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'J50'**

HORNBY

magazine

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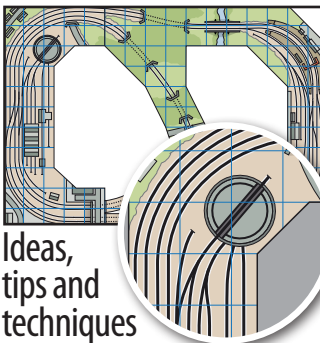
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Poole-in-Wharfedale
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HORNBY

February 2016 **magazine**

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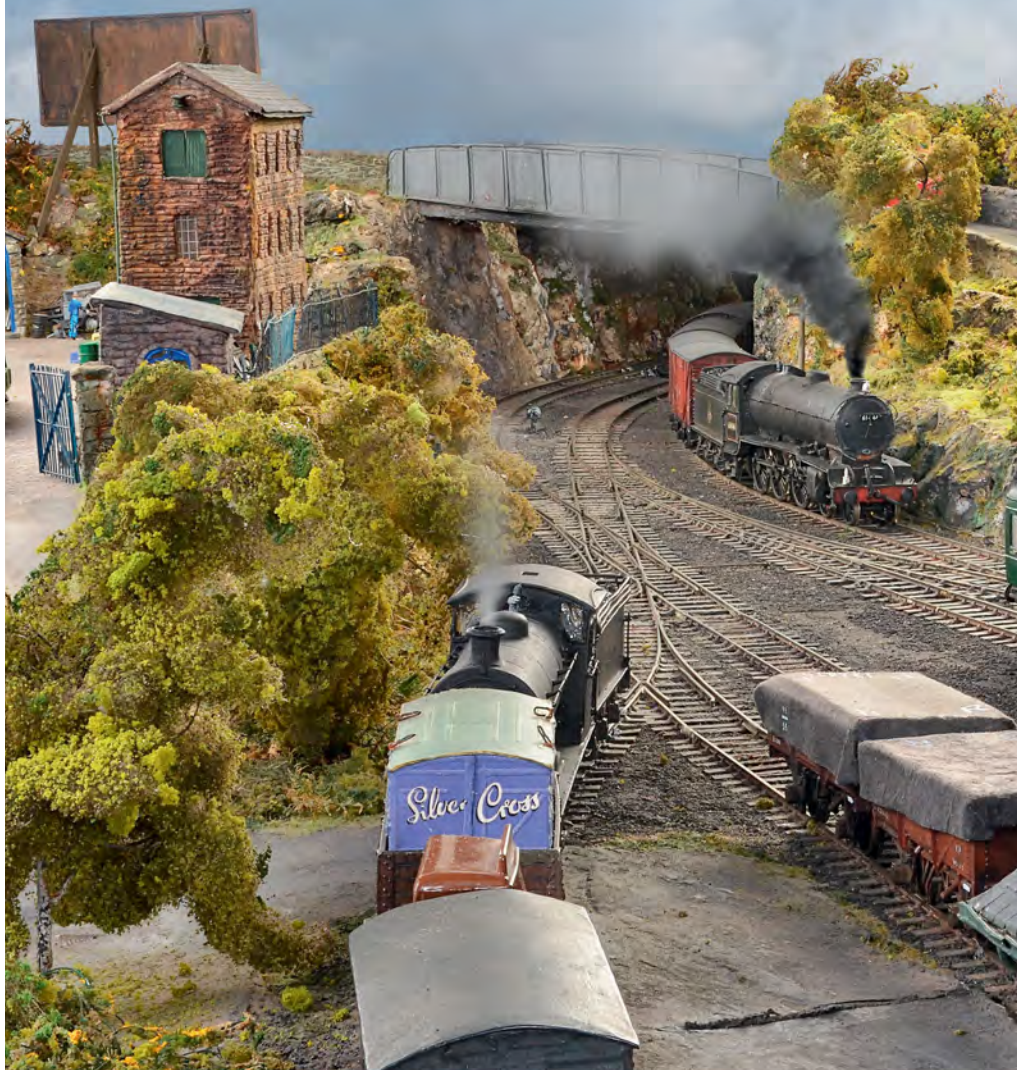
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WE SHOW YOU HOW!

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Ever considered improving your layout? Mild Wild considers ways of redeveloping existing projects by incorporating fresh ideas and new features to create exciting operating enhancing plans.

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Live frog crossings can be complicated track components to install on a digital layout. Mike Wild shows you how to keep it simple using a Hex Frog Juicer.



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The New Year is upon us and we've already got lots of great ideas developing for projects in 2016. Mike Wild looks forward to a busy year of model making.

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UPDATE

All the latest model railway news, plus you could win more than £400 of Hornby Railroad models and pairs of tickets to the Great Central Railway Model Event in June in this issue's exclusive competitions!

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POOLE-IN-WHARFEDALE

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Your comments and railway modelling observations from the *Hornby Magazine* postbag.

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OAKLEY GREEN

Taking inspiration from his home county of Hampshire, Jamie Mathlin reveals how he created this atmospheric BR blue era exhibition layout, set within a parcels and diesel depot complex in the 1970s.

80

REALITY CHECK

Evan Green-Hughes recalls the LNER's distinctive 'J50' 0-6-0T, tracing the history of these versatile engines.

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NEWBURN

Built primarily to showcase an extensive roster of 'OO' gauge ready-to-run and kit-built Great Western Railway locomotives and rolling stock, Les James reveals how this exhibition layout evolved.

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BR's Mk 2 carriages revolutionised long distance rail travel in the 1960s and 1970s offering improved comfort and safety, as Evan Green-Hughes explains.

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Your comprehensive guide to forthcoming events.

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WELCOME

THE EDITOR'S PAGE



HAPPY NEW YEAR and welcome to the first issue of 2016.

Here at *Hornby Magazine* it is business as usual - and planning and design for new projects for the year ahead is already well underway.

Sometimes it seems like no sooner have we finished one model than progress starts on another. We love building layouts and whether they are for features in the magazine or special projects, like the *Hornby Magazine Yearbook*, each is just as important. 2015 saw the team embark on its 19th project - Nigel Burkin's Loch Dhu Distillery - but more importantly 2016 will see us produce the magazine's 20th layout.

Being serial layout builders is a big part of the magazine's ethos. We hope to inspire and inform with our builds and show that, actually, building a layout doesn't have to be a lifetime's work.

There are always new ideas in the melting pot, many of which will probably never be built, but for each one which isn't turned into a reality another idea

spawns. Just the other day conversation turned to the plans for Topley Dale in this issue before quickly changing tack to how the idea of redevelopment could be used to breath new life into existing layouts.

We are still working on project 19a - redevelopment of Barrenthorpe - and this layout is quickly turning into a technology rich and entertaining model with more action per square foot than any other layout we've ever built. At 8ft 3in x 3ft 4in this busy four track main line with its gradients, motive power depot and 14 track storage yard packs an awful lot of layout into a small space. We'll be focusing on more aspects of Barrenthorpe's rebuild in coming issues, but you can catch up on the latest steps in Staff Projects this issue.

In this issue our feature layouts are all very different - both in style and period. For starters there is Tom Couling's wonderfully atmospheric Poole-in-Wharfedale set in the 1950s followed by Jamie Mathlin's inspirational 1970s depot scene Oakley Green. Completing the line up this issue is Les James' continuous run early 1900s Great Western Railway exhibition model which has been developed as a showcase for his fascinating array of early GWR locomotives and rolling stock.

Added to that we've got detailed hands on features covering subjects from detailing Airfix Presflo wagons to installing diamond crossings with digital control and more while this month's review section is filled with exciting new prospects. This includes two exclusive review models from Hornby - the LNER 'J50' 0-6-0T and Drax Biomass hoppers - plus Dapol's new 'OO' Class 73 and all the latest review models.

This is all just the start of a very exciting year ahead. *Hornby Magazine* will be keeping you up to date with all the latest happenings both in the magazine and online. Don't forget to visit our YouTube channel too for an extra dose of modelling action.

We hope you have a great year of modelling in 2016 and if you have a project you would like to share with us, send photographs to the usual e-mail address and we'll consider them for the new Reader Projects section.

Happy modelling!


Mike Wild
Editor, *Hornby Magazine*

ISSUE GUIDE

WIN! £500
PRIZE GIVEAWAY

REVIEWED

66

Dapol's new 'OO' gauge Class 73 has arrived. The team take a closer look at this and all the latest releases.

