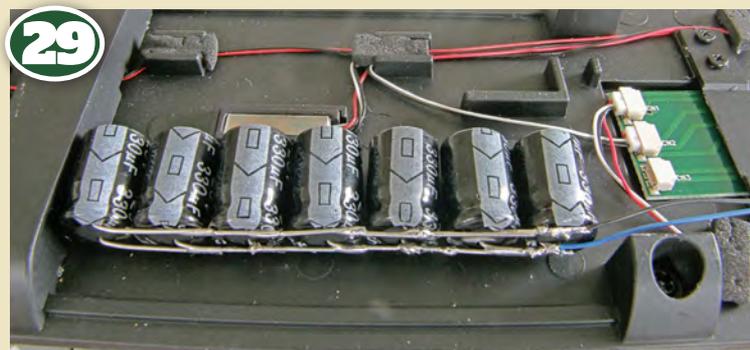
26 I used orange for the speaker wiring, so that it would be easily visible in the pictures. I lifted out the foam adhesive pads, inserted the speaker wires, replacing the foam pads as I went along.



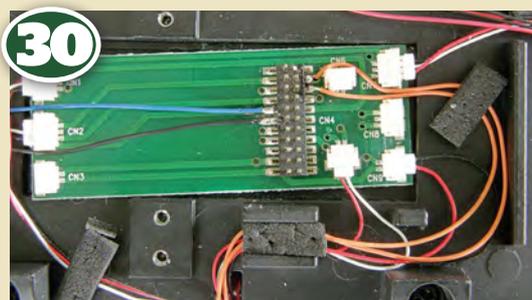
27
Ensure that all wires, including the new speaker wires, are safely gathered into the conduit prior to replacing the inner moulding and then threaded through the requisite hole in the upper casting.



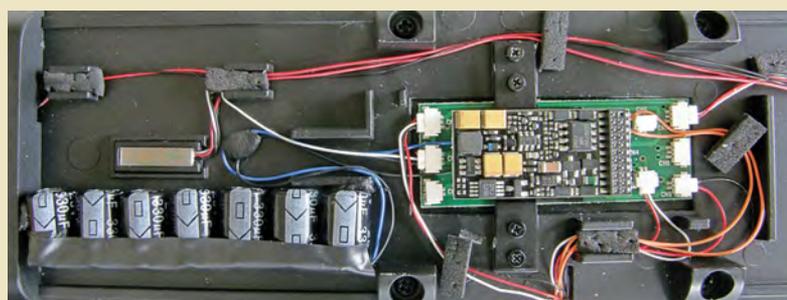
28
The speaker wires were soldered to the 21-pin connector in the same way as for the '00' gauge model using a fine 1mm diameter tip on a soldering iron. Soldering in such close spaces calls for fine control over the iron.



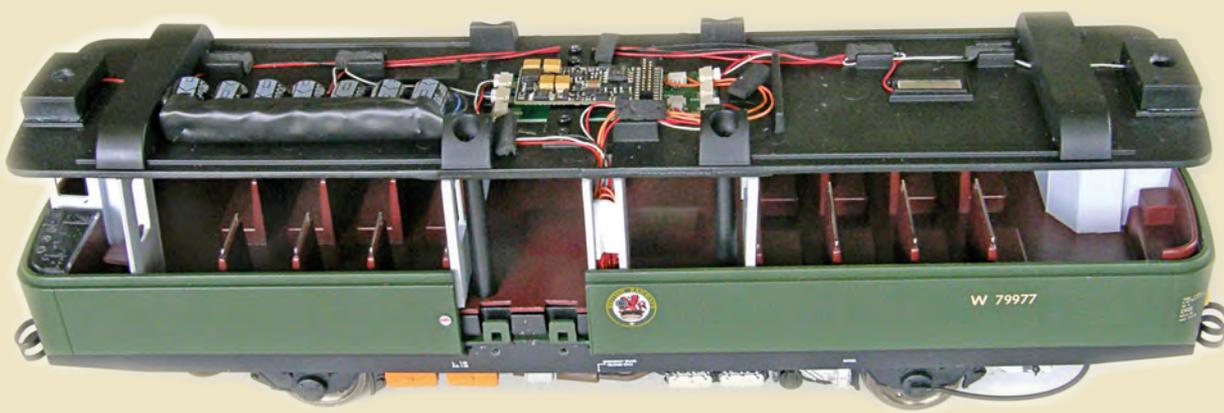
29
Having identified some free space below the roof, I connected seven 330uF capacitors in parallel to produce a 2310uF 'stay alive' pack which comfortably fitted the long, low height void available.



30
This pack should be connected blue (positive) to the common positive on the decoder and black or grey (negative) to the special 'capacitor ground' pin on the decoder. I decided to solder directly to the PCB connector, as shown here.



31 I insulated the capacitor wiring, reinstated the PCB retaining strap and fitted the decoder. I tidied up the wiring using the existing wiring routes where possible.



32
This shot is an overall view of the installation immediately prior to reassembling the model in an exact reversal of its disassembly. The advantage of the '0' gauge model is that it has additional space in the roof area allowing greater functionality to be built in with the addition of capacitors for 'stay alive'.

angles in use. Unfortunately, to get the best from the cube speaker in the '00' gauge model it should be mounted externally. This cannot be achieved without seriously compromising the external appearance of the model if viewed from low angles. Visually, internal fitment in the vestibule

area is an acceptable compromise given the difficulties the prototype's design imposes. The model fits together very snugly and the interior is a series of partitions and seat backs. These appear to provide the sort of baffle arrangement used in exhaust systems to reduce the noise emitted, and they have the effect

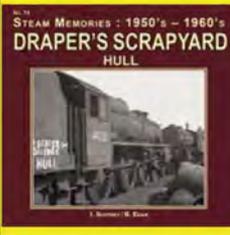
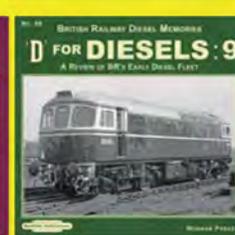
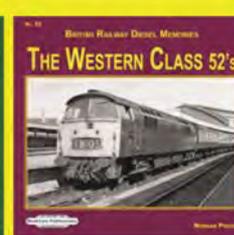
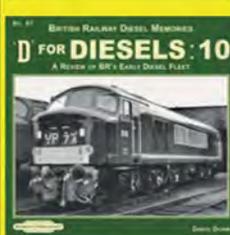
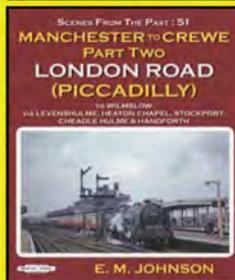
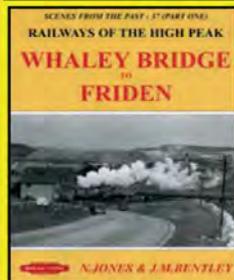
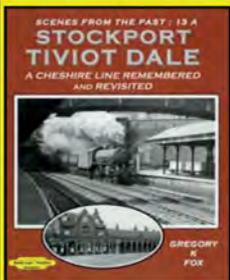
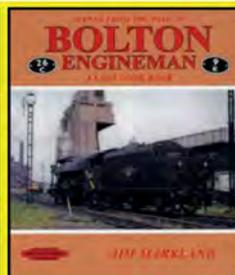
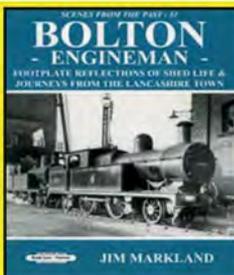
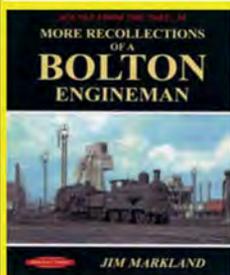
of dampening the sounds to some degree. The result though in both cases is an attractive single vehicle train which is brought to life with the addition of sound. The driving characteristics are all there too from horn sounds to gear changes taking these already fine looking models into a new league. [View](#)

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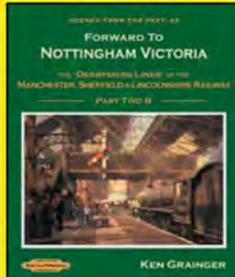
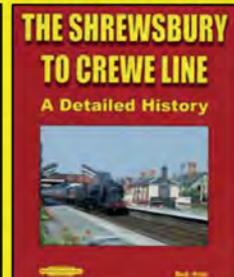
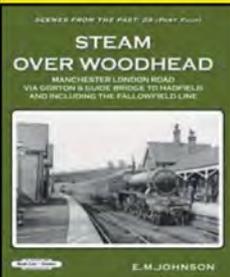
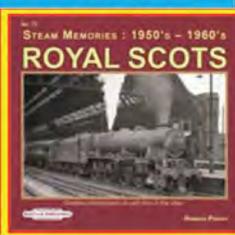
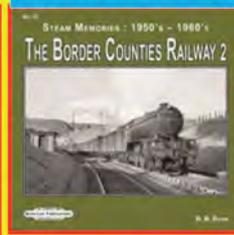
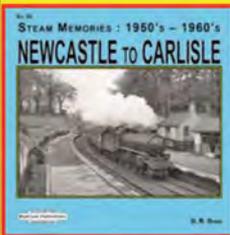
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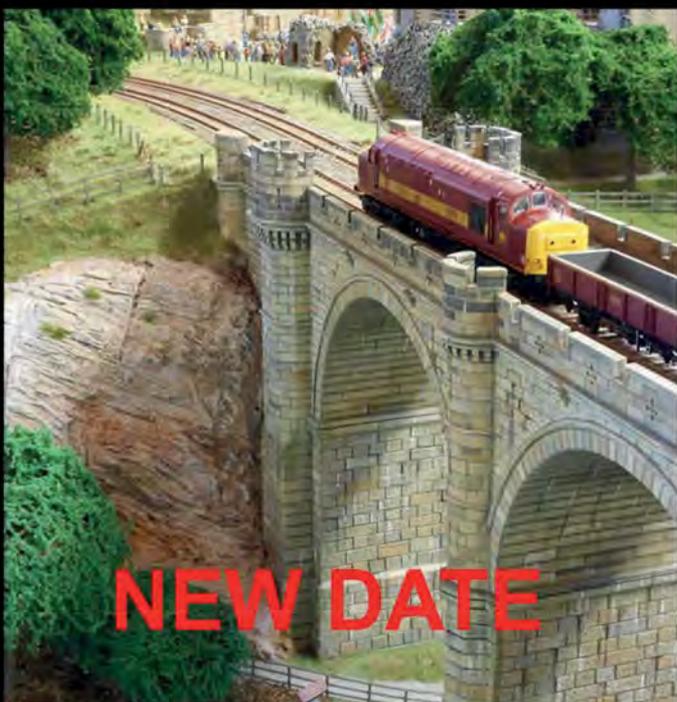
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Park Road TMD

After acquiring a superb Scottish-based depot layout, **STEPHEN CUNNINGHAM** set about backdating it to the early 1990s. The result is a compelling record of operations and locomotives now, amazingly, long vanished.

PHOTOGRAPHY, NIGEL BURKIN.



 Two Class 37/3s tick over under the yard lights at Park Road TMD. Both are Bachmann models with 37320 being a renumbered model to represent those used on iron ore workings to Ravenscraig.



STATISTICS

Owner:	Stephen Cunningham
Scale:	'OO'
Length:	10ft
Width:	2ft
Track:	Peco code 100
Control:	Digital Command Control
Period:	BR Scottish Region, 1980-1995



A Class 26 pauses in the wash plant – a modified Knightwing kit – before going for fuel.



SOMETIMES an opportunity is too good to miss and my chance to become the new owner of Craig Watson's popular Park Road TMD was just one of those.

The layout is not based on anywhere in particular but aimed to show what can be achieved in a small space using Digital Command Control, the idea being to show a modern diesel depot operating in its everyday environment.

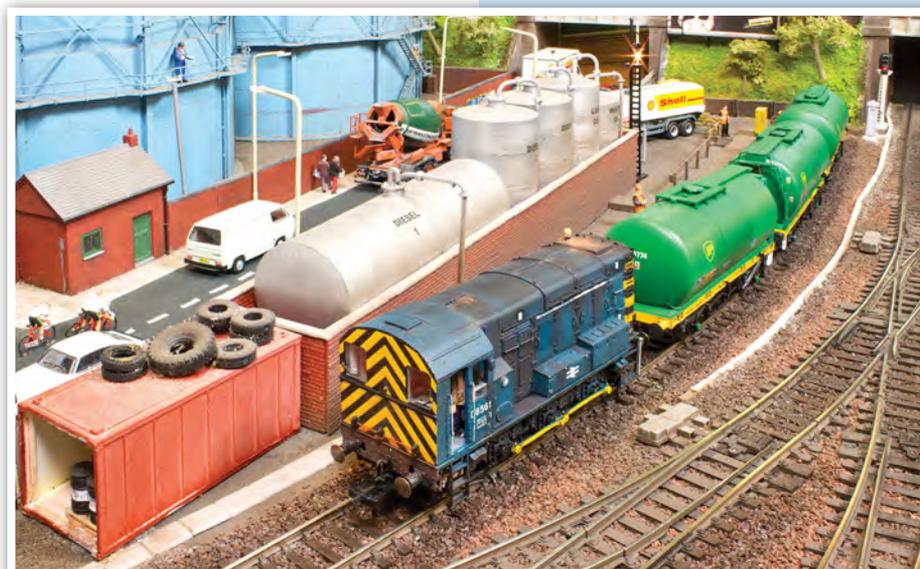
I took ownership of this layout in 2014. Craig was originally inspired by Dyserth Road and with his day job at Motherwell depot he drew inspiration for the fuelling and maintenance facility buildings from what he was used to seeing on a daily basis. The layout was planned and built within a year to allow Craig to exhibit Park Road TMD at his own club's Bonnybridge exhibition in 2007.

Originally Park Road was set in the privatisation era and featured motive power and liveries from the early 2000s including copious amounts of EWS maroon and gold and a healthy variety of suitable locomotives including classes 37, 60, 66 and 67 to name but a few.

My tastes are slightly different, but equally varied too. I have an affection for all models of British Railways locomotives, whether sound fitted steam locomotives on our club layout Perceton (HM89) or my collection of sound fitted diesels that vary in liveries from BR blue through to the early 21st century.

Having taken over Park Road I decided to draw a line as things were just changing too quickly livery wise for my airbrush and credit card to keep up! The layout has allowed me to indulge my passion in running my collection of 1980s 'large logo' Class 37s, but instead of going down the usual, and popular, Class 37/4 route and running them on passenger trains I decided I wanted to model the unrefurbished Class 37/0s and 37/3s that my friend Alex Goudie and I used to see at Mossend Yard.

On one of our frequent and much missed visits to Scotland's main yard we witnessed the remaining double and triple-headed '37s' in the last days of the >>



Ravenscraig-Hunterston iron ore and coal trains. This was quickly followed by a double-header of a Railfreight Class 26 hauling a failed new Class 60 and its train. After seeing all these the die was cast - Motherwell depot locomotives it had to be, and Park Road was a perfect platform for that, if you'll excuse the pun.

The Motherwell regulars are suitably assisted by an influx of interlopers of classes 20, 26 and 47 from Eastfield depot. It has been a hugely enjoyable experience researching and recreating this era and who wouldn't want locomotives named *Dalzell*, *Glengarnock*, *Shap Fell*, *British Steel Hunterston* and so on?

CONVENTIONAL FRAME

The baseboards feature a 2in x 1in timber framing topped with MDF. Pattern makers dowels help with the alignment of the baseboards which give a total footprint of 10ft x 2ft. The layout rests on metal trestles that occasionally appear in supermarkets and DIY stores.