WORKBENCH

40

Tim Shackleton shows how second hand kits can be revived with simple detail and painting techniques.

TRACKPLANS

28

Redeveloping a layout is a great way to breath new life into a project. Mike Wild discusses how it can be

DIGITAL CONTROL

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Operating diamond crossings with digital control doesn't have to be difficult. We show you how.

WIN £500 PRIZE GIVEAWAY! **EXCLUSIVE FIRST REVIEW** **HORNBY'S J50**

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1950s North Eastern steam

PLUS
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Minerva 'O' gauge Peckett

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CONTROL **DIAMOND CROSSINGS WITH DIGITAL**
INSTALLING DCC CONCEPTS COBALT MOTORS



FIRST REVIEW **HORNBY'S J50**
NEW LNER
0-6-0T for 'OO' **SEE PAGE 76-79**

FEATURE LAYOUTS

Oakley Green - Jamie Mathlin's superb 'OO' 1970s period layout shows the potential of diesel era modelling.

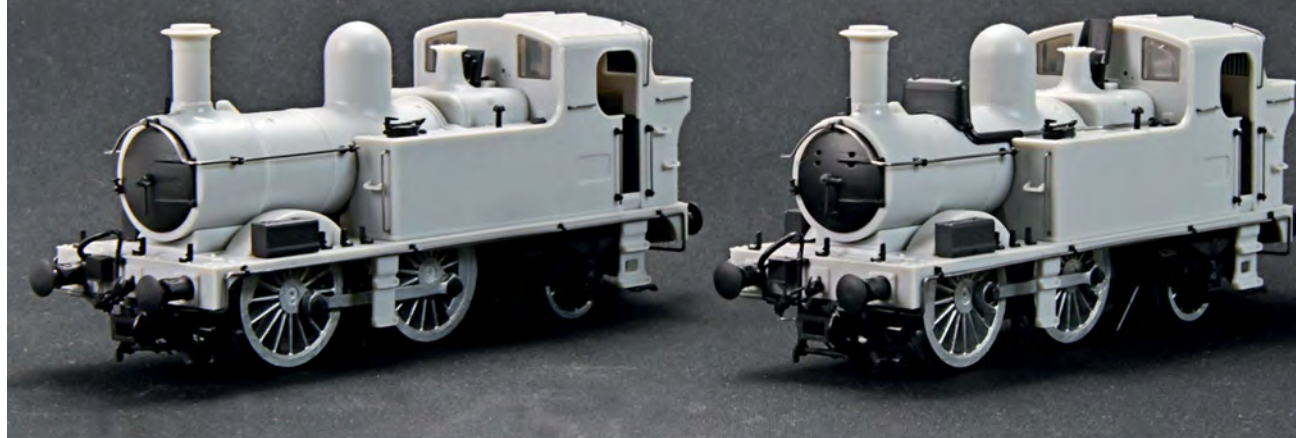
Newburn - Les James set out to create a showcase for his collection of GWR locomotives and rolling stock. Newburn is the result.

Poole-in-Wharfedale - The 1950s on BR's North Eastern Region were the catalyst for Tom Couling's evocative and atmospheric 'OO' scale model.

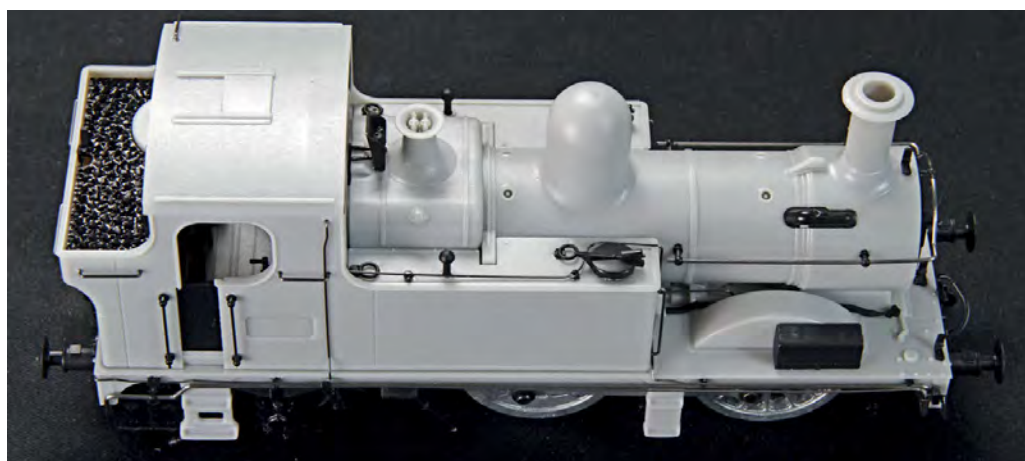
PLUS!

All the *Hornby Magazine* regulars are here including the new Enquiry Office and Reader Project sections plus Reality Check, Railway Realism, Hornby Post, Staff Projects and the Show Guide.

Hatton's reveals FIRST '14XX' SAMPLE



AS HORNBY MAGAZINE closed for press in December Hatton's received the first pre-production components to assemble a test model of its new GWR '14XX' 0-4-2T including the detailed cab interior. The brand new tooling caters for both '14XX', '48XX' and '58XX' 0-4-2Ts with seven '14XX's, three '48XX's and six '58XX's' planned for release in the first batch. They will cover GWR and BR liveries with each fitted with a 6-pin DCC decoder socket. Prices start from £99.99 for DCC ready models. ● Visit www.ehattons.com for more information.



Transport Museum commissions '66s'

Two new limited edition Class 66s have been commissioned by London Transport Museum from Bachmann in 'OO' gauge. The two models represent specially painted GB Railfreight Class 66s decorated to mark the 150th anniversary of London Underground in 2013 and celebrate GB Railfreight's partnership with London Transport Museum. They are

66718 *Sir Peter Hendy CBE* and 66721 *Harry Beck*. The two models will be available to order from January 4 2016 with delivery expected in summer 2016. The base models are the well known Bachmann Class 66 which includes a 21-pin DCC decoder socket and working directional lights. ● Visit www.ltmuseumshop.co.uk for more information.

SAVE THE DATE! GCR MODEL EVENT IS BACK

The Great Central Railway Model Event is back for its third annual event in 2016 on the weekend of June 17-19 and *Hornby Magazine* will be there as a sponsor of this extensive show. Featuring more than 60 model railways in a purpose built marquee at Quorn and Woodhouse station together with larger scale displays and traders at



Loughborough and Rothley this three day event is one not to be missed. An intensive service will be operating on the GCR's unique preserved double track main line with full details of the event and roster to be announced in early 2016.

● Visit www.gcrailway.co.uk/modelevent for more details and turn to page 12 to enter our exclusive ticket competition.



Revolution reveals first Pendolino sample

Revolution Trains revealed the first pre-production samples from its new 'N' gauge Pendolino Electric Multiple Unit (EMU) tooling at the Warley National Model Railway Exhibition in late November. Previous samples had relied on 3D printing technology and this new sample is to be evaluated for modifications.

The Pendolino project has been crowd-funded and the order book remains open with delivery anticipated in the first half of 2016.



Prices start from £110 for a five car set with further options for nine car and 11 car Pendolinos available.

Also displayed on the Revolution stand at Warley were decorated samples of its 'N' gauge TEA 100ton tanker. These vehicles are also still available to order with prices starting from £26 for a single wagon.

● Visit www.revolutiontrains.com for full details.

OO Works plans Irish duo



Specialist short run manufacturer OO Works has revealed that its next 'OO' scale ready-to-run locomotives will be the Great Northern Railway (Ireland) 'U' class 4-4-0 and the 'UG' class 0-6-0.

First to be released is the 'U' 4-4-0

which is due in the first half of 2016. It will be available in GNR(I) blue with scarlet underframes as 205 *Down* and will feature a Stanier pattern tender. Each model is handbuilt and will feature metal and resin construction

with the price set at £265.

The 'UG' 0-6-0 is to be released in the second half of 2016 and will be available in Ulster Transport Authority lined black numbered 49.

These are OO Works' first forays

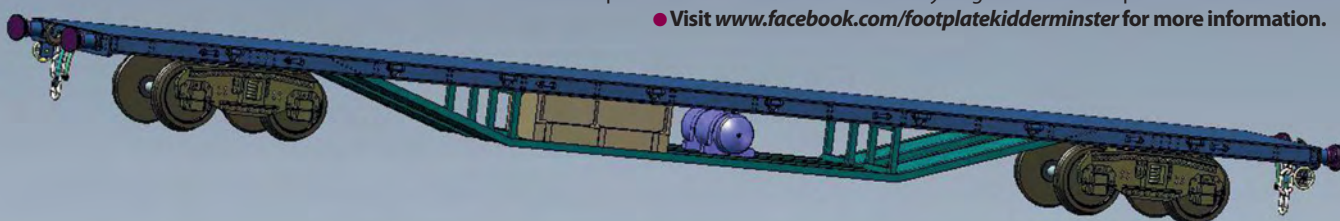
into Irish steam locomotive models as a departure from its previous Southern and Midland inspired projects.

● Visit www.ooworks.co.uk or call 01580 822185 for more details.

Footplate shows 'Salmon' first CADs

Footplate Models has published images from its first CAD/CAM drawings for the new 'OO' gauge model of the 'Salmon' bogie rail carrier. Developed for Footplate by Dapol, prices and a release date the drawings are now being inspected before revisions are made. Release dates and prices were to be confirmed as *Hornby Magazine* closed for press in late December.

● Visit www.facebook.com/footplatekidderminster for more information.



FINAL APT-E SAMPLES

RAPIDO TRAINS DISPLAYED final decorated samples of its specially commissioned model of the Advanced Passenger Train – Experimental for Locomotion Models at the Warley National Model Railway Exhibition in late November. Produced to 'OO' scale the four car train features fully working tilt mechanism,

options for factory fitted Digital Command Control sound and a fully detailed interior. The order book has now been closed for the high-speed gas turbine unit by Locomotion Models with delivery anticipated in the first quarter of 2016.

● Visit www.locomotionmodels.com for more information.



Rapido Trains has revealed the final pre-production samples of the soon to be released 'OO' gauge APT-E for Locomotion Models.

Revolution opens 'OO' TEA TANKER PROJECT

Crowd sourced model producer Revolution Trains has opened up a project to produce the TEA 100ton bogie tanker for 'OO' gauge following the success of its project for the same vehicle in 'N' gauge.

Revolution is taking expressions of interest via its website with 1,000 orders needed to ensure the model becomes a reality. Production will be handled by Rapido Trains with the

specification calling for etched catwalks, NEM couplings and detail variations. Five liveries are proposed covering VTG red, VTG grey, DB Schenker/EWS grey, VTG blue and Freightliner green with the possibility of triple packs in VTG Enviro and VTG Greenery.

Prices for single vehicles are expected to be in the range of £35-£39.

● Visit www.revolutiontrains.com for more information.

Isle of Man models commissioned

The Isle of Man Railway Company has commissioned static 1:76 scale models of its Beyer Peacock 3ft gauge 2-4-0T 12 Hutchinson and Manx Electric Railway tram 21 from Oxford Diecast. The two models were released in December 2015 and are available through the



Isle of Man Railway Company.

● Visit www.rail.im for more information.



'MASTER OF THE GLENS' WINNER

■ The winner of HM102's competition to win a Hornby 'Master of the Glens' train set is Ken Ashton from Preston. Congratulations!

Hatton's receives 'Austerity' livery samples

Liverpool based retailer Hatton's has received the first decorated samples of its forthcoming limited edition Hunslet 'Austerity' 0-6-0STs in 'OO' scale for evaluation. The models use DJ Models' new version of the Hunslet saddle tank and are due

for release in the first quarter of 2016.

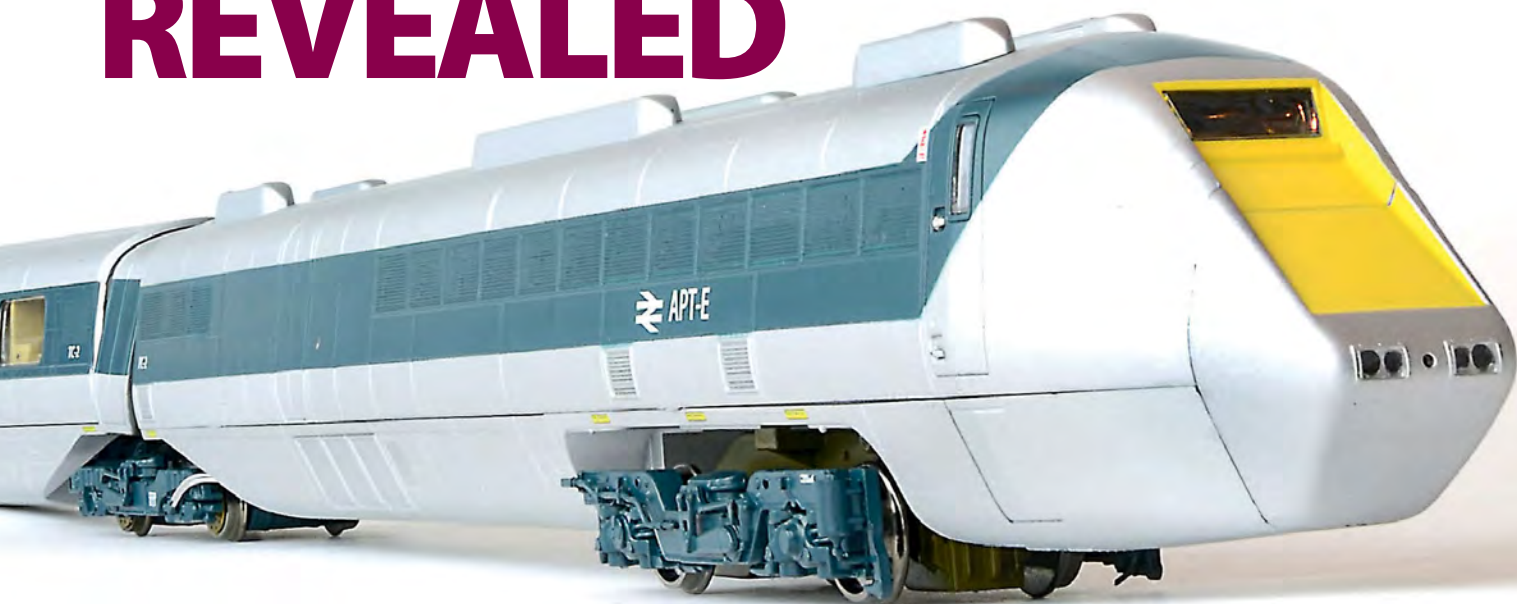
The list of 10 limited editions for Hatton's includes Wemyss Private Railway, National Coal Board blue and black, a weathered BR late crest model of 68012 and more. Prices start from £99.99 for DCC ready versions,

each fitted with a 6-pin decoder socket, with each model limited to 200 pieces, except 68012, which will extend to 250 models.

● Visit www.ehattons.com for the full list of models and availability.



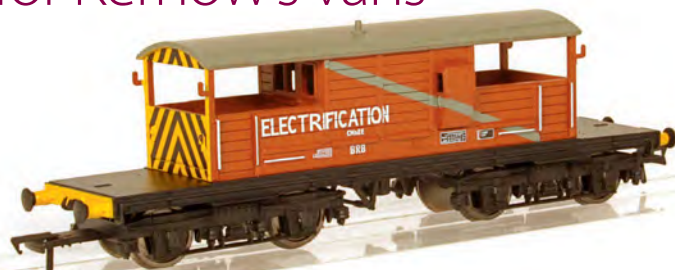
REVEALED



Brakes are off for Kernow's vans

Kernow Model Rail Centre has received decorated production samples of its imminent 'OO' gauge limited edition departmental and goods brake vans.

Specially commissioned from Bachmann, three models are due with two Great Western Railway (GWR) 20ton 'Toad' brake vans finished as 68642 in GWR grey with Penzance lettering (Cat No. 33-300X) and W68366 in BR grey with Gwinear Road lettering (33-300Y). Also coming is Southern



Railway (SR) 25ton 'Queen Mary' brake van LDS56293 in BR bauxite with 'wasps stripes' and electrification branding (33-825Y). Priced at £15.99 for the GWR

20ton 'Toad' brake vans and £24.95 for the SR 'Queen Mary', delivery is expected during February.