There are two main boards measuring 4ft long and one 2ft board for the fiddle yard. The trackwork is Peco code 100 ballasted with Woodland Scenics 'N' gauge ballast. As the track is meant to represent something seen in a depot, it has been suitably weathered using Mig weathering powder and oils. As it is a depot scene there are not many full signals but there are operating ground signals which are operated by the stud and probe method as are the SEEP point motors which are connected to a control panel in the fiddle yard.

As delivered Park Road was a complete layout scenically and it features a series of Pikestuff buildings for the locomotive depot, low relief warehouses and other scenic features. The wash plant is a modified Knightwing kit. A distinctive element of the backdrop is the pair of half relief gas holders which is a Walthers kit designed for the American market. It was cut in half to create the two gas holders with parts from the kit used to represent one full and one half full.

Since taking over ownership of the layout I have tried to backdate it a bit >>





Left: Class 08 08561 stands in the fuel siding. Around the track small details such as cable tunnels and point motors help to bring more realism to the scene.



Right: Backdating Park Road TMD has included a new set of road vehicles suitable for the 1980s.



Below: An inspection saloon working departs the depot yard and passes a pair of stabled Class 37s. On the left the depot's Class 08 collects a set of empty TTA tankers from the fuel storage tanks.



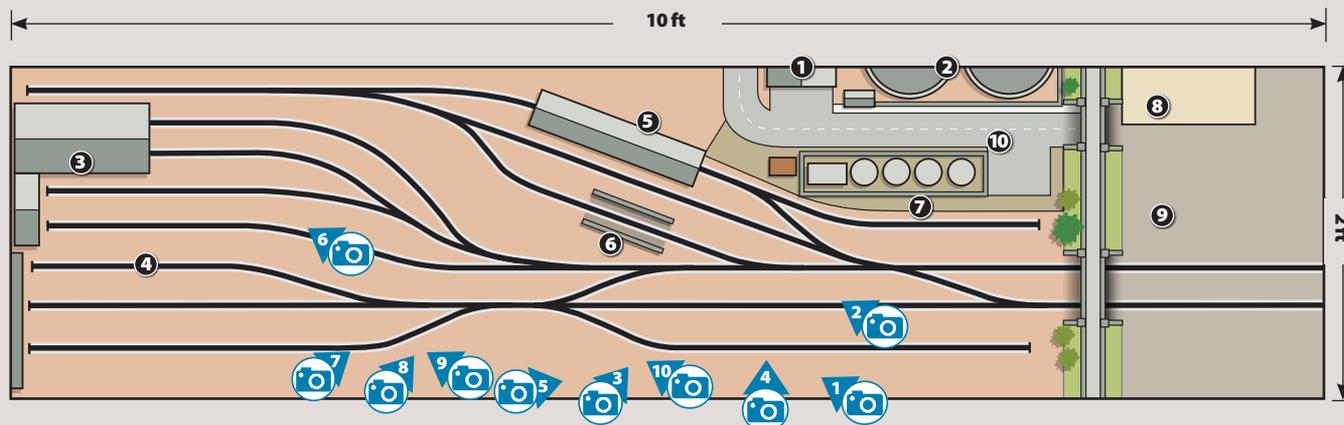


 Above: It's the early hours of the morning and split headcode 37114 *Dunrobin Castle* is ready to leave the depot for its next duties.

 Below: With faded BR blue paint Class 20 20226 stands in the yard in the company of a Class 47. In the wash plant a Class 26 receives a spruce up.



PARK ROAD TRACK DIAGRAM (Not to scale)



KEY

- | | | | | |
|------------|--------------------|-------------------|-----------------|---------------|
| ① Shop | ③ Main depot | ⑤ Refuelling shed | ⑦ Fuel storage | ⑨ Fiddle yard |
| ② Gasworks | ④ Stabling sidings | ⑥ Wash plant | ⑧ Control panel | ⑩ Road |



by painting out all signs of the EWS era. I have kept the depot's layout of building and other scenic additions to the same format as I think changing them would ruin the whole concept.

The original buildings are good quality so I have only added a small amount of relevant new buildings from Bachmann and Hornby as they become available. The majority of the small detailing items are from the main two ready-to-run providers with figures from the excellent Monty's Models along with some from Preiser.

The locomotive fleet for Park Road is ever evolving and while BR blue dominates the scene there are also plenty of large logo blue and Railfreight grey locomotives to add a splash of variation to the theme.

Class 37s dominate with a selection of different sub classes including split headcode and centre headcode locomotives. The only down side to my ambitions to model the unrefurbished Class 37/0s and 37/3s has been the short supply of split headcode '37s' without the high intensity headlights. I have had to compromise on this and use modeller's licence in this instance until new and correct for my period split headcode noses are released. I have since noticed that I had too many people wearing high visibility vests on the layout - it's surprising how recently they became prevalent! They have been reduced to a few Monty's Models figures.

With the layout representing a depot scene the rolling stock fleet is naturally quite limited. The main vehicles which appear on the layout are a trio of 45ton TTA tankers delivering fuel, an inspection saloon and, occasionally, a departmental BR Mk 1 BG bogie van.

TURNING BACK TIME

This has been a delightful project to take on and I'm very happy with the backdating work and I am now working my way through Ayr's collection of outbased coal sector Class 26s, '37/3s' and '37/5s' along with a fair smattering of Eastfield's classic and varied Class 20s and 26s that >>



8 Left: With oil stains down its bodyside Class 37/0 37217 waits for its crew to return.

9 Right: Class 37s dominate the background as a pair of Class 20s move off shed to take up an Ayrshire coalfield MGR working.

10 Below: The Electric Train Heat fitted Class 37/4s are synonymous with Scotland. Three of the popular sub-class stand beneath the yard lights at Park Road.



were used on the numerous Ayrshire coal trains throughout the country. These are being joined with a small collection of Class 56s and the then new Class 60s for good measure offering a new time frame for Park Road to represent.

The layout has appeared at a few shows over the years including Glasgow and my own club's Ayr exhibition. It has been well received wherever it has gone and hopefully has gone onto inspire a few people to try their hand at something similar.

I had planned to exhibit the layout at The Ayr Model Rail Exhibition in September - www.ayrmrg.co.uk - but with space constraints due to the amount of quality layouts attending, I have decided to keep Park Road's relaunch until next year. [Ebn](#)



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R4463C Mk2d Open Standard Coach No. 5658 Intercity Swallow	£28.49
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R4472 Mk3 Driving Van Trailer No. 82305 Wreatham & Shropshire	£38.99
R4484 Pullman 2nd Class Parlour Car 64 w/working interior lights	£24.99
R4486 Pullman 3rd Class Kitchen Car 61 w/working interior lights	£24.99
R4499 Hawksworth 1st Class Coach W8054W BR Maroon	£21.99
R4515 Gresley Non Vestibuled Suburban 1st 32078, LNER Teak	£48.49
R4521B Gresley Non Vestibuled Suburban Coach BR	£40.25
R4522A Gresley Non Vestibuled Suburban 3rd Brake E86136F	£40.25
R4522B Gresley Non Vestibuled Suburban 3rd Class Brake	£40.25
R4524 Railroad Brake No. 5121 GWR chocolate	£19.49
R4525 Railroad Restaurant 9578 GWR chocolate & cream	£19.49
R4527 Brighton Bell 3rd Class Trailer Car S285S BR Blue/Grey	£49.50
R4528 Brighton Bell 1st Class Kitchen Car S283S BR Blue/Grey	£49.50
R4529 Brighton Bell 1st Class Kitchen Car S281S BR Blue/Grey	£49.50
R4531B Gresley 61ft Gm Full Brake Coach No. E70418F BR	£34.49
R4531C Gresley 61ft Gm Full Brake Coach No. E70418F BR	£34.49
R4534C Pull	

The 'TON'!

One hundred miles an hour is an everyday feature of railway operation today, but it wasn't always so. The struggle to achieve consistent three-figure speeds went on for more than half a century, as **EVAN GREEN-HUGHES** discovers.

IT IS DIFFICULT for us today to fully understand the impact the railways had on the population of a world which previously had never travelled any faster than the speed of a galloping horse. While some animals were capable of achieving 20mph most would amble along at best at around 15mph and in those long-gone days some people would have not even have experienced this, perhaps having travelled on nothing faster than a horse and dray.

Early railways such as the Stockton & Darlington used locomotives that travelled only at walking pace but there was a massive step forward when the Liverpool

and Manchester Railway opted for the Stephenson's *Rocket* style of engine, one of which is said to have run at 40mph while conveying the unfortunate and badly-injured William Huskisson MP for medical attention following the famous accident at Rainhill on the railway's opening day.

Although speeds gradually increased there were those who thought that man had reached the limit of what could be realistically achieved. One particularly colourful character was Dionysius Lardner, an Irish scientist who had a long-running dispute with Brunel over scientific facts surrounding the building and operation of the Great Western Railway. He claimed

that should a train break away in the Box Tunnel it would quickly accelerate to 100mph at which velocity the passengers would be crushed to death or suffocate.

Brunel proved Lardner's ridiculous assertions decisively wrong and train speeds rose gradually throughout the Victorian period. By the turn of the century there were services that averaged speeds of more than 50mph and maximums in the 80s were not unknown for short periods. However locomotives of this period were fairly restricted in power and even the GWR's 4-4-0s could only manage to exert about 18,000lbs at the drawbar. »





The introduction of the English Electric 'Deltics' brought with it the first three figure speed signs on the British railway network. 'Deltic' 55001 *St Paddy* approaches the flat crossing at Newark with an Up express for London King's Cross in March 1975.

John Vaughan/
www.railphotoprints.co.uk

THE FIRST 'TON'?

This lack of power did not stop one of these engines, 3717 *City of Truro*, being credited with the first 100mph which is said to have occurred on May 9 1904 while the engine was in charge of a specially-formed mail train between Plymouth and Bristol. The run was alleged to have taken place in the normal course of events but the presence on the train of Charles Rous-Marten of the Railway Magazine; Charles Aldington, Superintendent of the line and a journalist from the Western Daily Mail perhaps tells a different story. Rous-Marten put the maximum speed at Whiteball at 102.3mph while postal worker William Kennedy put it at between 99 and 100. With a falling gradient of 1-in-90 and a train weighing only 150 tons this was – just – within the capabilities of the locomotive despite its limited power. Consequently the authenticity or otherwise of this claim has been hotly debated ever since. The consensus seems to be that whatever the actual speed was, 3717 was running at around 100mph.

It perhaps says something about the authenticity of the *City of Truro* claim that it was to be a further 30 years before anyone claimed 100mph again – although there are credible accounts from North America of passenger trains exceeding this regularly none were verifiably timed. This time the speed was reached by London and North Eastern Railway 'A1' 4472 *Flying Scotsman* on a trial run between London and Leeds on November 30 1934 - and there was scientific proof of the speed too. The engine was pulling only six coaches but even so, and despite having a power output of 29,385lbs, the 'ton' was only just reached. The following March another engine, 'A3' 2750 *Papyrus*, similar to *Flying Scotsman* but fitted with a boiler working at 225psi instead of 180psi and with better valve arrangements officially reached 108mph down Stoke bank and then there was no doubt, 100mph could be achieved. *Flying Scotsman* was chosen, incidentally, because its designer, Nigel Gresley, wanted to prove that even his early 'Pacifics' could run at high speeds with light loads.

Many of Gresley's sublime 4-6-2s were to run at speeds considerably in excess of 100mph, but usually this was just in short bursts and even the prestigious London to Edinburgh 'Flying Scotsman' service still took eight hours to complete its journey at an average speed of only 49mph.

Locomotives from other companies also achieved the magic speed, in particular the LMS 'Coronation' Class which given other circumstances might have rivalled the LNER's streamlined 'A4' 4468 *Mallard* for the all-time steam speed record of 126mph.

Locomotives of this era were said to have been designed for consistent speeds of 100mph but in reality the infrastructure prevented high speed running. At these speeds trains had to be allowed additional time to stop and 'double-blocking' of sections was necessary. The reality was that constant speeds of more than 70mph were now possible and there were some trains that were timed at 75mph in some



During the 1980s BR operated more trains with a maximum speed over 100mph than any other railway system and that was due largely to the High Speed Train Fleet. On June 17 1983 43118/43087 head south with the 4.10pm Newcastle-London King's Cross overtaking 47289 held at signals with a slow coal train. John Chalcraft/www.railphotoprints.co.uk

cases for an hour or more. This was far more useful and relevant to passengers.

The Second World War, which started in 1939, put paid to any thoughts of really high-speed running for during the conflict trains were heavily-loaded and ran at reduced speed. Maintenance was not of a high standard so schedules suffered and by the time the fighting ended there were many years of deferred track and civil engineering maintenance to tackle. However the growth of domestic airline travel, in part spurred on by the ready availability of suitable ex-services aircraft, put pressure on the railway's long distance market while short distance travellers increasingly turned to road coaches and buses. Clearly the railways needed to up their game, but how best could they achieve this?

ALTERNATIVE 'TONS'

By this stage it was obvious that the steam engine could not provide the answer as even the best designs were capable of producing only around 2,200hp at the drawbar consistently and at this the 'ton' could only be reached fleetingly or when running downhill. The situation in North America was rather different and their much larger and more powerful steam locomotives could, potentially run at 100mph for sustained periods.

The future for British rail travel was seen to be in electric trains, but when the specification for the new AC overhead electric Bo-Bos for the West Coast Main Line was drawn up a maximum speed on level track of only 90mph was envisaged. However, that was for a locomotive that could average 67mph between London and Manchester, meaning that some smart performance uphill would also be required. In the light of infrastructure improvements the top speed of these locomotives was later raised to 100mph. As ever, it is the *average* speed which matters more than the maximum.

DAWN OF THE 'DELICS'

It was left to the Eastern Region to bring in the next step-change in train performance

by introducing the famous 'Deltics' in 1961 which were capable of achieving speeds of 100mph for mile after mile.

These impressive locomotives had two engines providing a combined 3,300hp and revolutionised north-south rail travel, considerably reducing times of trains such as the 'Flying Scotsman' which was now doing its journey in 5hrs 55mins instead of the eight hours of the steam era. Locomotives of this class were timed to cover long sections of track, such as the 16 miles from York to Thirsk, at a constant 100mph and they brought with them the introduction of trackside speed indication signs with three digits for the first time in UK rail history.

Even as early as 1966 British Railways management realised that even more effort would have to be put into retaining traffic that was moving away to the domestic airlines and it was at this stage that thoughts first turned to a train that might have a maximum speed of 125mph. Only 11 years later the groundbreaking Inter City 125 appeared and was gradually introduced onto the Western and then the Eastern Regions. It didn't take long for another 100mph record to be smashed for on Saturday May 7 1977 for the first time in Britain an express train was scheduled to run at an average speed of 100mph for its entire journey. This was an excursion called the 'Inter-City 125 Jubilee Special' which ran from London to Bristol in 68 minutes one way and 67 return, giving average speeds of 103mph and 104mph respectively. For a spell in the 1980s British Rail ran more trains with a maximum speed of greater than 100mph than any other railway in the world.

AN EVERYDAY SPEED

While the 'ton' has remained a speed of high standing amongst car enthusiasts for railway followers it has become an everyday occurrence. Run of the mill Diesel and Electric Multiple Units such as the Class 220/221/222s and Class 390 Pendolinos work service trains each day for hour after hour at 125mph while in South East England the



Gresley's 'A1' 4-6-2 4472 *Flying Scotsman* is credited with the first authenticated 100mph run on November 30 1934. In daily service the 4-6-2, in original condition and coupled with a new streamlined non-corridor tender, climbs past Belle Isle in dramatic style with the 4.15pm London King's Cross to Peterborough North semi-fast in July 1938. [George Grigs/Rail Archive Stephenson.](#)

Hitachi Class 395s run at a maximum speed of 140mph on High Speed 1.