● For more information visit www.kernowmodelrailcentre.com



IN BRIEF

■ DJ Models has abandoned its plans to produce a ready-to-run 'OO' gauge Raven 'Q6' 0-8-0 following Hornby's announcement of the same design (HM103). However, DJ Models has confirmed that it will continue with development of its previously announced 'N' gauge model of the 'Q6' with release anticipated in 2017.

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

■ Oxford Rail confirmed that CAD/CAM drawing work for the Hatton's commissioned ICI bogie limestone hoppers is now underway. The specification calls for ICI and unbranded versions with options for plate and diamond bogies, weathered options and NEM couplings. Delivery dates have yet to be announced with prices set at £24 for pristine models and £25 for weathered versions.

● Visit www.ehattons.com for more information.

■ Southwark Model Railway Club is planning a series of training sessions covering model railway basics. Topics include layout planning, track laying, wiring, landscaping, ballasting and scenic development. Weekly two-hour sessions will be held at the club's London headquarters just off the Old Kent Road in Bermondsey starting on February 18 at 7pm, priced at £5 per session.

● Visit www.southwarkmrc.wordpress.com or telephone 020 7732 9675 for more information.

NEW PULLMAN '73' SAMPLES

New decorated samples of Gauguemaster's soon to be released limited edition Dapol 'OO' gauge Class 73s in Pullman livery have been revealed. The

models are of 73101 with both of its names – *Brighton Evening Argus* and *The Royal Alex* – in its distinctive Pullman umber and cream livery with white roofs.

The two models are priced at £129.95 each and were expected to be released in late December.

● Visit www.gauguemaster.com for more information.



WIN **MORE THAN** £400 OF HORNBY RAILROAD MODELS!

HORNBY'S RailRoad range of budget priced locomotives and rolling stock is a great way to build up a new collection and expand a first train set.

THIS month *Hornby Magazine* is giving away a collection of 15 items from the Hornby RailRoad range with a total value of more than £400! All you have to do to enter the competition is answer the following simple question before the closing date of February 25 2016.

The prize contains Gresley 'A4' 4496 *Golden Shuttle* (Cat No. R3280), BR 'Warship' D802 *Formidable* (R3068), GWR 'County' 3821 *County of Bedford* (R3061), LMS 'Jinty' 7413 (R2674), BR Class 09 diesel shunter 09017 (R3281), an operating mail coach (R4526), three GWR corridor carriages (R4523, R4524, R4525), a car transporter (R6423) a container flat (R6425), three goods wagons (R6421, R6422, R6368) and a breakdown train pack (R6365).

What scale are '00' models made to?

- a. 4mm:1ft
- b. 3mm:1ft
- c. 2mm:1ft



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 RailRoad competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details

by e-mail to competitions@keypublishing.com with 'Hornby Magazine RailRoad competition' 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

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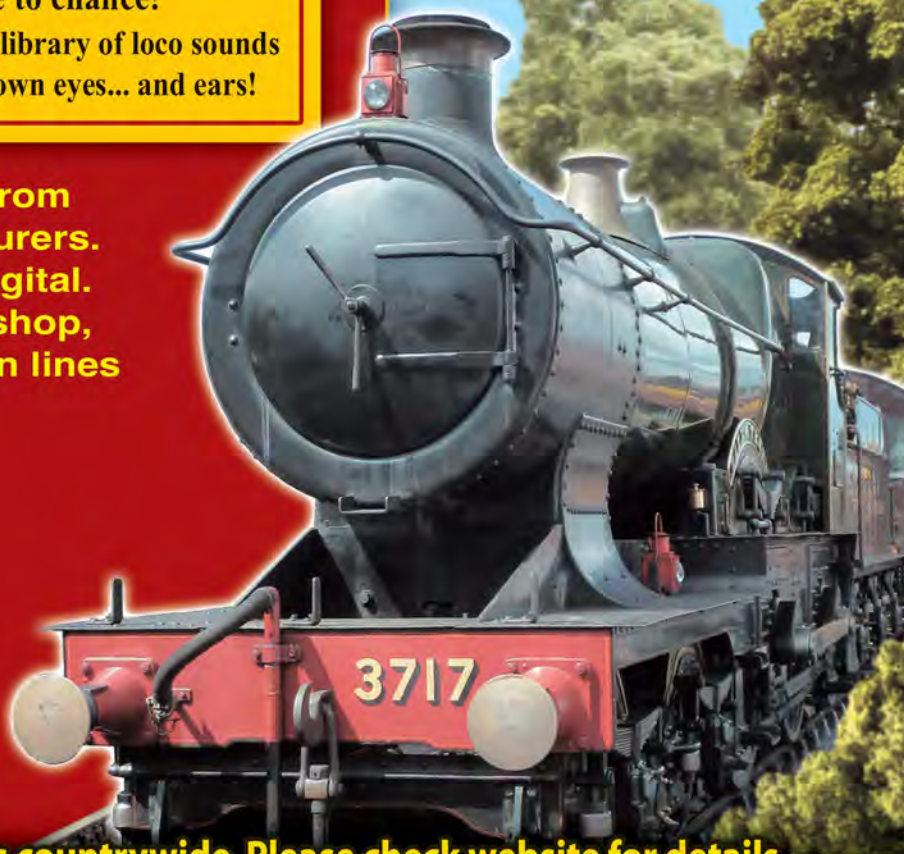
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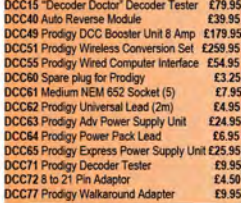
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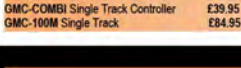
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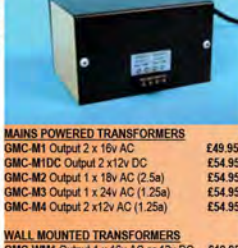
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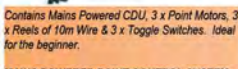
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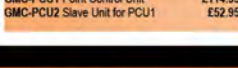
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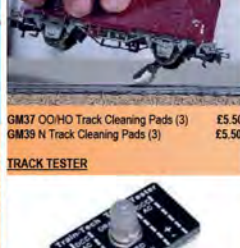
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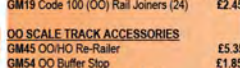
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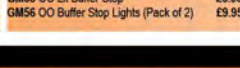
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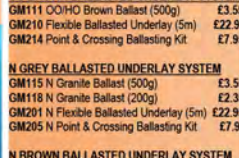
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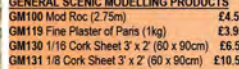
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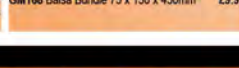
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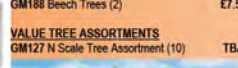
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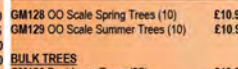
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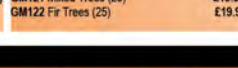
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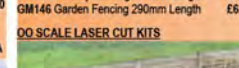
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POOLE

IN *Drawing inspiration from West Yorkshire in steam days, **TOM COULING** created a brilliant and realistic exhibition layout in 'OO' gauge.*

WHARFEDALE

PHOTOGRAPHY, TREVOR JONES.



ON OUR WAY to catch the train at Harrogate for the start of our holidays the bus passed over a railway line at the bottom of Pool Bank in the valley of the River Wharfe. I never saw a train there as they were few and far between, but I remembered the scene.

Many years later I met a modeller who had actually modelled Pool and had a scale drawing of the station buildings. Although I had no plans to model the station, which had just closed, I took some photographs just before the line was ripped up. The station was the last but one on the North Eastern Railway (NER) line up the valley and the next was Otley at the start of the joint venture of the Midland Railway and the NER to Ilkley. Later the Midland Railway extended to Skipton thereby creating a useful diversionary route from Lancashire and the Settle and Carlisle to Leeds, or avoiding Leeds, to the lines of Teesside and the north.

Before a new layout could be built,

questions had to be answered – where would I keep it, how big would it be, how would it operate, what trains would run, and in what era? The answers were: in the garage with the car on the drive, 18ft x 7ft, with six-road magazine turntables, balanced working (an eastbound train then a westbound one, mobility with shunting operations included). Although I'd only seen one train on the line, the ICI ammonia train, I learned of others and added plausible ones all of the era I remembered, the 1950s.