Even new units designed for commuter work such as the Bombardier Class 387 and the Siemens Class 700 are built with a top speed of 110mph in mind - and with rapid acceleration to match their top speed they are capable of putting in point to point times that would have been unthinkable not only in steam days but in the early days of diesels as well.

Today you can get on a Class 373 Eurostar train at London St Pancras for a journey to Europe and during the trip through Kent reach 186mph, and to do this the train develops around 16,400hp, equivalent to around 92,000lbs of effort which is in somewhat stark contrast to the 18,000lbs available to the driver of *City of Truro* just over 100 years ago.

The speed of 100mph is no longer something for the record books, but it is still something that holds a very special place in the hearts of enthusiasts all over the world. To all of us 100mph is a very special speed and 100 is also a very special number. With some high speed trains abroad operating at more than 200mph, perhaps that will be the next special milestone for rail travel. [Railnet](#)



The very first recording of a train reaching 100mph was on May 9 1904 when GWR 'City' 4-4-0 3717 *City of Truro* was timed at just over the magic three figure number working the 'Ocean Mails' special. Hotly contested to this day, the locomotive is preserved as part of the National Collection with its latter number - 3440. On August 25 1957 *City of Truro* approaches Birmingham Snow Hill with a special working. www.railphotoprints.co.uk

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

SEPTEMBER

12 BISHOP'S STORTFORD MODEL RAILWAY EXHIBITION

Hosts: Bishop's Stortford Railway Society
Location: Birchwood High School, Parsonage Lane, Bishop's Stortford CM23 5BD
Times: 10.30am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.tinyurl.com/bsrailsoc
Features: 25 layouts, trade support, miniature steam rides, refreshments and parking.

12 BRAMBLETON MODEL RAILWAY CLUB OPEN DAY

Hosts: Brambleton Model Railway Club
Location: Highfield Oval, Ambrose Lane, Harpenden, Hertfordshire.
Times: 2pm-5.30pm
Prices: Adults £2, concessions £1.50, children £1.50
Website: www.brambleton.co.uk
Contact: 01763 261250
Features: Extensive outdoor 'O' gauge layout, 16mm live steam, meet club members and refreshments.

12 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION

Hosts: Bury St Edmunds Model Railway Club
Location: Village Hall, Risby, Bury St Edmunds, Suffolk IP28 6RT
Times: 10am-4pm
Prices: Adults £5, concessions £4, accompanied children under 14 free
Website: www.burystedmundsmrc.com
Contact: 01284 700219
Features: 14 layouts, trade support, refreshments, parking and disabled access.

12 FAVERSHAM MODEL RAILWAY EXHIBITION

Hosts: Faversham Model Railway Club
Location: West Faversham Community Centre, Bysing Wood Road, Faversham, Kent ME13 7RH
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £2
Website: www.favershammrc.org.uk
Contact: 07931 589001
Features: 17 layouts, trade support, societies, refreshments, parking and 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.

12/13 INTERNATIONAL N GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, near Leamington Spa CV31 1XN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), concessions £9 (£8), children £5 (£4), family (1+3) £15 (£13) / (2+3) £25 (£22) – advance ticket prices in brackets
Website: www.ngaugeshow.co.uk
Features: 31 layouts, trade support, demonstrations, refreshments and parking.

12/13 SWINDON RAILWAY FESTIVAL

Hosts: STEAM - Museum of the Great Western Railway
Location: STEAM, Firefly Avenue, Swindon, Wiltshire SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £12, concessions £9, children £8, family (2+1) £28 / (2+2) £32
Website: www.steam-museum.org.uk
Contact: 01793 466646
Features: Layouts, trade support, demonstrations, societies, refreshments and disabled access.

12/13 WOKING MODEL RAILWAY EXHIBITION

Hosts: Railway Enthusiasts' Club
Location: Woking Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children £3
Website: www.rec-farnborough.org.uk
Contact: 01252 542574
Features: Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

13 WESTON-SUPER-MARE LATE SUMMER MODEL RAILWAY SHOW

Hosts: Keith Price
Location: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX
Times: 10am-4.30pm
Prices: Adults £6.50, concessions £6, children £2, family £15
Website: www.westonsupermaretrainshow.com
Contact: 01934 425075
Features: 25 layouts, trade support, refreshments and disabled access.

13 WHITE HORSE MODEL RAILWAY, ENGINEERING AND GARDEN RAILWAY SHOW

Hosts: West Wiltshire Society of Model Engineers
Location: White Horse Country Park, Coach Road, Westbury, Wiltshire BA13 4LX
Times: 10am-4.30pm
Prices: Adults £4, children free
Website: www.wwsme.org.uk
Contact: 07557 965870
Features: Layouts, model boats, stationary engines, live steam rides, refreshments and parking.

19 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £4, children £1.50
Website: www.cvmrc.co.uk
Contact: 01884 840369
Features: 16 layouts, trade support, refreshments, parking and disabled access.

19 FOULSHAM MODEL RAILWAY RUNNING DAY

Hosts: Holy Innocents' Church
Location: Holy Innocents' Church, Foulsham, Norfolk, NR20 5RZ
Times: 10am-4.30pm
Prices: Adults £3, children £1
Contact: malc01@modeltraintracks.co.uk
Features: Railway films and refreshments.

19 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: The Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Website: www.tvrms.org.uk
Contact: 07810 701366
Features: 12 layouts, trade support, refreshments, parking and disabled access.

19 OXFORD MODEL RAILWAY EXHIBITION

Hosts: Oxford and District Model Railway Club
Location: United Reformed Church Halls, Collinwood Road, Risinghurst, Oxford OX3 8HH
Times: 10.30am-5pm
Prices: Adults £5, accompanied children free
Contact: tjheathfield@hotmail.com
Features: 12 layouts, trade support, demonstrations, refreshments and disabled access.

19 SHENFIELD MODEL RAILWAY EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: Shenfield High School, Oliver Road, Shenfield, Essex CM15 8RY
Times: 10am-5pm

Prices: Adults £5, children £3
Website: www.MidEssexMRC.org
Contact: 01277 216098
Features: 27 layouts, trade support, societies, refreshments, parking and free bus shuttle to/from Shenfield railway station.

19 WADEBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Wadebridge 34007 Locomotive Society
Location: Wadebridge School, Gonvena Hill, Wadebridge, Cornwall
Times: 10am-5pm
Prices: Adults £3.50, concessions £2.50, children £2, family £10
Features: Layouts, trade support, refreshments and parking.

19/20 BLACKPOOL AND NORTH FYLDE MRC EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5.50, concessions £5, children £2.50, accompanied children free
Website: www.blackpoolandnorthfyledemrc.co.uk
Features: 20 layouts, trade support, parking and refreshments.

19/20 COVENTRY MODEL RAILWAY CLUB OPEN WEEKEND

Hosts: Coventry Model Railway Club
Location: Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, accompanied children free
Contact: colin.beasley@dsl.pipex.com
Features: Club layouts and members.

19/20 DARTFORD MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: The Leigh Academy, Green Street Green Road, Dartford, Kent DA1 1QE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £2.50, family (2+2) £13
Website: www.ukmodelsshops.co.uk/erithmrs/index.html
Contact: 07736 560956
Features: 17 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

19/20 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove Street, Redditch B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £3, family (2+2) £14
Website: www.redditch-mrc.com
Contact: 01527 540289
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

19/20 SCALEFORUM 2015

Hosts: Scalefour Society
Location: Stoke Mandeville Stadium, Mandeville Road, Aylesbury HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £9, Scalefour members £6
Website: www.scalefour.org/scaleforum
Features: Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

19/20 SHIPLEY MODEL RAILWAY EXHIBITION

Hosts: Shipley Model Railway Society
Location: Baildon Recreation Centre, Green Lane, Shipley, West Yorkshire BD17 5JH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2.40, family £11
Website: www.shipleymrsc.org.uk
Contact: 01274 593031
Features: 15 layouts, trade support, parking, refreshments and disabled access.

20 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.

20 NEEDHAM MARKET MODEL RAILWAY EXHIBITION

Hosts: One Model Railway Club
Location: Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB
Times: 10.30am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.onemrc.org.uk
Contact: 01394 274929
Features: 14 layouts, trade support, societies, demonstrations, parking and refreshments.

26 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children £0.50
Website: www.cmrcc.club
Contact: 07864 880242
Features: Layouts, demonstrations, displays, club stall, refreshments, parking and disabled access.

26 ENFIELD MODEL RAILWAY EXHIBITION

Hosts: Enfield Whitewebbs Railway Modellers
Location: Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Times: 10.30am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Contact: 020 8508 1938
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

26 IPSWICH RAILWAY MODELLERS ASSOCIATION OPEN EVENT

Hosts: Ipswich Railway Modellers Association
Location: 40a Norfolk Road, Ipswich, Suffolk, IP4 4HB
Times: 10am-1pm
Prices: Free
Website: www.irma.org.uk
Features: Club layouts, members, second hand stall and refreshments.

26 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St Peter's Church Hall, Church Road, Earley, Berkshire RG6 1EY
Times: 10am-4.30pm
Prices: Adults £3, children £2, family £7
Website: www.lvrmc.co.uk
Contact: 0118 988 2035
Features: Layouts, trade support, societies and refreshments.

26 PLYMSTOCK MODEL RAILWAY SHOW

Hosts: Plymouth 'G' Scale Group
Location: Plymstock Community Centre, Memory Lane, Plymouth, Devon PL9 9GH
Times: 10.30am-4pm
Prices: Adults £2.50, concessions £2, children £1
Contact: 01752 361687
Features: 'G' scale layouts, trade support, refreshments and disabled access.

26 RAILS AT ROWSLEY

Hosts: LMS Carriage Association
Location: Joseph Paxton's Rowsley Station Building, Peak Shopping Village, Rowsley DE4 2JE
Times: 10am-4.30pm
Prices: Free entry
Website: www.lmsca.org.uk/exhibition
Features: Three layouts, displays and vintage bus shuttle service to/from Peak Rail on the Saturday.

26 THETFORD MODEL RAILWAY SHOW

Hosts: Thetford and District Model Railway Show
Location: Charles Burrell Centre, Staniforth Road, Thetford, Norfolk IP24 3LH
Times: 10am-4pm
Prices: Admission £4

Website: www.tdmrs.com
Contact: 01842 765890
Features: Ten layouts and trade support.

26 TRI-ANG SOCIETY VINTAGE TRAINS EXHIBITION

Hosts: The Tri-ang Society
Location: Timperley Village Hall, 268 Stockport Road, Timperley WA15 7UT
Times: 10.30am-4.30pm
Prices: Adults £3.50, children £1.50, family £5
Contact: milesfrowland@hotmail.com
Features: Exhibits, trade support and refreshments.

26/27 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 07958 137122
Features: Nine layouts, trade support, refreshments, parking and disabled access.

26/27 HALIFAX MODEL RAILWAY CLUB EXHIBITION

Hosts: Halifax Model Railway Club
Location: North Bridge Leisure Centre, North Bridge, Halifax, West Yorkshire HX3 6TE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, unaccompanied children £3, accompanied children free
Website: www.halifaxmrc.co.uk
Contact: 01422 371489
Features: 16 layouts, trade support, parking and disabled access.

26/27 SPALDING MODEL RAILWAY CLUB OPEN WEEKEND EVENT

Hosts: Spalding Model Railway Club
Location: Pinchbeck Village Hall, Knight Street, Pinchbeck, Spalding, Lincolnshire PE11 3RB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free
Website: www.spaldingmodelrailwayclub.org.uk
Features: Layouts and refreshments.

26/27 STAPLEHURST MODEL RAILWAY EXHIBITION

Hosts: The Staplehurst Society
Location: Staplehurst Village Centre, High Street, Staplehurst, Tonbridge, Kent TN12 0BJ
Times: Sat 11am-5pm, Sun 10am-4pm
Prices: Adults £2.50, children £1
Contact: 01580 891390
Features: Layouts and displays.

26/27 WORTHING MODEL RAILWAY CLUB EXHIBITION

Hosts: Worthing Model Railway Club
Location: Durrington High School, The Boulevard, Worthing BN13 1LA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.worthingmrc.co.uk
Contact: 07970 633908
Features: 14 layouts, trade support, societies, refreshments, parking and disabled access.

27 BANBURY MODEL RAILWAY EXHIBITION

Hosts: Banbury and District Model Railway Club
Location: Banbury Academy, Ruskin Road, Banbury, Oxfordshire OX16 9HY
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.bdvmrc.co.uk
Contact: 01295 660445
Features: Layouts, trade support, refreshments and parking.

27 G SCALE SOCIETY KENT AUTUMN INDOOR MEET

Hosts: G Scale Society – Kent Area Group
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington BR6 7PQ
Times: 11am-4pm
Prices: Non members £2.50, children £1
Website: www.gscalekent.co.uk
Contact: 01689 871604
Features: Three running tracks, trade support and refreshments.

OCTOBER

2-4 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU



Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, 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.

3 BRADFORD MODEL RAILWAY CLUB AUTUMN EXHIBITION

Hosts: Bradford Model Railway Club
Location: St Winefride's Church Hall, St Paul's Avenue, Wibsey, Bradford, West Yorkshire BD6 1ST
Times: 10am-4.30pm
Prices: Adults £3, concessions £3, children £1
Website: www.bradfordmrc.org.uk
Contact: 01274 698861
Features: Layouts, trade support, refreshments, parking and disabled access.

3 BROADLAND MODEL RAILWAY CLUB EXHIBITION

Hosts: Broadland Model Railway Club
Location: Jubilee Centre, Norwich Road, Aylesham, Norfolk NR11 6JG
Times: 10.15am-4.30pm
Prices: Adults £4, concessions £3, children £3
Contact: 01493 700226
Features: 18 layouts, trade support, societies, demonstrations, refreshments and disabled access. Free vintage bus between Bure Valley Railway station (BVR) and venue.

3 CHIPPENHAM MODEL RAILWAY SHOW

Hosts: Bentley Model Railway Group
Location: Sheldon School, Hardenhuish Lane, Chippenham, Wiltshire SN14 6HJ
Times: 10am-5pm
Prices: Adults £4.50, children £3
Website: www.chippenhammrs.org.uk
Contact: 01249 657283
Features: 15 layouts, trade support, refreshments and parking.

3 DAVENTRY MODEL RAILWAY CLUB EXHIBITION

Hosts: Daventry Model Railway Club
Location: Parker Academy, Ashby Road, Daventry NN11 0QF
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £2.50, family (2+2) £15
Website: www.daventrymrc.org.uk
Contact: 01327 438279
Features: 16 layouts, trade support and refreshments.

3 SUDBURY MODEL RAILWAY EXHIBITION

Hosts: Sudbury Model Railway Club
Location: St Peters, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £2
Website: www.sudburymrc.org.uk
Contact: 01787 461224
Features: 13 layouts, trade support and refreshments.

3 YEALMPTON MODEL RAILWAY SHOW

Hosts: Plym Valley Railway Association
Location: Yealmpton Community Centre, Stray Park, Yealmpton, Plymouth, Devon PL8 2HF
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1, family (2+2) £6
Website: www.plymrail.co.uk
Contact: 01752 880668
Features: Layouts, trade support, refreshments, parking and disabled access.

3 CROYDON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Croydon Model Railway Society
Location: Warlingham School, Tithepit Shaw Lane, Warlingham, Surrey CR6 9YB

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2
Website: www.croydonmrs.org.uk
Contact: 020 8657 2292
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

3/4 FAREHAM MODEL RAILWAY EXHIBITION

Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: www.fareham-mrc.org.uk
Contact: 07970 870432
Features: 23 layouts, trade support, refreshments, parking and disabled access. Heritage bus link between venue and Fareham railway station.

3/4 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone, Hythe and District Model Railway Club
Location: Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5.50, concessions £4.50, children £2.50, family £13
Website: www.folkestone-mrc.com
Features: 18 layouts, trade support, demonstrations, refreshments and disabled access.