Finally I had to compromise: I couldn't hope to hold an exhibition audience with the sparse railway service. There were no working signals, no buses and lorries and no town, so a model of the fictitious town Poole-in-Wharfedale - as opposed to Pool-in-Wharfedale - was created. The station buildings, signals, signalbox, bridges and so on are of local prototypes with platform seats with red tongued serpent supports and 1930s London and North Eastern Railway (LNER) concrete planters. »

STATISTICS

Owner:	Tom Couling
Scale:	'OO'
Length:	18ft
Width:	2ft
Track:	SMP with handbuilt points
Control:	Analogue
Period:	BR North Eastern Region, 1950s



One of the last NER 'Q5' 0-8-0s, 63333, works a pick up goods from Leeds (Neville Hill) to Ilkley as the ex-North Eastern signal shows a clear path for a Leeds bound train. The Ledgard bus is a 1937 Duple bodied Leyland Tiger TS7.



BASEBOARDS

Starting from the bottom up, the baseboards are of only 4mm plywood, but it is geodetically braced to give a light warp-resistant structure. Many years ago Mike Sharman advocated track bases of ½in balsa wood which would be resistant to changes in humidity and temperature. Poole-in-Wharfedale stays only in the garage and is a testament to the soundness of this advice. The track itself is SMP with some handbuilt pointwork, though the double slip was professionally made, all worked by Tortoise motors.

For track ballast the NER used ash and, as the char from the smokebox of a steam locomotive looked suitable, I diverted a shovelful when I was disposing a 12in:1ft version. There was a drawback. This material is very largely carbon and I was certain it was causing a mysterious short-circuit between the positive of the up line and the negative of the down. Cutting along the 'six foot' parallel to both created an insulation gap and the short-circuit ended.

Being a former footplateman, I know signals are meant to be obeyed and there is no problem on Poole as there are only starter signals for each line. They are worked very realistically and reliably by rods and cranks from close to their positions.

BUILDINGS

These are balsawood shells - an inner shell with extra large apertures for the window glazing and an outer shell with the correct window opening and thickness. To this surface is applied a thin layer of PVA sealant followed by a 50/50 mixture of PVA and ready mixed wall repair plaster filler. After a few hours the surface is beginning to dry and form a crust. By indenting this with a blunt knife the horizontal mortar courses are produced. The vertical stone separations are made with a craft knife. In this way the general pattern of the stonework is created but it is far too stark. Next day, however, a quick brush with water softens the surface and the hard lines can be softened and the corners of each stone rounded. I do this with the point of an old school compass. Lastly comes the magic bit as I paint the surface with watercolour - and only watercolour. Acrylics and enamels won't achieve what I'm after. The colour soaks into the stone and different colours can be used for tinting. If the result at first looks too dark, wait until the colour has soaked in and dried, when it will look several shades lighter. If not, then a wash of clean water will drive the colour in and leave a paler surface. When completely dry, the stonework can be highlighted by dry brushing on a dark blue and/or dark brown using the side of the brush.

Many old buildings have small windows »

"I couldn't hope to hold an exhibition audience with the sparse railway service."

TOM COULING





Right: BR lined black Fowler 'Patriot' 4-6-0 45543 *Home Guard* storms through the station. In the yard the animals are away and the hurdles are stored leaving the loading dock free for other goods to be handled.



Below: Shunting proceeds in the yard as newly outshopped 'G5' 0-4-4T 67332 approaches Poole on a train of ex-NER clerestory stock.





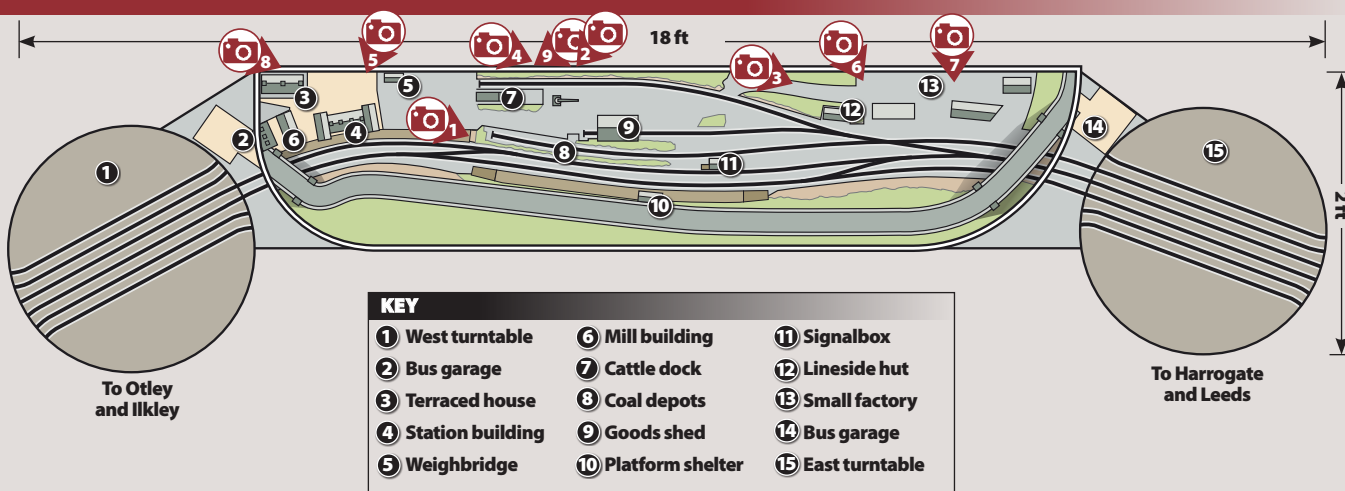
Left: A newly delivered Derby Lightweight DMU sets off for Leeds as a 'Q5' shunts in the yard with a container of locally produced Silver Cross prams. Leading the fast freight is 'B16/3' 4-6-0 61444, a Thompson rebuild of an original Raven 'B16' design.



Below: Taxis wait on the yard. In the corner stands a scratchbuilt Austin Heavy 12 of 1928. Ivatt '4MT' 2-6-0 43012 has charge of a through goods on the main lines.



POOLE IN WHARFEDALE TRACK DIAGRAM (NOT TO SCALE)



so the interiors can be painted in a dark colour and no details show. The windows themselves can be of pre-fabricated plastic or can simply be made of thin acetate clear plastic with the pattern of the window bar grid scratched on the back. This method can produce narrow and neat glazing bars, normally off-white, though with a felt tip pen colour can be introduced.

The real Pool has many houses of millstone grit roofed with sandstone tiles which are much larger than slates and much thicker. The lower edges get closer nearer the ridge as the tiles are reduced in size, so in the models they must be individually laid or at least in strips of the same length and width.

SCENERY

The bare rock formations are just that - bare concrete, broken and blended with the same wall mixture of PVA.

To make the trees, I start with Bowden cable - strands of bundles of fine steel wire, a sort of steel rope. I cut them into useable lengths with a slitting disc in an angle grinder, then holding one end in an old pair of pliers I heat the rest in a gas flame. By heating to red hot then cooling, the springiness of the steel wire is reduced and I can unwind each strand and combine it with others or tease out to make the finest twigs. To disguise the helical pattern of the strands, I make the tree bark of concrete paint. Years ago I bought a little tester tub of this material and as it has its own brush and the consistency is that of clotted cream, a thick bark is soon created.

Several manufacturers market foliage material and I've used Woodland Scenics mats but care needs to be taken as some »

"The track is SMP with handbuilt pointwork. The double slip was professionally built."

TOM COULING



BR '3MT' 77102 heads a mixed goods from Leeds (Stourton) to Carlisle as it passes the busy factory. Below the bridge is a glimpse of the magazine turntable.



The foreman and the manager pause in their discussion as a 'WD' 2-8-0 passes. Note the manager's new car – a 1948 Vauxhall 10.



colours are too vibrant to be realistic. The lighter colours can be corrected by brushing on suitable tints.

Finally comes the backscene. This is high enough to produce a scene as viewed through a letterbox with the lower edge of the front fascia board apparently just touching the backscene so the operators are not seen. The material is hardboard and it is in two 6ft long pieces and curved so there are no incongruous corners to spoil the illusion of the land and sky merging. We've tried very hard to reduce the size of the join but on future layouts it will be of newer material and be a single



In the glory days of the Yorkshire textile industry the wool merchants would live at the seaside town of Morecambe but travel to their work in Leeds and Bradford by train. Ex-LMS Compound 4-4-0 41068 heads the business men's train back home.

roll-up piece. Bridging the gap between the backscene and the baseboard scenery is a problem but with an actual gap of about 1in we have tried to separate the here and now from the blue yonder.