3/4 MICKLEOVER MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.mmrg.org.uk
Contact: 01332 512580
Features: Layouts, trade support and parking.

3/4 SWANSEA RMG MODEL RAILWAY EXHIBITION

Hosts: Swansea Railway Modellers Group
Location: National Waterfront Museum, Swansea, SA1 3RD
Times: Sat 11am-4pm, Sun 11am-4pm
Prices: Free
Website: www.srmg.org.uk
Features: 20 layouts, trade support, demonstrations, society and refreshments.

3/4 WIGAN MODEL RAILWAY EXHIBITION

Hosts: Wigan Finescale Railway Modellers
Location: Robin Park Sports and Tennis Centre, Lorie Drive, Wigan WN5 0UH
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free
Website: www.wiganfm.org.uk
Contact: 01744 894441
Features: 30 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

4 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.

10 BIRCHINGTON MODEL RAILWAY EXHIBITION

Hosts: East Kent Model Railway Society
Location: The Centre, Alpha Road, Birchington, Kent CT7 9EG
Times: 10am-4pm
Prices: Adults £2, children £1, family (2+3) £5
Contact: 07743 704547
Features: 15 layouts, trade support and refreshments.

10 SHEFFIELD MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Sheffield Model Railway Society
Location: Davy United Sports and Social Club, Prince of Wales Road, Sheffield, S9 4ER
Times: 10am-4.30pm
Prices: Adults £3.50, children free
Website: www.sheffield-mrs.com
Features: 15 layouts, trade support, refreshments, parking and disabled access.

10 SHIREHAMPTON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shirehampton Model Railway Club
Location: Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £1.50, family (2+2) £7
Contact: 0117 909 4915
Features: Layouts, trade support, displays and refreshments.

10/11 ALDERSHOT MODEL RAILWAY EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Connaught Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family £13
Website: www.famhammrc.org.uk
Contact: 020 7706 0582
Features: 45 layouts, trade support, refreshments, parking and disabled access.

10/11 CAISTOR MODEL RAILWAY SHOW

Hosts: CaistoRail
Location: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2.50, family £7.50
Features: Layouts, trade support and refreshments.

DON'T MISS...

10/11 GREAT ELECTRIC TRAIN SHOW

Hosts: *Hornby Magazine*
Location: Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Advance tickets - Adults £9, children £7
Website: www.greatelectrictainshow.com
Contact: 01780 755131
Features: More than 25 layouts including *Hornby Magazine's* Shortley Bridge and Felton Cement Works, Southampton MRS' Ackthorpe, Scarborough and District RM's North of England Line, 30 trade stands, skills zone, refreshments, free parking and disabled access. Ticket price includes freedom of the Heritage Motor Centre Museum for the day. Doors open to advance ticket holders at 9.30am.

10/11 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: St Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.cdms.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

10/11 DUNDEE MODEL RAILWAY CLUB HOBBIES EXTRAVAGANZA

Hosts: Dundee Model Railway Club
Location: Dundee International Sports Complex, Mains Loan, Dundee, DD4 7AA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, concessions £3.50, children £3.50, family £12
Website: www.dundeeemrc.talktalk.net
Features: Layouts, model boats, planes, automobiles, trade support, societies and refreshments.

10/11 ELIZABETHAN RAILWAY SOCIETY MODEL RAILWAY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby in Ashfield, Nottinghamshire NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: TBA
Website: www.elizabethanrailwaysociety.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

10/11 GREAT HAYWOOD MODEL RAILWAY EXHIBITION

Hosts: The Haywoods Permanent Way Railway Society
Location: Memorial Hall, Great Haywood, Staffs ST18 0SU

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £2, family (2+2) £9
Contact: 01889 881561
Features: Layouts, trade support, refreshments and parking.

10/11 SHILDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, National Railway Museum, Shildon, County Durham DL4 2RE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free
Website: www.shildonmrc.com
Features: 20 layouts, trade support, displays, steam locomotive rides (small charge), refreshments and parking.

10/11 WILMINGTON CHARITY MODEL RAILWAY CLUB EXHIBITION

Hosts: St Michael's Church
Location: St Michael's Church Hall, High Road, Wilmington, Dartford, Kent DA2 7EG
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Website: www.stmichaelswilmington.org.uk
Contact: 01322 220561
Features: 17 layouts, trade support, demonstrations, refreshments and disabled access.

11 KEIGHLEY MODEL RAILWAY CLUB 7MM 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: 7mm finescale and narrow gauge layouts, trade support, demonstrations, clinics, refreshments, parking and disabled access.

11 WYRE FOREST MODEL RAILWAY CLUB OPEN DAY

Hosts: Wyre Forest Model Railway Club
Location: 1st Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH
Times: 11am-4pm
Prices: Free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Club and member layouts.

15-18 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, near Leamington Spa CV31 1XN
Times: Thurs 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), concessions £9 (£8), children £5.50 (£5), family (1+3) £15.50 (£14) / (2+3) £25.50 (£23) - advance ticket prices in brackets
Website: www.midlandsmodelengineering.co.uk
Contact: 01926 614101
Features: Models, displays, demonstrations, trade support, societies, parking and refreshments.

17 3MM SCALE MODEL RAILWAY EXHIBITION

Hosts: 3mm Society
Location: Gainsborough House Hotel, Bewdley Hill, Kidderminster, Worcestershire DY11 6BS
Times: 10am-5pm
Prices: Adults £4
Website: www.worsleyworks.co.uk/3mm/3mm_Exhibition.htm
Features: 16 layouts, trade stands, demonstrations, 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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WARRINGTON

Model Railway Club



EXHIBITION

17th & 18th October 2015

Saturday 10:00-17:00 Sunday 10:00-16.30

Warrington Collegiate

Winwick Road Warrington WA2 8QA

Buses 19 or 20 from Bus Station (opposite Central Station)

Adults £5

Children £1
(Aged 5-16 with adult)

18 Layouts

15 Trade Stands

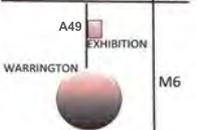
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Ample FREE parking

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M62 Jn 9 Jn 21a



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www.warringtonmodelrail.co.uk

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New Bigger Venue

Fareham Leisure Centre,
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Sat, 3rd Oct 1000 ~ 1730

Sun, 4th Oct 1000 ~ 1630

Admission £6

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www.fareham-mrc.org.uk/railex-2015

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Fareham & District Model Railway Club

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FOLKESTONE 2015



Folkestone Model Railway Club



MODEL RAILWAY EXHIBITION

Leas Cliff Hall, Folkestone

Sat 3rd & Sun 4th October, 10am-5pm

ADULT: £5.50 SENIOR: £4.50
CHILD: £2.50 FAMILY: £13



www.folkestone-mrc.com



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

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 Shop opening times: Mon to Sat 9am-5pm, Sun 10am-4pm

	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 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 700	ehattons.com/c700	£101.90	Dec 2013							
Class 9f Crosti-boiler	ehattons.com/9fcb	£111.20	Dec 2013							
D16	ehattons.com/d16	£101.90	Dec 2103							
Class S15	ehattons.com/s15	£124.99	Dec 2014							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans - 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



Class J72 0-6-0T
 Pre-order for £75.00



31-060 8680 in LNER lined green
 31-061 69001 in BR black with early emblem
 31-062 69028 in BR black with late crest

Class 6P Royal Scot 4-6-0
 Pre-order for £135.00



31-285 6130 'The West Yorkshire Regiment' in LMS crimson
 31-286 46163 'Civil Service Rifleman' in BR black
 31-287 46151 'The Royal Horse Guardsman' BR green

Class V2 2-6-2
 Pre-order for £135.00



31-566 3645 in LNER black
 31-567 60881 in BR green with late crest

Class J39 0-6-0
 Pre-order for £80.00



31-866 1803 in LNER Black
 31-867 64792 in BR black with early emblem

Class K3 2-6-0
 Pre-order for £95.00



32-279A 1304 in LNER lined black
 32-281 61862 in BR lined black with early emblem

Class 94xx 0-6-0
 Pre-order for £85.00



35-025 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
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32-532 55007 "PINZA" BR blue - Finsbury Park white cab windows
 32-533 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)

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Class 14xx
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H1401 48xx 4825 in GWR unlined green Great Western
 H1404 58xx 5808 in GWR unlined green Shirbutton
 H1406 14xx 1420 in GWR unlined green G W R
 H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
 H1409 14xx 1470 in BR lined black early emblem
 H1410 58xx 5819 in BR unlined black early emblem
 H1413 14xx 1444 in BR lined green early emblem
 H1414 14xx 1450 BR lined green late crest
 H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
 H1403 48xx 4871 in GWR unlined green Shirbutton
 H1405 48xx 4807 in GWR wartime black G W R
 H1407 58xx 5802 in GWR unlined green G W R
 H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
 H1415 14xx 1432 BR lined green late crest

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 J9402 71515 in Mech Navvies maroon
 J9407 4 in NCB Backworth Colliery lined black
 J9408 98 "Royal Engineer" in Army green
 J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
 J9405 "Hurricane" in NCB Bickershaw Colliery lined green
 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

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 HK02 6019 "King Henry V" in GWR lined green with shield
 HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VIII" in GWR un-lined wartime green
 HK05 6018 "King Henry VI" in GWR lined green
 HK06 6025 "King Henry III" in BR ultramarine blue
 HK07 6027 "King Richard I" in BR/GWR lined green
 HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
 HK10 6009 "King Charles II" in BR lined green with early crest
 HK11 6017 "King Edward IV" in BR lined green with late crest
 HK12 6026 "King John" in BR lined green with late crest
 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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31-628DC 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



R3205 Class 4900 4-6-0 4965 'Rood Ashton Hall' in BR - New tooling for 2013. Special edition etched name & number (Hor) £105



R3169 Class 4900 4-6-0 Hall 5972 'Olton Hall' in GWR (Railroad range), New tooling for 2013 (Hor) £67
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/Deeley tender (Bac) £84.96
R3276 Class 4P Compound 4-4-0 1072 LMS black Fowler tender - Railroad range (Hor) £69.50



R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66
R3224 Class 52XX 2-8-0 5239 in BR black late crest (Hor) £111.20
32-085 Class 50XX 0-6-2 6639 in BR black early emblem (Bac) £76.46



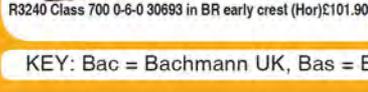
32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) £76.46
31-188 Class 5XP Jubilee 4-6-0 45565 'Victorian' in BR lined green late crest - weathered (Bac) £127.46



31-783 Class 6959 Modified Hall 7904 "Fountains Hall" in BR black early emblem - weathered (Bac) £114.71



R3239 Class 700 0-6-0 30315 in BR late crest (Hor) £101.90



R3240 Class 700 0-6-0 30693 in BR early crest (Hor) £101.90



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



R3221 Class 8P Duchess 4-6-2 46233 "Duchess of Sutherland" in BR green early crest & Mk1 support coach in BR maroon (Hor) £157.60



R3241 Class 8P Duchess 4-6-2 46236 "City of Bradford" in BR Maroon late crest (Hor) £131.40



R3195 Class 8P Duchess 4-6-2 46247 "City of Liverpool" BR green early emblem (Hor) £119



R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) BARGAIN £84



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green TTS Sound - Railroad range (Hor) £92.70
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



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R3132 Class A3 4-6-2 2599 "Book Law" in LNER green (Hor) £141.80
R3280 Class A4 4-6-2 4496 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor) £71.30



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
31-137 Class D11/2 4-4-0 6385 'Ludlow Muckdebeck' LNER black (Bac) £106.21



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) £93.46
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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) £93.46
31-320DC Class J11 Robinson (GCR & J) 64325 BR black late crest, DCC Fitted (Bac) £93.46



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) (list £134.95) BARGAIN £79
R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99) BARGAIN £105



R3297X Railroad LMS 0-6-0T '16440' Jinty Class 3F - DCC Fitted (Hor) NEW £44.99



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £110.46



31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac) £101.96



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



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32-260DC WD Austerity 2-8-0 90448 in BR black with late crest, DCC On Board (Bac) (list £152.95) BARGAIN £109



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39-274A Single (Bac) (list £39.95) BARGAIN £21

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R4652 BR Thompson Suburban Third Class Coach, Maroon (Hor) £37.27

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R4668 East Coast Trains Mk4 DVT (Hor) £26.38

R4665A East Coast Trains Mk4 First Class Coach (Hor) £26.38

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R6679A BR Horse Box M42178 (Hor) £18.51

R6662C LNER Extra Long OGT Van T298 (Hor) £12.49

R6721 Railroad LWB Open Wagon 'D.R. Llewellyn' (Hor) NEW £6.94

R6722 Railroad LWB Open Wagon 'LMS' (Hor) NEW £6.94

37-479 1 plank wagon in BR bauxite (Late) (Bac) £8.46

38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66

38-115 100 Ton TEA bogie tank wagon in Fina - weathered (Bac) £36.51

38-033 100 tonne HHA bogie hopper wagon in COLAS (Bac) £33.96

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) BARGAIN £135.83

38-030B Single (Bac) £33.96

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

38-325-13 10 Ton high sided steel open wagon chain pockets in BR Bauxite (early) (Bac) (list £14.50) BARGAIN £10

38-325-4 Pack of 4 (Bac) (list £59) BARGAIN £38

38-325-5 Megapack of 8 (Bac) (list £116) BARGAIN £74

38-327-13 10 Ton high sided steel open wagon smooth sides in BR Bauxite (early) (Bac) (list £14.50) BARGAIN £9.50

38-327-4 Pack of 4 (Bac) (list £59) BARGAIN £38

38-327-5 Megapack of 8 (Bac) (list £119) BARGAIN £70

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

37-531 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 LNE-F oxide (Bac) £20.36

38-602 21 Ton Grain Hopper BR Bauxite (Late) (Bac) £19.51

38-601 21 Ton Grain Hopper BR Grey (TOS) (Bac) £19.51

38-270A 22 ton Puffin in Blue Circle Railright brown (Bac) £22

37-208 Pack of 4 (Bac) £80

37-50A 24 ton ore hopper wagon in BR grey - weathered (Bac) £12.71

47-033-011 24T Steel Ore Hopper BR B433419 (Dap) NEW £10

47-033-012 24T Steel Ore Hopper BR B433419 - weathered (Dap) NEW £11

R9706 3 x open wagons - S.C. Bulley, Sodor Scrap & brake van (Thomas the Tank engine) (Hor) (list £34.99) BARGAIN £14

38-041B 31 Tonne OBA open wagon in Railright (Bac) £16.53

38-041B Pack of 4 (Bac) (list £87.80) BARGAIN £60

38-041B Megapack of 8 (Bac) (list £175.00) BARGAIN £116

38-120B 35 Ton VAA box van sliding door Railright red & grey - weathered (Bac) £20.36

38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £72

38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136

38-125A 35 Ton VBA box van sliding door EWS (Bac) BARGAIN £14

38-125A Pack of 4 (Bac) (list £95.80) BARGAIN £54

38-125A Megapack of 8 (Bac) (list £191.60) BARGAIN £102

47-033-011 24T Steel Ore Hopper BR B433419 (Dap) NEW £10

47-033-012 24T Steel Ore Hopper BR B433419 - weathered (Dap) NEW £11

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38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136

38-125A 35 Ton VBA box van sliding door EWS (Bac) BARGAIN £14

38-125A Pack of 4 (Bac) (list £95.80) BARGAIN £54

38-125A Megapack of 8 (Bac) (list £191.60) BARGAIN £102

47-033-011 24T Steel Ore Hopper BR B433419 (Dap) NEW £10

47-040-007 4 Plank GWR #45583 (Dap) NEW £9.80

47-040-008 4 Plank GWR #45583 - weathered (Dap) NEW £10

37-578A 45 ton TTA tank in ICI Methanol (Bac) £13.56

38-020A 46 Tonne ghw CEA covered hopper wagon EWS - weathered (Bac) £15.68

38-020A Pack of 4 (Bac) (list £73.80) BARGAIN £58

38-020A Megapack of 8 (Bac) (list £147.80) BARGAIN £110

37-603A 46 Tonne ghw YGA sliding wall van in EWS - weathered (Bac) (list £21.95) BARGAIN £16

37-603A Pack of 4 (Bac) (list £87.80) BARGAIN £82



Prices valid until 07/10/15

Orders received after this date for products that have increased in price will be given a refund

- 37-603A Megapack of 8 (Bac) (list £175.60) BARGAIN £122
- 38-005C 46 Tonne HSA hopper wagon in BR livery - weathered (Bac) (list £18.95) BARGAIN £10
- 37-062A 5 plank wagon wooden floor Edwin W. Bauland (Bac) (list £12.95) BARGAIN £7
- 37-082A Pack of 4 (Bac) (list £51.80) BARGAIN £27
- 37-085A 7 plank end door wagon in North End (Bac) (list £14.25) BARGAIN £7
- 37-085A Pack of 4 (Bac) (list £57) BARGAIN £27



- 37-082A Pack of 4 7 plank end door wagon in Park Lane Wigan (Bac) (list £57) BARGAIN £27
- 37-082A Single (Bac) (list £14.25) BARGAIN £7
- 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 £27
- 37-182 8 plank end door wagon 'Fr. W. Hill & Son' (Bac) (list £14.95) BARGAIN £8
- 37-182 Pack of 4 (Bac) (list £59.60) 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



- 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 £95.60) BARGAIN £54



- 38-351A Pack of 4 BAA steel carrier steel coils in Railfreight Metals (Bac) (list £103.80) BARGAIN £52
- 38-351A Single (Bac) (list £25.95) BARGAIN £14
- 38-427 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) £46.71
- 38-427 Pack of 4 (Bac) (list £239.60) BARGAIN £172
- 38-427 Megapack of 8 (Bac) (list £479.60) BARGAIN £330
- 38-425 Bulk grain bogie hopper VTG 'Traffic Services' - weathered (Bac) £51.39
- 38-425 Pack of 4 (Bac) (list £239.80) BARGAIN £132
- 38-425 Megapack of 8 (Bac) (list £479.60) BARGAIN £330



- 38-350A Pack of 4 BZA steel carrier steel coils in EWS (Bac) (list £103.80) BARGAIN £52
- 38-350A Single (Bac) (list £25.95) BARGAIN £14
- 4F-044-001 Fish Container Twin Pack OO F-Line 640707 + 640708 (Dap) £31
- 38-345A* - FNA Nuclear Flask Wagon that floor & round buffers in standard buff - Flak 9 (Bac) (list £29.95) BARGAIN £17
- 38-345A* - Pack of 4 (Bac) (list £119.80) BARGAIN £65
- 38-345A* - Megapack of 8 (Bac) (list £239.60) BARGAIN £128
- R636 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £19
- 4F-016-101 Fyffes banana van in livery - weathered (Dap) £9



- 37-314 Intermodal bogie wagon 2 x 45ft containers in Sainz livery (Bac) (list £49.95) BARGAIN £29
- 37-314 Pack of 4 (Bac) (list £199.80) BARGAIN £108
- 38-212A JJA auto ballast in Railtrack curved top profile (4 per pack each Generator wagon) (Bac) £42.46
- 38-212A Pack of 4 (Bac) (list £199.80) BARGAIN £160
- 38-200A JFA bogie cement hopper 'VTG - Latorre Cement' (Bac) (list £35.95) BARGAIN £22
- 38-200A Pack of 4 (Bac) (list £143.80) BARGAIN £85
- 38-200A Megapack of 8 (Bac) (list £287.60) BARGAIN £166
- 38-751 Long Tube Wagon BR Bauxite (Early) (Bac) £22.06
- 38-752 Long Tube Wagon BR Bauxite (Late) (Bac) £22.06
- B659A MFA Side Tipping Ballast Wagon 5 Car Set in Network Rail Yellow Livery (Dap) NEW £137



- 37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) BARGAIN £28



- 37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95) BARGAIN £28



- 37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) (list £43.95) BARGAIN £22
- 38-652 PCA Molitor Bulk Powder Wagon Grey - weathered (Bac) £15.26
- 4F-027-008 Silver Bullot EMEWA 33 87 789 8004-9 (Dap) £22

Analogue controllers

- R8012 HM2000 High output power & speed controller, mains supply (Hor) £74
- 38-586 Plug in 0.7 Amp transformer separate speed controller, track, connector wires & power clip (Bac) £25.54
- R8250 Standard Train Controller (an alternative to R8055). Use R964 or PS200 transformer (Hor) £21

DCC decoders

- 36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12
- DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
- DCR-21PIN-Direct Single (Hat) £57
- DCR-21PIN-Direct Box of 5 (Hat) £57



- 36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
- 36-557 Single (Bac) £14.50



- 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
- R8202C OMN 8 Pin Direct Plug Decoder (5 Pack) (Dap) £88
- R8254 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £32



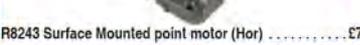
- R8247 DCC accessory decoder (for points and motors) (Hor) £32
- PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32



- 36-500 EZ Command DCC controller - boxed (Bac) £76.46



- 36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71
- R8232 DCC Electro point clips (20 in a pack - 2 used per point) £3
- R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74



- R8243 Surface Mounted point motor (Hor) £7

Lighting equipment

- GM56 OO Buffer lights x 2 (Gau) £10
- CL1 Standard Coach Lighting Strips - Cool White (Tra) £17
- CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

- SF20X Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
- GM51 Locomotive Wheel Cleaning Pads (for GM50) (Gau) NEW £16
- SF10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Spares

- 36-026 10 x M2 Couplings mini type - long (Bac) £4.68
- SL-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-11 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 incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) £2.50
- 36-030 M2 Couplings NEM shell (straight) pocket x 10 (Bac) £6
- 36-042EE NEM-362 Extra Long Coupler - 11.68 mm (29/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £2.90
- 19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
- 18KADEE NEM-362 Medium Coupler - 8.63 mm (1/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
- GM50 OO/HO gauge loco wheel cleaner (Gau) £24
- TT4591 Tidy Track Rolo Wheel Cleaner OO/HO Gauge (Woo) £21.75

Wheel sets

- R8218 14.1mm coach wheels (pack of 10) (Hor) £5
- R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
- 36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99
- R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £6.50
- 36-015 Metal 4 hole disc wagon wheels on 10 metal axles - Pack of 20 (Bac) £7
- R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
- 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



- 89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199
- LK-55 70ft Well type turntable (Pec) £38



- R083 Box of 6 Buffer Stop (Hor) £8
- R838 Single (Hor) £1.40
- GM55 Buffer stop lights (Gau) £7
- R836 Double track level crossing (Hor) £18



- R070 Electrically Operated Turntable (Hor) £59
- 44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) £33.11
- BF-HO-01 HO/OO Scale Buffer Stop DCC Wireless (Pec) £9
- 44-508 Motive Power Depot Accessories (Bac) (list £15.45) BARGAIN £9.50
- OOGAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) 5 long arm and 5 short arm easi-fix mounting system (Dap) £28
- R514 Platform Canopy x 2 (Hor) £12
- SL-40 Rail built buffer stop (Pec) £1.50
- R460 Straight Platform (Hor) £3.50

Signals

- ECKB462 2 light signal red/green 1 junction square head (Bac) £20
- ECKB232 2 light signal red/yellow standard square head (Bac) £16
- ECKES24 Kit for a position light ground signal kit 2 white, 1 red (Eck) £12
- D81 One Touch DCC Signal Home (RG) (Tra) £22
- 4L-002-001 Signal - Motorised, LMS home (OO/SIGNS) (Dap) £22
- 4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OO/SIGNS) (Dap) £22
- 4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OO/SIGNS) (Dap) £22

Buildings - general



- GM405 *Fordingham 1960s Three Bedroom House Kit (Gau) NEW £14.50
- GM408 *Fordingham Village Stores/Public House (Gau) NEW £16.50

- 44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £33.96
- 44-135 1970's Detached House (105 x 85 x 88mm) (Bac) £21.21
- 44-237 Low Relief Factory Site (215 x 30 x 95mm) (Bac) £33.11
- 44-005 Portable office (96 x 42 x 34mm) (Bac) £16.96

Man-made scenic structure - non-railway

- 44-585 6ft Victorian villas (Bac) £7.61
- OOFB Chainlink Security Fence Barbed Wire Top Kit (240 x 25mm) (Anc) £12
- LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pac) £3
- 44-145 Highley Station Cattle Dock (106 x 44 x 40mm) (Bac) (list £39.95) BARGAIN £20
- 44-582 Metal fencing (Bac) £8.46
- 44-505 Security fences x 10 - Scenecraft range (Bac) £5

Bridges, Tunnels & Walls

- 44-0017 Double-track overhead bridge (Bac) £42.46
- R078 Foot Bridge (Hor) £14
- R8008 Grand suspension bridge (Hor) £34.49
- 44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
- R8641 Platform footbridge - Skaledale 'Railside' range (Hor) £22
- M0054 Red brick card sheets - 4 x thick, 4 x thin. Plus 1 sheet of roofing slates (Met) £5



- PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
- PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11
- R8744 Straight walls x 3 - Skaledale 'Gasworks' range (Hor) £11
- PO248 Tapered Retaining Wall in Red Brick (Met) £12
- PO249 Tapered Retaining Wall in Stone (Met) £12

Grass, Ground, Lichen, Hedges & Foliage

- LH500 A lengths of 170mm large hedge (K&M) £11
- 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
- 36-046 Shopping figures x 6 (Bac) £6.21
- 36-045 Station passengers standing x 6 (Bac) £6.21
- 36-044 Station passengers sitting x 6 (Bac) £6.21
- 36-043 Station staff x 6 (Bac) £6.21

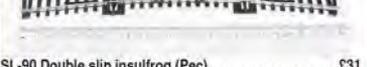
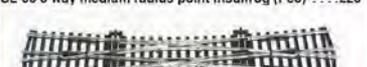
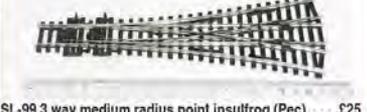
Track - Code 100 Setrack

- ST-245 Setrack curved double radius left handed point insulfrog (Pac) £14
- ST-244 Setrack curved double radius right handed point insulfrog (Pac) £14
- ST-201 Setrack double straight (Pac) £12
- ST-247 Setrack medium radius Y point insulfrog (Pac) £10
- ST-226 Setrack No 2 radius double curve (Pac) £2.50
- ST-241 Setrack No 2 radius left handed point insulfrog (Pac) £9
- ST-240 Setrack No 2 radius right handed point insulfrog (Pac) £9
- ST-231 Setrack No 3 radius double curve (Pac) £9
- ST-204 Setrack Quad Straight (Pac) £3.50
- ST-204 Box of 24 (Pac) £76

Track - Code 100 Streamline



- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
- SL-100 Single (Pac) £3
- SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pac) £3
- SL-102 Pack of 25 (Pac) £70
- SL-E59 3 way medium radius point electrofrog (Pac) £25



- SL-99 3 way medium radius point insulfrog (Pec) £25
- SL-90 Double slip insulfrog (Pec) £31
- SL-91 Large Y point (Pac) £11
- SL-87 Left hand curved point (Pec) £12.50
- SL-E87 Left hand curved point electrofrog (Pac) £12.50
- SL-E89 Right hand large point electrofrog (Pac) £12
- SL-89 Left hand large point insulfrog (Pec) £12
- SL-96 Left hand medium point (Pac) £10



- SL-E96 Left hand medium point electrofrog (Pec) £10
- SL-E92 Left hand small point electrofrog (Pac) £9.50
- SL-86 Right hand curved point (Pac) £12.50
- SL-E86 Right hand curved point electrofrog (Pac) £12.50
- SL-E88 Right hand large point electrofrog (Pac) £12
- SL-88 Right hand large point insulfrog (Pac) £12
- SL-85 Right hand medium point (Pac) £10
- SL-E85 Right hand medium point electrofrog (Pac) £10
- SL-91 Right hand small point (Pac) £9.50
- SL-E91 Right hand small point electrofrog (Pac) £9.50
- SL-80 Single slip insulfrog (Pac) £28

Track - Code 75 Finescale Streamline

- SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3
- SL-102F Pack of 25 (Pac) £72



- SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
- SL-100F Single (Pac) £3
- SL-E199 3 way finescale medium radius point electrofrog (Pac) £27
- SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pac) £35
- SL-E198 Finescale large Y point electrofrog (Pac) £12



NEW Opening hours
09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun

From 2nd Sep: 07:00 - 20:30 Mon - Fri
07:00 - 18:00 Sat, 09:00 - 17:00 Sun

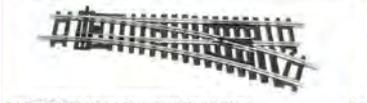
SL-E187 Finescale left hand curved point electrofrog (Hoc)	£12.50
SL-E189 Finescale left hand large point electrofrog (Pac)	£12
SL-E196 Finescale left hand medium point electrofrog (Pac)	£12
SL-E192 Finescale left hand small point electrofrog (Pac)	£10
SL-E184 Finescale long crossing electrofrog (Pac)	£11
SL-E186 Finescale right hand curved point electrofrog (Pac)	£12.50
SL-E188 Finescale right hand large point electrofrog (Pac)	£12
SL-E195 Finescale right hand medium point electrofrog (Pac)	£12
SL-E191 Finescale right hand small point electrofrog (Pac)	£10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pac)	£33

Track & Points

R605 1st radius double curve (8 make a circle) (Hor)	£2.50
R605 Circle of 8 (Hor)	£15
R606 2nd radius curve (Hor)	£15
R607 2nd radius double curve track (8 make a circle) (Hor)	£2.25
R607 Circle of 8 (Hor)	£18
R609 3rd radius double curve track (8 make a circle) (Hor)	£3
R609 Circle of 8 (Hor)	£22
ST-2031 3rd radius Double Curve Track (ST-201 x 4) (Pac)	£11
36-621 914mm length of fixed-track (Bac) NEW	£2.88
R622 Double 4th radius curve (8 make a circle) (Hor)	£3
R601 Double Straight (Hor)	£2.25
R601 Box of 24 (Hor)	£49
ST-2002 Double Straight Track (ST-201 x 8) (Pac)	£16
R910 Fishplates/rail joiners x 12 (Hor)	£2
R8074 Left hand curved point (Hor)	£14.40
R8077 Left hand Express point (Hor)	£9
R8072 Left hand Standard Point (Hor)	£9
36-874 Left-hand curved point Hadri 438mm Arcs 22.5 & 33.75 (same as Hornby R8074) (Bac) (list £13.70)	£11
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) . . . £2.76
 R8075 Right hand curved point (Hor) . . . £14.40
 R8078 Right hand Express point (Hor) . . . £16



R8073 Right Hand Standard Point (Hor)	£9
36-878 Right-hand Point (same as Hornby R8078) (Bac)	£11.85
36-873 Right-Hand Standard Point (Bac)	£7.52
R610 Short Straight (Hor)	£1.50
R621 Single 970mm length of flexible track (Hor)	£3
R621 Pack of 24 (Hor)	£66
R600 Standard Straight (Hor)	£1.40
R600 Box of 24 (Hor)	£33
R8076 Y Point (Hor)	£12

Track underlay

ST1474 24" Of OOHO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24" (Wool) . . . £7.40



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)	£19
CM204 Gray ballasted point/switching underlay kit for GM200 (Gau)	£7
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (19" 4") (Pac)	£9
R638 Roll of track foam underlay Approx. 4980mm (16ft) (Hor)	£9