THE TRAINS

The locomotives and trains depicted are ones which used the line. The most memorable of these is one I saw, the ICI ammonia train taking liquefied ammonia gas from Billingham on Teesside to Heysham. The 11 tank wagons had shells 8in thick and each had a tare weight of 22 tons. Sometimes even the 'WD' 2-8-0 needed

to be double headed. Ilkley to Leeds via Poole was the last working of Lancashire & Yorkshire Railway 2-4-2T 50621, now preserved. The line was also home to Stanier's less successful '3P' 2-6-2Ts.

There is a reminder of the glory days of wool when successful merchants could live at the seaside in Morecambe and travel to Leeds and Bradford in the 'Club Saloons', replicated on Poole by a London Midland & Scottish Railway (LMS) compound 4-4-0 and Stanier

period three carriages. Finally there is a look into the future. The rolling stock of the West Riding was so dilapidated that they were early candidates for withdrawal, so in 1954 the first Diesel Multiple Units, the 'Derby Lightweights' were greeted joyously.

The locomotives and rolling stock are from a mixture of sources. Some are ready-to-run items suitably weathered and detailed, others are kit built while a handful are scratchbuilt »

"The locomotives and trains are ones which used the line."

TOM COULING



Northern coal is less brittle than Welsh coal so it could withstand the drop into the coal cells at the depots without breakage. Cattle and sheep are waiting by their vans to be loaded from their pens. The pens are formed of hurdles which will be removed once the cattle and sheep have been despatched.



to represent unusual classes. Those to look out for include a BR '3MT' 2-6-0, a Stanier '3MT' 2-6-2T and one of the last NER 'Q5' 0-8-0s – the latter usually found operating on the goods trains. All locomotives operate with correct lamp codes for the type of train they would be found at the head of.

OPERATION

When we run Poole we seek to present a sort of theatrical performance. As in a play, the actor comes from behind the scene, performs and then goes off stage. So do the trains. Nobody sees who is working them or repairing them or eating or sleeping. That's all backstage, not on

view. You expect the actors to know their parts and not stop or fall over. Likewise, you expect the trains to work faultlessly.

We are lucky in that we have dedicated stock and a rigid operating programme. The schedule must be adhered to for reliable running. So viewers know which train is next, you look at the programme which is displayed on the front of the layout.

It is not enough, however, just to run trains. People want this but often they seek information. One of the team is usually 'front of house' touting for questions on how or why we've done something. This, we feel, complements the running and enriches the exhibition

experience so people leave feeling it was good value and will therefore visit other exhibitions while seeking to discover more about this wonderful hobby. [Hera](#)

ACKNOWLEDGEMENTS

● Throughout the construction of Poole, from initial thoughts to final painted backscene, I've had assistance from my friend, Harvey Whitmore; likewise the help of friends in the Gloucester MRC. I've had similar help from books and photos from Neil and Toni Armitage and recollections of the station life from David Clapham.



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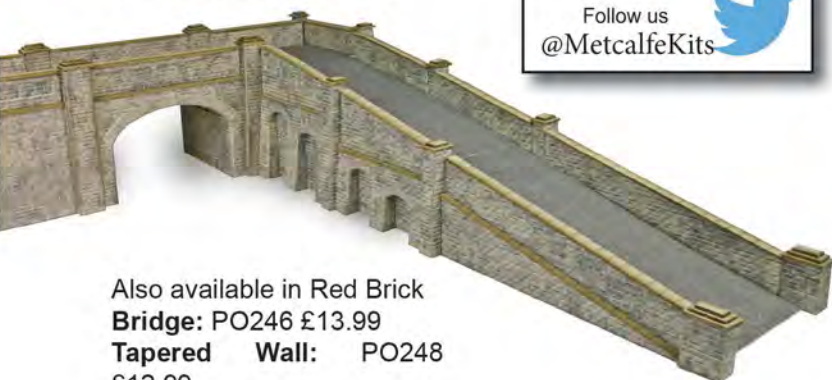
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Rebuild and refresh

Designing new features for an existing project can refresh and revitalise interest in its construction and operation. Using *Hornby Magazine's* office test track as the basis **MIKE WILD** offers thoughts and ideas for how a railway could be expanded.

DEVELOPING a model railway is great fun and here at *Hornby Magazine* we always have a project of some kind on the go. Some are only for exhibitions while others like Topley Dale in 'OO' and Barrenthorpe in 'N' are part of our daily life. But what happens when you've built a layout and become used to its every feature?

Is there a way of breathing new life into it - and why would you do so? What if you have more space available - what could you build and how might it work?

We've been discussing a potential rebuild and extension of Topley Dale for a while with a view to increasing its operational value, interest and usefulness as an office model. Lots of ideas have come and gone, but in the end we have

four main plans in mind. Each of these has its own merits, but all of them make full use of the 16ft x 11ft room which houses it.

So what are the benefits of changing the layout? Firstly it is more cost effective than building from scratch. Each of the plans we have developed retains at least 60% of the original layout and one retains all but one curve meaning that taking this layout up

Topley Dale serves well as an office test track and provides a secondary use as a photographic backdrop too, but with more space its operational potential could be vastly increased. A 'Super D' 0-8-0 leads a coal train past the goods yard which is being shunted by a Fowler 'Jinty' 0-6-0T.



A Hughes-Fowler 'Crab' 2-6-0 leads a mixed goods through the station. Extension of Topley Dale could radically improve its operational potential.



to the next level won't break the bank. Secondly, we will be able to operate longer trains through a greater area of scenery, while thirdly we will be able to introduce a storage yard to the layout meaning a greater selection of trains will be available on the track.

Technically there is nothing wrong with the arrangement we have now for Topley Dale, but it does have its limitations. The

rebuild, if undertaken, would see a change in the way it is wired to ensure it is fully compatible for the greater flexibility offered by Digital Command Control.

The potential of the new trackplans is much greater in all respects and as you will see each one has its own unique features to make the future operation of Topley Dale all the more interesting.

USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Gaugemaster	www.gaugemaster.com
Heljan	www.heljan.dk
Hornby	www.hornby.com
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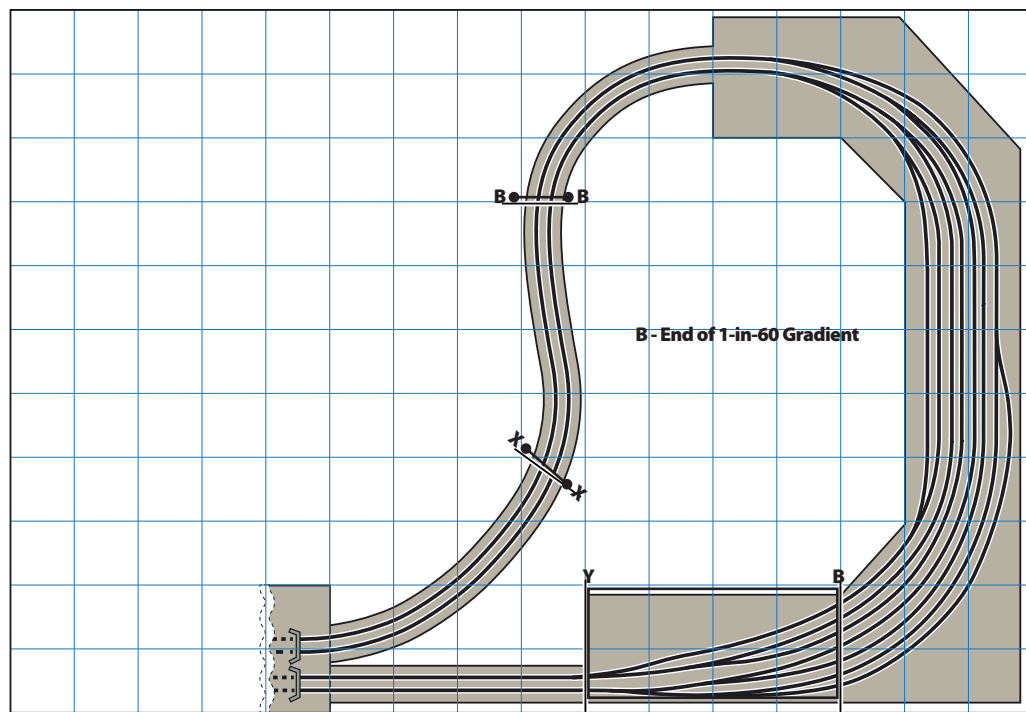
PLAN 1 – DOUBLE OR NOTHING

The basic premise of this plan is to retain as much of the original layout as possible while increasing its running length and adding a much needed hidden storage area. To achieve the maximum amount in the space available the plan called for a storage yard hidden beneath the existing railway with a 1-in-60 gradient spread across 22ft to take trains up to the scenic area – a third of which would also be on a gradient.

One of the easiest things to do when it comes to layout planning is to get carried away and that's exactly how this plan started out. Grand ideas of adding the combination of open scenery, a viaduct and a major junction station were all beyond the realms of reality, but by picking features from the list of possibilities realistic compromises could be reached.

Having considered the original thoughts, we looked at alternative potential subjects which could add to on-track train storage and display, as well as improving operation. These included a quarry scene and a branch line, but one which stood out was a locomotive depot which meant that much more of the fleet could be available for use.

It would be difficult to integrate fully into the existing layout's country scenic setting, but could be built to suggest the approaches to a major

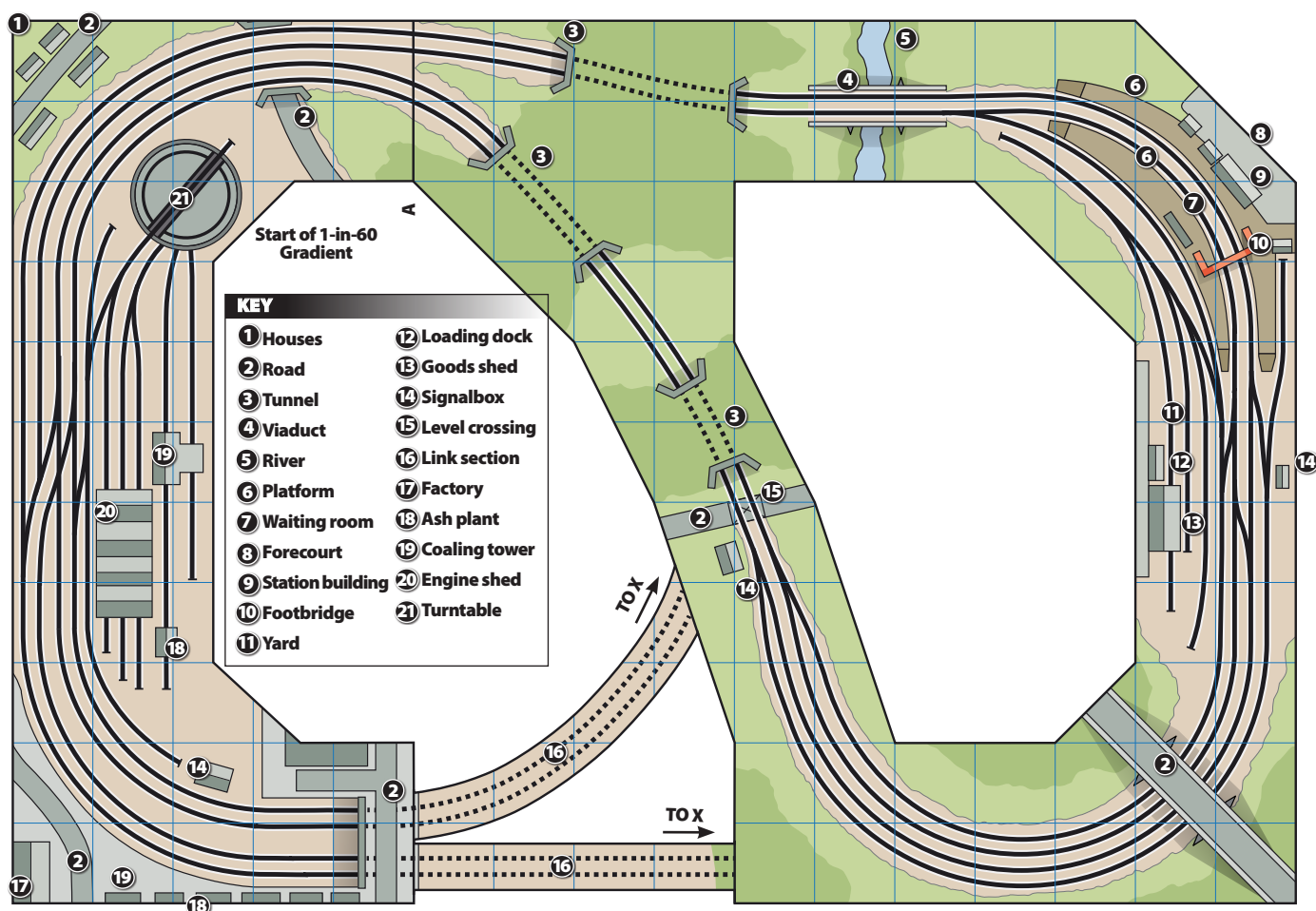


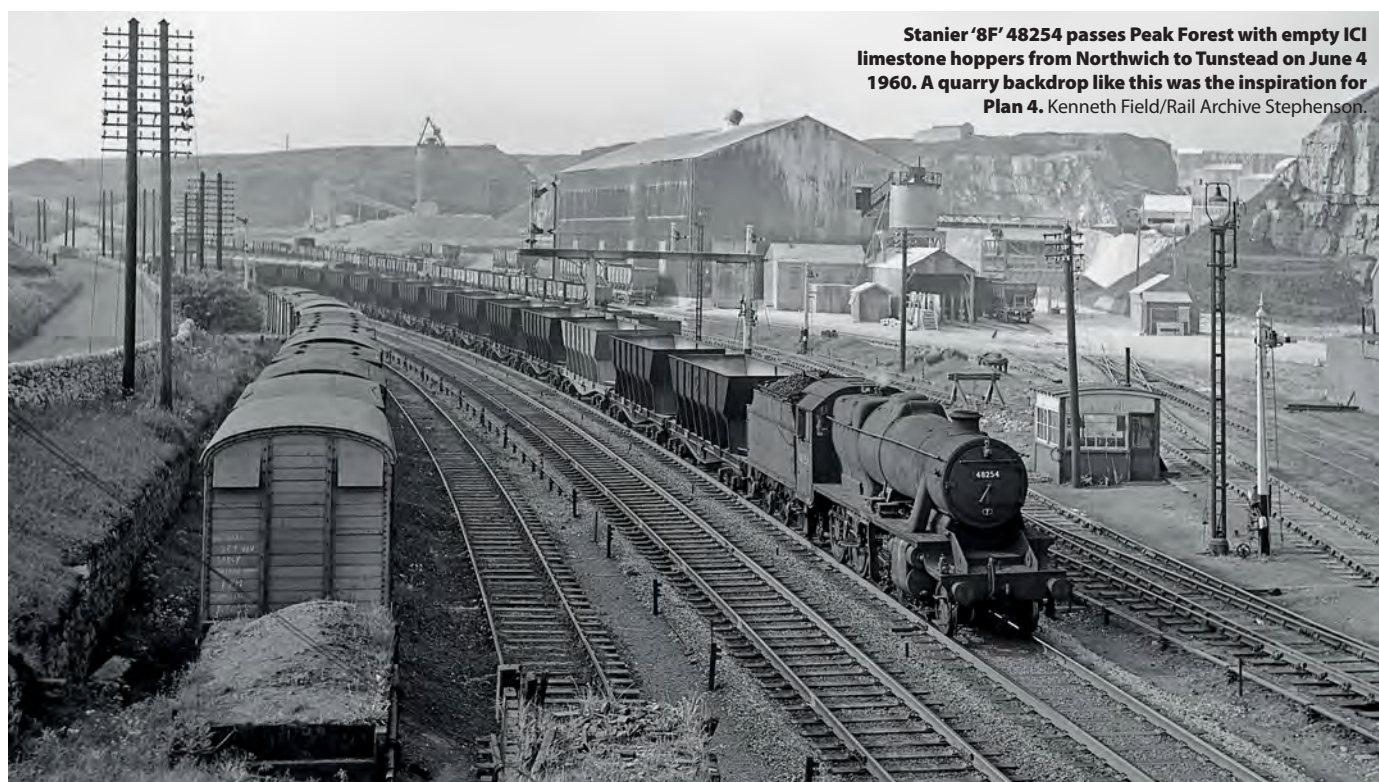
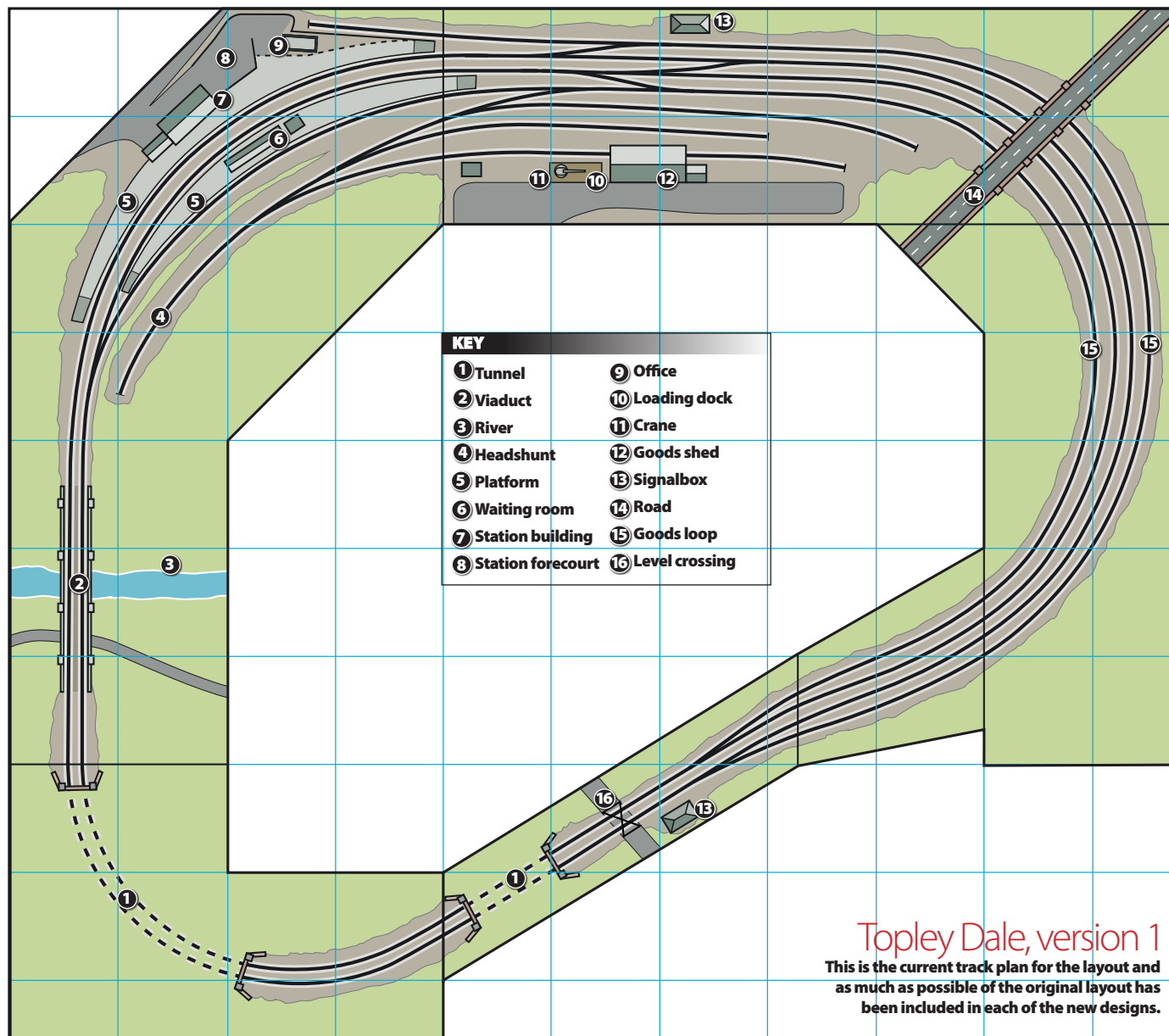
town where a large locomotive depot would exist. The newly extended main lines would be on a gradient behind the shed with all four tracks of the double track loop on view for dramatic effect. Assistance for trains travelling up the gradient would be built in using DCC Concepts Powerbase plates and magnets which have

proved their worth in 'N' gauge.

The increase of running length in this plan could make for really entertaining running sessions, especially with digital control. We could have two trains travelling around the same circuit simultaneously with separate drivers obeying the signals - and we could even introduce banking

engines for heavy freights going up the gradient. The possibilities with this plan are superb and it more than doubles the running length of the layout from 39ft to 80ft for a complete circuit. However, it calls for a great deal of planning and design to ensure that trains will be able to operate on the challenging 1-in-60 gradient.