Railway publications

36-2015 Bachmann Branchline 2015 Catalogue (Bac)	£6.80
R8150 Hornby 2015 Catalogue (Hor)	£7.50

Buses

35308EFE 6 Bay Leyland Leopard Southdown (EFE)	£32.95
UK2020 ADL Enviro200 Dart London United (Hor)	£45



23503 Alexander Alltantean - Great Yarmouth Corporation (EFE) NEW	£26.50
20140 Bedford GB Coach - Southdown (EFE)	£26.50
B106B Bristol Lodexka LD1 Closed Platform Long Radiator 'Western National No.1872' (circa 1954-1989) (Bas)	£21



B114B Bristol Lodexka LD6G - Red & White (147) (Bas) NEW	£19.50
B113B Bristol Lodexka LD6G Closed Platform, Short Radiator 'Wills & Dorset' (Circa 1956 - 1974) (Hor)	£21
B113A Bristol Lodexka LD6G Open Platform, Long Radiator 'Wills & Dorset' (Circa 1956 - 1974) (Hor)	£21
16325 Bristol L5 Coach Bristol Tramways (EFE)	£28
B203A Bristol MV Bus - Wills & Dorset (Circa 1966 - 1981) (Bas)	£17
B203B Bristol MV Dual Purpose - Wills & Dorset (Circa 1966 - 1981) (Bas)	£17



B206A Bristol MW6G - United Counties (1X) London (Bas) NEW	£17
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18617 Bristol VR III Open Top 'Southdown East & Mid Sussex N.B.C.' (EFE) NEW	£28
20307 Bristol VR I 'Southdown Silver N.B.C.' (EFE)	£26.50



OM41610A Crossley DD42, Ashton Corporation, Glossop (Cor) NEW . . . £29.99



OM41610B Crossley DD42, Ashton Corporation, Hyde (Cor) NEW . . . £29.99



16017 Damrier Flesline 'Bournemouth Corporation' (EFE) . . . £28



22402EFE Leyland Alexander Atlantean 'British Airways' (EFE) NEW . . . £28



25813 Leyland DMS 1 Door 'Wills & Dorset' (EFE) NEW . . . £28

B021A Leyland Leopard Duplo Dominant II 'Midland Scottish' (Circa 1978 - 1990) (Bas)	£16
B021B Leyland Leopard Duplo Dominant II 'Midland Scottish' (Circa 1983 - 1990) (Bas)	£16
29627 Leyland Olympian 'Devon General' (EFE)	£23
UK5026 Mercedes-Benz Citaro - Arriva The Shires, (Cra) (list £38.99)	£22
15718 Plaxton Panorama 'C.L.E. Coach Tours' (EFE)	£26.50
76PAN001 Plaxton Panorama I Southdown (Oxf)	£13
26705 Plaxton Paramount 3500 - Stagecoach Calsonic Express (EFE)	£26.50
36711 Plaxton SLF Dart - Arriva Midway Towns (EFE)	£26.50
36710EFE Plaxton SLF Dart - Lofthian Busses (EFE)	£26.50



36609 Plaxton SLF Dart 2 Door MK II 'Arriva South London' (EFE) NEW . . . £28

761Z003 Scania Irizar PB Ulsterbus (Oxf)	£17
36709 SLF Dart Series 2 One Door - 'First Southampton' (EFE)	£28



OM46709A Wright Eclipse 2, Perryman, 253 Edinburgh (Cor) NEW . . . £29.99



OM46709B Wright Eclipse 2, Perryman, 67 Berwick-upon-Tweed (Cor) NEW . . . £29.99



44-533 Bilester of 8 cars to fit IPA car transporter wagon. 2 needed for each 38-250 (Bac) . . . £10.16



76FTC001 Ford Transit Connect Royal Mail (Oxf) NEW . . . £4.75

76W0004 Wolsley 18/85 Maroon/Van (Oxf)	£4.45
L14 2 forklift trucks - 1 red, 1 yellow (Bas)	£7
57982 AEC E-type 2 axle flatbed 'London Dick Co - Phogies' (EFE)	£22
DA81 AEC Mercury articulated long packing cases load 'British Railways' (circa 1955-1965) (Bas)	£11
76DAF03CT DAF 105 Skeletal Trailer Freightliner (Oxf)	£18
76DT003 Diamond T Charles Thurston (Oxf)	£18
76EC001 ERF EC Olympic 40ft Fridge Scollie Transport (Oxf)	£10
76FCG001 Ford Cargo Box Van BRS (Oxf)	£11



76FCG002 Ford Cargo Box Van in white (Oxf) NEW . . . £11

76FT002 Ford Transit van low roof 'Royal Mail' (Oxf)	£4
76FCR001 Fowler B5 Crane Marston's Duke of York (Dorset) (Oxf)	£13
76FB001 Fowler B6 Steam Locomotive 'The Lion - Anderson & Rowland' (Oxf)	£13
76S143001 Scania 143 40ft Curtain Side Pullcock (Oxf)	£18
76SLC003 Scania Crane Lorry Eddie Stobart (Oxf)	£14
76SHL01CT Scania Highline Combil Trailer & Container 'Eddie Stobart' (Oxf)	£20
761Z004 Scania Irizar PB 'Eddie Stobart' (Oxf)	£16
76SHL02TK Scania R Series Petrol Tanker 'W H Malcom' (Oxf)	£18
76DU001 Scania Topline Drawbar Unit 'Eddie Stobart' (Oxf)	£22

76BD017 Bedford OXD GS Truck 1st Armoured Division 1941 (Oxf)	£10
76BD004 Bedford OY 3 Ton GS '15th Scottish Infantry' (Oxf)	£9
76BD016 Bedford OYC Tanker Easton Command 1941 (Oxf)	£10



76D7001 Diamond T980 Tank Transporter TRC Western Desert 1942 GHQ Cairo (Oxf) NEW . . . £20

76P004 Pioneer Antillery Tracker 'Royal Artillery 1st Army' (Oxf) . . . £9

76SET31 6 Piece London Fire Brigade 150th Anniv. WLG/TLM/Regent/F&F 109/AEC (Oxf)	£70
76TLM007 Leyland TLM Fire Engine Closed Cab Morecambe & Heysham (Oxf)	£10

Underground vehicles

99935 2 car 1938 tube set "Dinosaur" as per Isle of Wight (not motorised) (EFE) . . . £65

N Gauge Steam locos



372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) . . . £135.96

372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) . . . £135.96



372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) . . . £135.96



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest (Gra) . . . £135.96

2S-009-004 Class 2884 2-6-0 3803 in GWR green GWR lettering (Dap)	£105
372-626 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) 1934-46	£93.46
2S-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (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-010-000 Class 49xx Hall steam loco 4937 'Lanely Hall' GWR lined green (Dap)	£100
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra)	£93.46

372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) . . . £93.46



372-062 Class 4F 0-6-0 43875 in BR black early emblem & Johnson tender (Gra) . . . £93.46



372-060 Class 4F 0-6-0 43824 BR black late crest & Fowler tender (Gra) . . . £93.46



372-007-007 Class 5700 Pannier 0-6-0 4807 BR black early crest - DCC Fitted (Dap) . . . £82



2S-007-009D Class 5700 Pannier 0-6-0 5724 in GWR green 'GWR' lettering - DCC Fitted (Dap) . . . £82



2S-007-005D Class 5700 Pannier 0-6-0 L97 London Transport maroon - DCC Fitted (Dap) . . . £82



2S-007-010D Class 57xx Pannier 0-6-0 6748 in GWR green shirlington emblem - DCC Fitted (Dap) . . . £88



2S-007-003 Class 57xx Pannier 0-6-0 7144 in British Railways green (Dap) . . . £81



2S-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) . . . £81



2S-019-002 Class 6800 4-6-0 6802 'Bampton Grange' in GWR green 'G & W' lettering (Dap) NEW . . . £100



2S-001-001 Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirlington emblem (Dap) . . . £100

2S-001-000 Class 7800 Manor 4-6-0 7810 Draycott Manor in BR lined green late crest (Dap)	£100
2S-017-003 Class 7MT Britannia 4-6-2 70015 'Apollo' BR green early emblem (Dap)	£101
372-182 Class 8P Duchess 4-6-2 46235 'City of Birmingham' BR green late crest (Gra)	£127.48
2S-013-004D Class 8F 2-10-0 92052 in BR black early emblem & BR1C tender, DCC Fitted (Dap)	£106
372-800A Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra)	£133.75
372-800B Class A1 4-6-2 60163 'Tornado' BR Express blue (as preserved) (Gra)	£135.96



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) . . . £135.96



ND129G Class A3 steam loco 2744 'Grand Parade' LNER apple green (Dap) . . . £99



2S-008-003 Class A4 steam loco 60004 'William Whitelaw' in British Railways Garter blue (Dap) . . . £105

2S-008-001 Class A4 steam loco 60012 'Commonwealth of Australia' in BR green early crest (Dap)	£105
372-079 Class B1 4-6-0 1040 'Roederer' in LNER lined black (Gra)	£110.46
ND079F Class B17 4-6-0 2863 'Everton' LNER Apple green (Dap)	£93
372-400 Class J39 0-6-0 1850 LNER Lined Black flat sided tender (Gra) 1960-71	£90
372-402 Class J39 0-6-0 16701 BR black late crest & stopp'd tender (Gra) 1960-71	£90
372-401 Class J39 0-6-0 64990 BR black early emblem & flat sided tender (Gra)	£80.71
2S-016-001 Class M7 0-4-4 in Southern Railway green (Dap)	£53



372-932 Class N 2-6-0 31811 in BR black late crest (Gra) . . . £106.21



372-931 Class N 2-6-0 31844 in BR black early emblem (Gra) . . . £106.21



372-930 Class N 2-6-0 888 in SR Olive green (Gra) . . . £106.21

ND207G Class Q1 0-6-0 Q1 in SR black (Dap)	£90
ND207GD Class Q1 0-6-0 Q1 in SR black, DCC fitted (Dap)	£103



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) . . . BARGAIN . . . £89

372-426 Class WD Austerity 2-8-0 90566 in BR black late crest (Gra) . . . £116.96

372-933 N Class 2-6-0 810 in SECR grey (Gra) . . . £106.21



372-188 Princess Coronation Class 4-6-2 46226 'Duchess of Norfolk' in BR Express Passenger blue early emblem (Gra) . . . £127.46



372-653 Standard Class 4MT 2-6-0 76079 in BR lined black early emblem (as preserved) (Gra) . . . £110.46



2D-007-001 Class 66 diesel in 'Malcolm' 6 Megafret wagons & 45' containers (Dap) . . . £140</

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details



Diesel locos

371-019 Class 08 diesel 06897 in EWS - weathered (Gra) £76.46

NEW



2D-015-001 Class 122 diesel railcar W55000 in BR green speed whiskers (Dap) **NEW** £98

NEW



2D-015-001D Class 122 diesel railcar W55000 in BR green speed whiskers. DCC Fitted (Dap) **NEW** £114
 2D-015-002 Class 122 diesel railcar W55006 BR green small yellow panels (Dap) **NEW** £98
 2D-015-002D Class 122 diesel railcar W55006 in BR green small yellow panels. DCC Fitted (Dap) **NEW** £114
 2D-020-002 Class 153 DMU 153374 in London Midland grey & green (Dap) £79
 2D-020-001 Class 153 DMU 153376 in Central Trains green (Dap) £79
 2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95
 371-032 Class 20 diesel 20063 BR blue indicator discs - weathered (Gra) £93.46



2D-004-008 Class 56 diesel 56105 in Colas Rail freight (Doncaster built) (Dap) £101
 371-657 Class 57 diesel 57048 'Princess of Wales' in DRS Compass (Gra) £93.46
 2D-007-000 Class 66 diesel 66709 in MSCGBRF 'Sorrento' ship (Dap) £70



ND101F Class 67 diesel 67024 EWS (Dap) £84
 371-636 Class 70 PowerHaul diesel 70093 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

ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) £67

HSTs



ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

DMUs

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96
 2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90
 2D-009-101 Class 121 single car DMU 'Bubble car' W55020 in BR green speed whiskers (Unpowered Dummy) (Dap) £40
 2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90
 2D-009-000D Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (DCC Fitted) (Dap) £107
 2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Unpowered Dummy) (Dap) £40
 2D-009-100 Class 121 single car DMU 'Bubble car' W55028 in BR green small yellow warning panel (Unpowered Dummy) (Dap) £40
 ND210C Class 122 Gloucester RCW 'Bubblecar' single car DMU BR green whiskers W55016 (Unpowered Dummy) (Dap) £40



371-034 Class 20 diesel 20132 in BR Railfreight Red Stripe (Gra) £89.21



371-033 Class 20 diesel D8011 in BR green small yellow panel - weathered (Gra) £97.71
 2D-012-012 Class 22 diesel loco D6330 in BR blue (TOP's font numbering) - weathered (Dap) £106



371-112 Class 31 diesel 5826 in BR green full yellow ends (Gra) £100.26
 371-110 Class 31 diesel 5826 in BR green full yellow ends (Gra) £100.26
 371-111 Class 31 diesel D5590 in BR green small yellow panels (Gra) £100.26
 2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
 371-453 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21
 371-454 Class 37 diesel D6827 BR green centre headcode, weathered (Gra) £106.21
 371-166 Class 37/4 diesel 37406 'The Salfire Society' in Railfreight Distribution (Gra) £99.21



371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21
 371-505 Class 42 Warship diesel 610 'Cookade' BR blue, weathered (Gra) £106.21
 371-604 Class 42 Warship diesel D832 'Onslaught' BR green (as preserved) (Gra) £100.26



2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk 3 coaches (coach numbers are W41047 and W42069) (Dap) £135
 2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135
 371-828B Class 47/0 diesel 47096 in BR blue (Gra) £101.96



371-825B Class 47/0 diesel D1572 in BR green small yellow panel (Gra) £101.96
 372-245 Class 47/7 diesel 47710 'St. Walter Scott' in BR ScotRail (Gra) £101.96
 372-244 Class 47/7 diesel 47711 'Greyfriars Bobby' BR blue large logo (Gra) £101.96
 372-246 Class 47/7 diesel 47715 'Haymarket' BR Network South East (Gra) £101.96



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 Kings Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46
 371-285 Class 55 diesel 'Deltic' D9007 'Pintar' in BR green (Gra) £93.46
 2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) £101
 2D-004-007 Class 56 diesel 56090 BR blue large logo (Doncaster built) (Dap) £101



NEW



374-134 BR Mk1 GUV Blue Molorair (Gra) **NEW** £24.61
 2P-000-151 Collett Coach GWR Chocolate & Cream 3rd Class 1082 (Dap) £18
 2P-011-351 Gresley BR Garrino & Cream Buffet E9129E LBR (Dap) £20
 2P-011-103 Gresley Teak 1st Class 31874 (Dap) £19.50
 2P-011-006 Gresley Teak 3rd Class 60656 (Dap) £19.50
 2P-011-302 Gresley Teak Buffet 9118 (Dap) £19.50



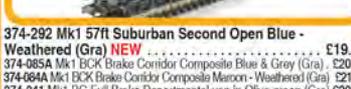
2F-024-012 Siphon G BR W1459 (Dap) **NEW** £13



2F-024-016 Siphon G BR W1459 - weathered (Dap) **NEW** £13
 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
 373-377 Triple Pack Corflut Wagons BR Baudouin A Containers (Gra) £33.96
 373-366A Triple Pack of Corflut Wagons BR crimson BD Container - weathered (Gra) £33.96
 373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56



374-313 Mk1 57ft Suburban Brake End Blue - Weathered (Gra) **NEW** £19.98



374-292 Mk1 57ft Suburban Second Open Blue - Weathered (Gra) **NEW** £19.98
 374-085A Mk1 BCK Brake Corridor Composite Blue & Grey (Gra) £20.83
 374-084A Mk1 BCK Brake Corridor Composite Maroon - Weathered (Gra) £21.68
 374-041 Mk1 BG Full Brake Departmental van in Olive green (Gra) £20.83
 374-162 Mk1 FK first corridor in green (Gra) (list £28.95) BARGAIN £14
 374-133 Mk1 GUV Rail Express Systems (Blue Fiberglass) (Gra) £14
 CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) £71



374-632 SR 50' Bogie B Luggage Van BR Blue (Gra) **NEW** £22.06



374-630 SR 50' Bogie B Luggage Van Southern Green (Gra) **NEW** £22.06



373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra) £28.01
 373-827 102 Tonne gw BFA Steel Strip Carrier EWS - Weathered (Gra) £25.46
 373-828 102 Tonne gw Threl BFA Steel Strip Carrier DB Schenker (Gra) £25.46
 373-827A 22 Ton Prestlo Bulk Powder Wagon 'Blue Circle Bulk Cement' in brown (Gra) (list £17.95) BARGAIN £8



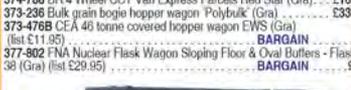
377-828A 22 Ton Prestlo Bulk Powder Wagon 'Cement Marketing Board - Snowcrete' Light Grey (Gra) (list £17.95) BARGAIN £8
 2F-031-006 6 Wheel Milk Tanker West Park Dairy (Dap) £13



NR-P413 7-plank open coal wagon - "Shirebrook Colliery Ltd No. 205" (Pec) **NEW** £7.50



NR-P414 7-plank open coal wagon - "The Economic Coal Co. Ltd. No. 3" (Pec) **NEW** £7.50
 377-600A 80 Tonne gw BDA Bogie Bolster Wagon Loadhaul (Gra) (list £24.95) BARGAIN £15
 374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) £18.96
 373-236 Bulk grain bogie hopper wagon 'Polybulk' (Gra) £33.96
 373-476B CFA 46 tonne covered hopper wagon EWS (Gra) (list £11.95) BARGAIN £7
 377-802 FNA Nuclear Flask Wagon Sloping Floor & Oval Buffers - Flask 38 (Gra) (list £29.95) BARGAIN £15



377-353 Intermodal Bogie Wagons With two 45ft Containers 'Malcolm Logistics' (Gra) £31
 2F-053-002 Megafret Wagon (3368 4943 005) + 2 Stobart Rail Containers (Dap) £25



2F-053-003 Megafret Wagon (3368 4943 061) + 2 Less Co2 Containers - weathered (Dap) £30

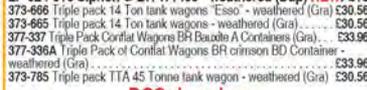
2F-053-001 Megafret Wagon (3368 4943 070) + 2 Less Co2 Containers (Dap) £25



2F-024-012 Siphon G BR W1459 (Dap) **NEW** £13



2F-024-016 Siphon G BR W1459 - weathered (Dap) **NEW** £13



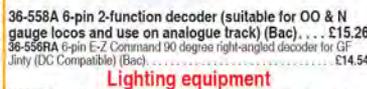
373-666 Triple pack 14 Ton tank wagons - 'Esso' - weathered (Gra) £30.56
 373-665 Triple pack 14 Ton tank wagons - weathered (Gra) £30.56
 373-377 Triple Pack Corflut Wagons BR Baudouin A Containers (Gra) £33.96
 373-366A Triple Pack of Corflut Wagons BR crimson BD Container - weathered (Gra) £33.96
 373-785 Triple pack TTA 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
 36-558RA 6-pin E-Z Command 90 degree right-angled decoder for GF Jnty (DCC Compatible) (Bach) £14.54



NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'PlusPlay') (Dap) £8
 NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'PlusPlay') (Dap) £8



SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
 2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
 2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAR6) - 5 pairs (Dap) £17



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2
 T14560 Tidy Track Roto Wheel Cleaner N Gauge (Woo) £18.25



379-200 4 x Platform sections (rod back) (Gra) £9
 SL-340 Buffer Stop Rail Bull Type (Pec) £1.50
 NCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) (Dap) £4
 NB-55 Lurable Kit, well type, deck length 151mm (Pec) £13.18



2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
 2L-002-002 Signal - Motorised, LMS distant upper quadrant (ex-NSIGN4) (Dap) £22
 2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN5) (Dap) £22



42-103 Farm house (80 x 61 x 51mm) (Gra) £25.46
 42-287 Low Relief Cooling Tower (105x210x280mm) (Gra) £59.46



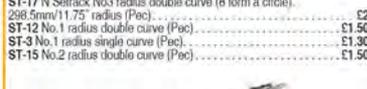
PN174 Low Relief Terraced House Fronts - red brick (Pec) **NEW** £6.50



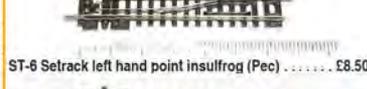
PN175 Low Relief Terraced House Fronts - stone (Pec) **NEW** £6.50



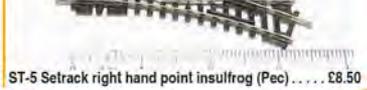
PN144 Retaining Wall (Stone) (Met) £7.50



ST-11 Double straight track (Pec) £1.50
 ST-19 N Setrack No. 4 radius double curve (Pec) £2.50
 ST-17 N Setrack No.3 radius double curve (8 form a circle), 268.5mm/11.75" radius (Pec) £2
 ST-12 No.1 radius double curve (Pec) £1.50
 ST-3 No.1 radius single curve (Pec) £1.30
 ST-15 No.2 radius double curve (Pec) £1.50



ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50

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Military ground vehicles

- ST-1 Standard straight track (Pec) £1.30
- ST-300 Starter Track Set (Pec) £44
- 379-450 Straight Track 174mm (Gra) £1
- 379-450 Pack of 12 (Gra) £10

Track - Code 80 Streamline

- SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
- SL-302 Pack of 25 (Pec) £64



- SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
- SL-300 Single (Pec) £3
- SL-E389 Left hand large point electrofrog (Pec) £10
- SL-389 Left hand large point insulfrog (Pec) £10
- SL-E386 Left hand medium point electrofrog (Pec) £9
- SL-386 Left hand medium point insulfrog (Pec) £9
- SL-E388 Right hand large point electrofrog (Pec) £10
- SL-388 Right hand large point insulfrog (Pec) £10
- SL-E395 Flight hand medium point electrofrog (Pac) £9
- SL-395 Flight hand medium point insulfrog (Pac) £9

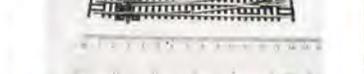
Track - Code 55 Finescale Streamline



- SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
- SL-300F Single (Pec) £3
- SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
- SL-302F Pack of 30 (Pec) £91
- SL-E399F 3-way finescale turnout (Pec) £26
- SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
- SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



- SL-E390F Finescale double slip electrofrog (Pec) £35
- SL-E389F Finescale left hand large point electrofrog (Pec) £11



- SL-E396F Finescale left hand medium point electrofrog (Pec) £10
- SL-E392F Finescale left hand small point electrofrog (Pec) £9
- SL-E394F Finescale long crossing electrofrog (Pec) £10
- SL-E388F Finescale right hand large point electrofrog (Pec) £11
- SL-E385F Finescale right hand medium point electrofrog (Pec) £10
- SL-E391F Finescale right hand small point electrofrog (Pec) £9
- SL-E383F Finescale scissors crossover electrofrog (Pec) £58
- SL-E380F Finescale single slip electrofrog (Pec) £34
- SL-E397F Finescale Y Point, Electrofrog (Pec) £11

Track & Points

- 379-460 Left Hand Standard Point (Gra) £7
- 379-461 Right Hand Standard Point (Gra) £7

NEW



- ST-45 Setrack N Gauge Curved Turnout L/H (Pec) **NEW** £14

Track underlay

- SL-350 Roll of Underlay (5 Metres) (Pec) £6

Commercial vehicles

NEW



- NCA002 Bedford CA Ice Cream Walls (Oxf) **NEW** £4
- NFG005 Foden FG Dray Scottish & Newcastle (Oxd) £4.95

NEW



- NDEF007 Land Rover Defender LWB Hard Top British Rail (Oxf) **NEW** £3.95

NEW



- NFT003 RAC Ford Transit Van (Oxf) **NEW** £4.75
- NFT002 Royal Mail Ford Transit Van (Oxd) £4.75

NEW



- NSFE002 Scania Pump Ladder West Sussex F & R (Oxf) **NEW** £6

NEW



- NAEC008 AEC Matador Royal Artillery France (Oxf) **NEW** £6

NEW



- NCOM001 Commer Commando RAF (Oxf) **NEW** £6.45

O Gauge (1:43 Scale)

DMUs

- 8892 AC Cars Railbus W79978 in BR dark green speed whiskers (Hel) £400

Coaches



- 4922 BR Mk1 BSK brake 2nd corridor coach in blue & grey (Hel) £250
- 4920 BR Mk1 BSK brake 2nd corridor coach in carmine & cream (Hel) £250
- 4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250



BARGAIN

- 4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £325) **BARGAIN** £250
- 4911 BR Mk1 SO 2nd open in maroon (Hel) £250



- 4914 BR Mk1 SO 2nd open in SR green (Hel) £250
- 4950 Mk1 BG full brake in carmine and cream (Hel) £250

Wagons

- 1003 33cc class B tank in Regent black (Hel) £63
- 1002 33cc class B tank in Waste Oil black (Hel) £63
- 7F-031-002 8-wheel milk tanker in CWS red (Dap) £62
- 7F-080-004 8-plank wagon 'BR' (Dap) £35

Man-made scenic structure - non-railway

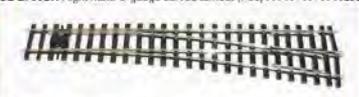
- LK-743 Flexible field fencing & gates - fencing (47in) gates (x4) (Pac) £7.50

Track - Code 124 Bullhead Streamline

- SL-E790BH Double slip (8 degree angle), Electrofrog (Pec) £83
- SL-E787BH Left hand O gauge curved turnout (Pec) £50



- SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
- SL-E786BH Right hand O gauge curved turnout (Pec) £50



- SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
- SL-E797BH Y Point bullhead rail & electrofrog (Pec) £39

Track & Points

- SL-E791FB Finescale Right Hand Point With Flatbottom Rail, Electrofrog (Pec) £41

Cars

- 43AS001 Austin Seven RN Saloon in lawn (Oxf) £12
- 43AS002 Austin Seven RN Saloon Light Royal Blue (Oxf) £13
- 43AS003 Austin Seven RN Van Liptons Tea (Oxf) £12
- 43DS001 Daimler SP250 (Hood) Black Metropolitan Police (Oxf) £19
- 43DA001 Datsun 240Z Red 805 (Oxd) £19
- VA10812 Ford Capri Mk3 2.8 injection, Forest Green and Crystal Green (Cor) (list £22.99) **BARGAIN** £14
- 43JAG12002 Jaguar V12 E Type Coupe Primrose Yellow (Oxf) £19

NEW



- 43JAGV12003 Jaguar V12 E Type Coupe Regency Red (Oxf) **NEW** £19

NEW



- VA14003 Vauxhall Lotus Carlton, Imperial Green, 'Vauxhall Heritage Centre' (Cor) **NEW** £19.99

NEW



- VA13603 VW Golf Mk2 GTI, Demon Tweaks, Alan Minshaw BTCC (Cor) **NEW** £24.99

G Scale

Analogue controllers

- 10LGB Single Track Cased Controller for G Scale (Gau) £79

Track & Points

- 15000 Curved track radius 2 30 degrees (LGB) £13
- 10610 Straight track 1200mm long (LGB) £23
- 10610 Box of 6 (LGB) £124

Any or Multiple Scales

Analogue controllers

- COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30
- P9300 Digital 15V 4A Multi-purpose Transformer (Hor) £32

- D Double/Twin track power controller (Gau) £69



- Q Quadruple 4 circuit power controller (Gau) £130
- W Walkabout circuit controller (Gau) £29



- M1 Transformer Output 2 x 16v AC 1A (Gau) £37

Analogue power supplies

Analogue point control



- PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £52
- PL-15 Twin Microswitch (Pec) £7



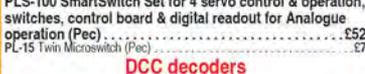
- CDU Capacitor Discharge Unit (Gau) £11
- PL-35 Capacitor Discharge Unit Mk2 (Pec) £14



- PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £52
- PL-15 Twin Microswitch (Pec) £7



- PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £52
- PL-15 Twin Microswitch (Pec) £7



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- PL-15 Twin Microswitch (Pec) £7

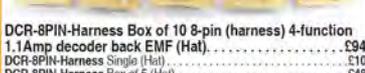
DCC decoders



- DCR-8PIN-2SAX Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99
- DCR-8PIN-2SAX Single (Hat) £48
- DCR-8PIN-2SAX Box of 5 (Hat) £50



- DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
- DCR-8PIN-Harness Single (Hat) £10
- DCR-8PIN-Harness Box of 5 (Hat) £48
- 36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60
- 36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50



- DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
- DCR-8PIN-Harness Single (Hat) £10
- DCR-8PIN-Harness Box of 5 (Hat) £48
- 36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60
- 36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

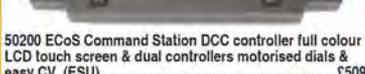
DCC accessory decoders

- 36-561 EZ Command Dynamic 4-output point decoder (similar to Hornby R8247) (Bac) £38.55

DCC controllers



- 50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509
- 36-510 EZ Command Companion for using a 36-500 to control an additional loco (Bac) (list £79.95) **BARGAIN** £58



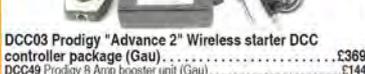
- 524-042 NCE Power Cab controller 12V 1.5A (NCE) £136



- DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £366
- DCC49 Prodigy 9 Amp booster unit (Gau) £144
- DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99



- 524-042 NCE Power Cab controller 12V 1.5A (NCE) £136



- DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £366
- DCC49 Prodigy 9 Amp booster unit (Gau) £144
- DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99



- 524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144
- DCC13 Wireless Walkaround unit for the Prodigy Advance 2 DCC system (DCC03) (Gau) £159

DCC accessories

- 4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap) £24

Point motors

- PL-9.5 Mounting Plates for use PL-10E (Pec) £2.50
- PL-10W High performance turnout point motor (Pec) £6
- PL-10WE High performance turnout point motor extended pin (Pec) £6



- PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £34
- PL-10 Single (Pec) £6



- PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
- PL-10E Single (Pec) £6



- PM-2 Seep point motor (Gau) £3.50
- PM-4 Seep point Motor Self Latching Switch (Gau) £5



- PM-1 Seep point motor accessory switch (Gau) £4



- PL-11 Side mounted point motor (Pec) £7.50
- PL-50 Turnout switch module (makes wiring points easy) (Pec) £14



- GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau) £2.50



- PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
- PL-23 On-On Changover Switch (style matches PL26 series) (Pec) £5



- PL-26B Passing Contact Switch - Black Lever (Pec) £5.50
- PL-26A Passing Contact Switch - Red Lever (Pec) £5.50
- PL-26W Passing Contact Switch - White Lever (Pec) £5.50
- PL-26Y Passing Contact Switch - Yellow Lever (Pec) £5.50
- PL-27 Switch Console Unit (Pec) £3.50
- PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5.50



- HF-2 Electronic twin track cleaner (Gau) £37
- TLU Transition loco uncoupler (Gau) £9



- WJP5700 LIGHTS & HUB SET (Woo) £16.50



- 54670 PowerPack for Lokpilot V4 and LokSound V4 decoders (ESU) **NEW** £29.50
- SL-14 Track Fixing Pins (Pec) £1.50



- TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25



- GM20 Grass Mat - Spring (100 x 75cm approx) (Gau) £7.50
- TT349 Shaker Oil Blanded Turf - Green Blend (Woo) £7.80

- GM130 Cork sheet - 1/16 thickness 3' x 2' (900 x 900mm) approx (Gau) £5.50
- JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jay) £8
- ST1411 Incline For Transition From 1 Level to Another - 4% Set - Elevates Track 4" In 8' - 2.5" Wide - Pack Of 4 (Woo) £10.70

- GM354 GaugeMaster New Items Leaflet 2015 (Gau) **NEW** £5.50

- AD-57 Rocket Card Glue - Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metacole) - 50ml (Del) £5.20

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We make you an **Offer**

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(including)



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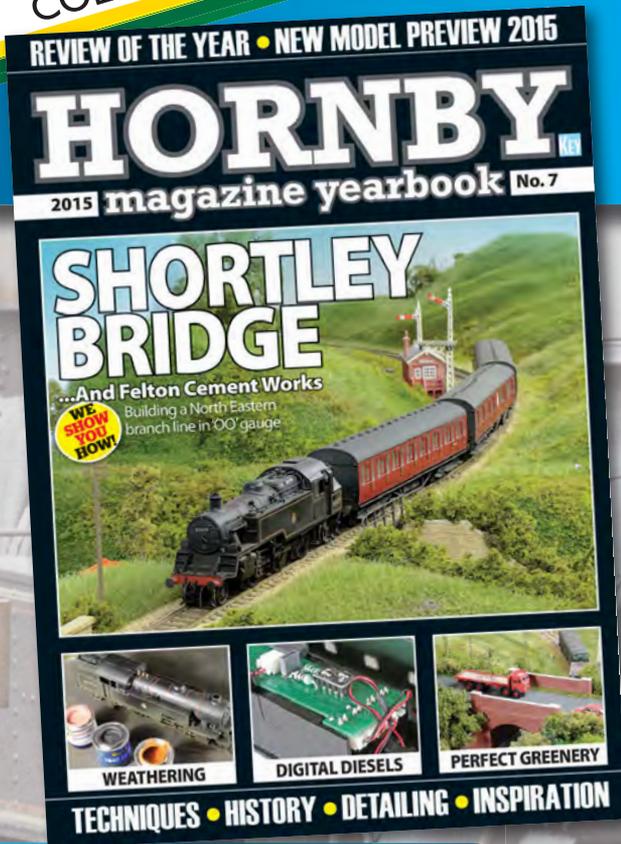
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1:72

DH Sea Hornet F20 Royal Navy - VZ-708, 801 Squadron, HMS Implacable, 1950
72HOR004 1:72



1:18

Messerschmitt KR200 Bubble Cabrio - Mimosa Yellow
18MBC002 1:18



1:76

Scania Highline Walking Floor - A W Jenkinson
SHL03WF 1:76



Ford Cargo Box Van - White
76FCG002 1:76



Diamond T980 Tank Transporter - TRC Western Desert 1942 6HQ Cairo
76DT001 1:76

NEW Tooling!



Plaxton Panorama - Flight's Tours
76PAN002 1:76



1:43

Jaguar V12 'E' Type Coupé - Regency Red
JAGV12003 1:43

Austin Seven RN Saloon - Fawn/Black
76ASS001 1:76

NEW Tooling!

Austin Seven RN Van - Primrose
76ASV001 1:76

NEW Tooling!

Ford Transit Connect - Royal Mail
76FTC001 1:76

NEW Tooling!



1:148

Bedford CA Van - Wall's Ice Cream
NCA002 1:148

NEW Tooling!

Scania CP31 Pump Ladder - West Sussex Fire & Rescue
NSFE002 1:148

NEW Tooling!

Ford Transit SWB Low Roof - RAC
NFT003 1:148

NEW Tooling!



Land Rover Defender LWB Hard Top - BR
NDEF007 1:148

NEW Tooling!



AEC Matador - British Army RA (France)
NAEC008 1:148

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Commer Commando - RAF
NCOM001 1:148

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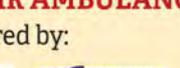
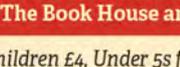
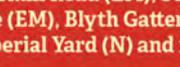
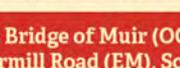
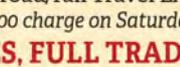
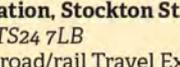
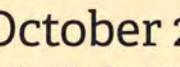
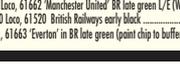
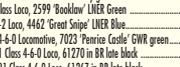
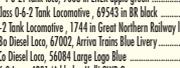
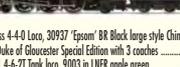
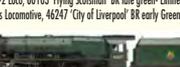
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R3347 Class 92 Co-Co Electric Loco, 92019 Wagner EWS Triple grey	£74.49
R3346 Class 92 Co-Co Electric Loco 92009 Marco Polo DB red	£74.49
R3344 Class 31 Diesel Locomotive, 31-285 Network Rail Yellow	£149.49
R3305 K1 Class 2-4-0 Locomotive 62019 in BR Early Black Weathered	£122.49
R3304 Drummond 700 Class, 0-4-0 tender loco, 30316 BR early black (W) "NEW"	£105.49
R3302 Train Pack "Return from Dunkirk" Limited Edition	£246.95
R3291x Class 56 Diesel, 56094 in COLAS livery DCC SOUND FITTED	£229.49
R3290 2 Hal 2 Car EMU in British Railways green	£125.49
R3287m Class 47 Diesel, 47401 in Large Logo Blue SOUND FITTED	£89.49
R3285m Gresley A4 Class, 4469 Godwell LNER blue SOUND FITTED	£94.99
R3284m Gresley A1 Class, 4472 "Flying Scotsman" LNER green SOUND FITTED	£94.99
R3283 Bagnall 0-4-0DS Diesel Shunter, in red and dark grey industrial user livery	£29.75
R3281 BR Class 09 Diesel Shunter, 09017 NRM maroon	£34.49
R3280 Gresley A4 Class loco, 4496 "Golden Shuttle" LNER blue	£76.49
R3276 LMS Compound 4-4-0 Loco, 1072 in LMS black	£74.49
R3275 Class 31 Diesel Locomotive, 31144 in Engineers grey and yellow	£39.49
R3272 Class 67 Diesel Locomotive, 67006 "Royal Sovereign" in Royal Claret	£124.49
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R3258 2 BIL 2 Car EMU in BR blue	£119.49
R3257 2 BIL 2 Car EMU in BR green	£119.49
R3243A H1 Class 2-4-0 Loco 62027 in BR late black	£119.49
R3241 Duchess Class Locomotive, 46236 "City of Bradford" BR late maroon	£128.49



R2351 Class 47 Co-Co Diesel, 47839 Riviera Trains	£146.49
R2569 Train Pack "Talisman" A3 Class "Sandwich" BR green with 3 coaches	£145.49
R2844 Schools Class Locomotive, 30934 "St Lawrence" BR early black	£39.49
R2825 Schools Class 4-4-0 Locomotive, 925 "Cheltenham" in Southern green	£109.49
R2755 Class 86 Bo-Bo Electric loco, 86259 "Les Ross" BR early blue	£65.49
R2683 LMS Cabrio Single, 14010 in LMS black	£79.49
R2724 King Arthur Class Locomotive, 30800 "Sir Malcolm De Lisle" BR early green	£95.49
R2558 Hawksworth County Class, 1007 "County of Brecknock" BR early black	£79.49

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16xx Class 16 Bo-Bo Diesel Loco, DB2xx most of range in stock	£39.00
23xx Class 23 "Baby Diesel" Diesel, D59xx most of range in stock	£39.49
25xx Class 05 Hunslet Diesel Shunter full range in stock "NEW"	£99.99



26xx Class 26 Diesel, New Tooling various in stock	£39.00
24xx Class 35/0 Bo-Bo Diesel Loco All New Tooling various in stock	£39.00
35xx Class 35 Hymek Diesel Loco all current models in stock	£39.49
39xx Class 02/0 Tanga 2-8-0 Locomotive various versions - Pre-order	£147.00

4005 Prototype Co-Co diesel loco, No D0260 "Lion" in white	£99.00
4010 EE Prototype Co-Co Diesel Loco, "DPP" original BR plain grn	£39.00
4011 EE Prototype Co-Co Diesel Loco, "DPP" later two tone green	£39.00
8705 Waggon & Meschienenbau Railbus, most in stock	£103.49
8800 AC Railbus, most in stock	£103.49
Park Royal Railbus all in stock "NEW"	£103.49



89xx Class 128 DPJ, most variations are available, blue/green/red/weathered etc

4012001 Class 22 Diesel, D6316 in BR Green	£119.00
4003003 Class 52 Diesel, D1056 "Western Sultan", BR maroon	£119.00
4003004 Class 52 Diesel, D1056 "Western Hobnabam" BR blue	£119.00



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4012001 Class 22 Diesel, D6316 in BR Green	£119.00
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MN0208 Class 201 208 GM Class 201 Diesel Loco "River Logan" NIR Blue	£134.49
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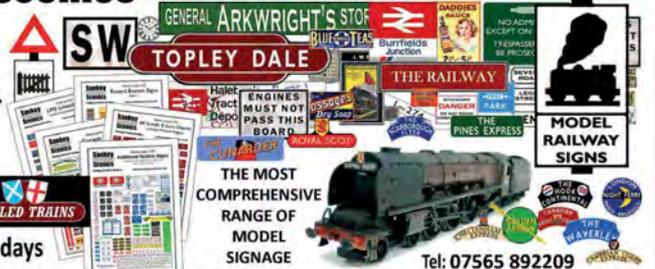
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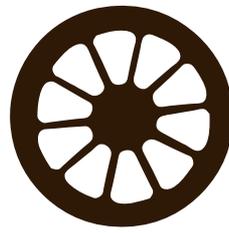
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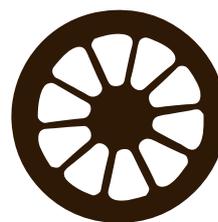
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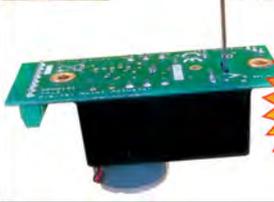


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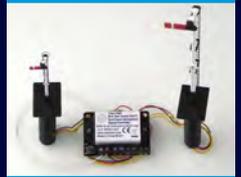
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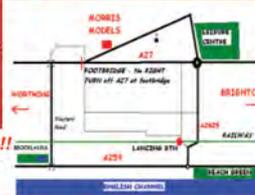
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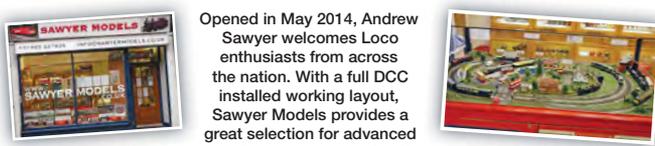
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NEXT ISSUE



PENHALLICK REBORN

Famed on the exhibition circuit for its impressive length and superb attention to detail, Penhallick retired at the end of 2011. But, four year's later, the layout has been reborn in a new format in its permanent home and next month we will be going behind closed doors to show this new version of the popular 'OO' scale layout in full.

BUILDING

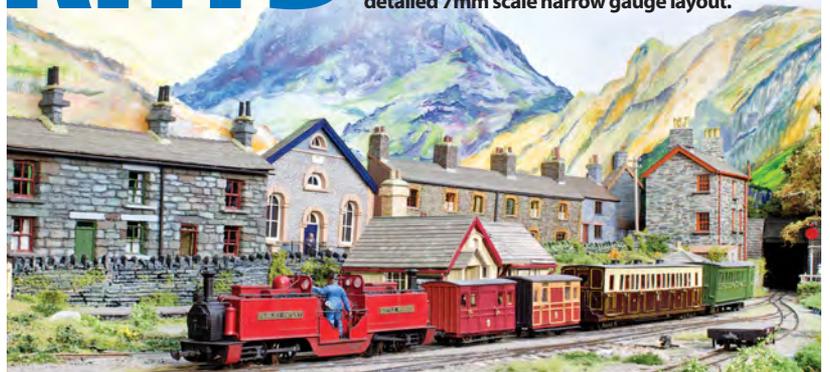
A CRANE KIT

A well designed kit is a dream come true and this new model of a Plasser and Theurer 12½ ton crane is just that. Next month Tim Shackleton shows how to build this impressive model which is no more difficult to assemble than an Airfix Spitfire.



RHYD

Narrow gauge models rarely feature in the pages of *Hornby Magazine*, but when they are as good as David John's Ffestiniog Railway based Rhyd we couldn't pass up the opportunity. Next month we reveal the story behind this fascinating and detailed 7mm scale narrow gauge layout.



AUTOMATIC SIGNALS

The real railway uses automation for the operation of colour light signals. Next issue Nigel Burkin shows that with simple tools, readily available products and a logical approach realistic automatic signals can be installed on a model railway too.



THE NEXT ISSUE OF
HORNBY
magazine

is on sale on October 8 2015

DON'T MISS IT!

PLUS We'll be reviewing all the latest models, reporting the latest news and helping you get the most out of your modelling projects.

September Releases

N GAUGE

Q1



- 2S-021-001 - Q1 BR Black Early Crest 33016
- 2S-021-001D - Q1 BR Black Early Crest 33016 DCC
- 2S-021-002 - Q1 BR Black Late Crest 33018
- 2S-021-002D - Q1 BR Black Late Crest 33018 DCC

A4



- 2S-008-002 - A4 Sir Nigel Gresley LNER Blue Dbl Chmny 4498
- 2S-008-002D - A4 Sir Nigel Gresley LNER Blue Dbl Chmny 4498 DCC
- 2S-008-004 - A4 Mallard BR Green Early Crest 60022
- 2S-008-004D - A4 Mallard BR Green Early Crest 60022 DCC
- 2S-008-005 - A4 Mallard BR Green Early Crest 60022
- 2S-008-005D - A4 Mallard BR Green Early Crest 60022 DCC
- 2S-008-006 - A4 Woodcock BR Green Late Crest 60029
- 2S-008-006D - A4 Woodcock BR Green Late Crest 60029 DCC
- 2S-008-007 - A4 Seagull Brunswick Green Early Crest 60033
- 2S-008-007D - A4 Seagull Brunswick Green Early Crest 60033 DCC



- 2F-013-021 - Gunpowder Van - GWR W105738
- 2F-013-022 - Gunpowder Van - GWR W105738 Weathered

Also released this month include;

- 2S-020-001 - B17 Liverpool Wartime Black 2864
- 2S-020-001D - B17 Liverpool Wartime Black 2864 DCC
- 2S-020-002 - B17 Liverpool BR Early Crest 61664
- 2S-020-002D - B17 Liverpool BR Early Crest 61664 DCC
- 2S-020-003 - B17 Manchester City LNER Apple Green 2871
- 2S-020-003D - B17 Manchester City LNER Apple Green 2871 DCC

OO GAUGE



- 4F-017-015 - Lime Wagon - Whitecliffe
- 4F-017-016 - Lime Wagon - Whitecliffe Weathered



- 4F-036-009 - Grain Hopper - B885348
- 4F-036-010 - Grain Hopper - B885348 Weathered



- 4F-032-015 - Rectangular Tank - Butler 73
- 4F-032-016 - Rectangular Tank - Butler 73 Weathered

Also released this month include;

- 4D-006-000 - Class 73 Airtour Suisse 73102 Intercity
- 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 73206 'Lisa' GB Rail Freight Blue / Yellow
- 4F-014-011 - Fruit D - BR W2036
- 4F-014-012 - Fruit D - BR W2036 Weathered

All product release dates correct at time of going to press

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