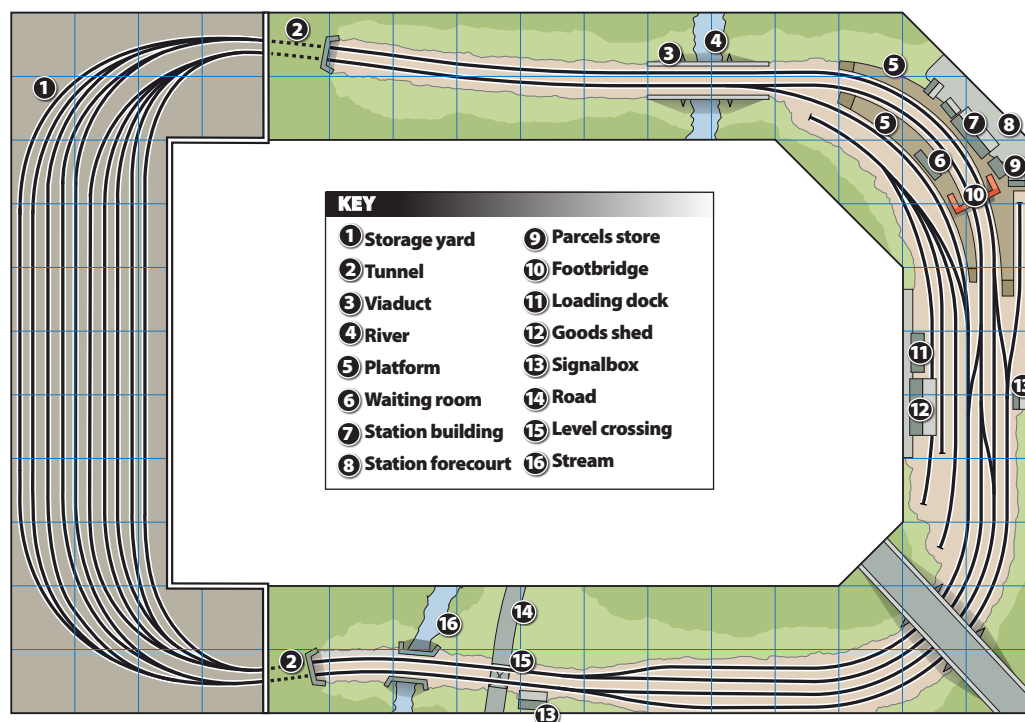
PLAN 2 – CIRCUIT PARADE

Of the four plans this is by far the simplest to reproduce as a working railway. It retains 75% of the original layout and extends the running line by 15ft, taking it from the current 39ft running line to a route which covers 54ft for a complete circuit.

As a plan it is very conventional. The original station, viaduct and goods yard all remain as they are while the tunnel entrance is moved further down the line from the original position, extending the run from the station to the tunnel.

On the opposite side the current end to the goods loop with the level crossing is repositioned to run down the side of the room meaning that it is more of a rearrangement of the existing model than an actual rebuild.

The biggest change with this plan is the addition of a storage yard. Using the design developed for Bolsover and Seven Lane Pit we know that by using 2ft 6in wide baseboards for the storage yard we can introduce up to 10 tracks comfortably through careful use of curved large radius points while also leaving space for more in the future. Train lengths would be decent with the potential to run long coal



trains of 25 wagons and express trains of up to seven coaches through selected loops. Naturally some lines would be shorter, but this would allow for a mixture of train formations to be introduced.

The plan would allow for much greater on-track storage, but little increase in the operational flexibility of the layout. However, on the positive side it wouldn't take long to carry out the modifications

and a healthy 10ft x 7ft operating well would be available in the centre of the layout for other uses including photography and smaller layout construction – an important consideration.

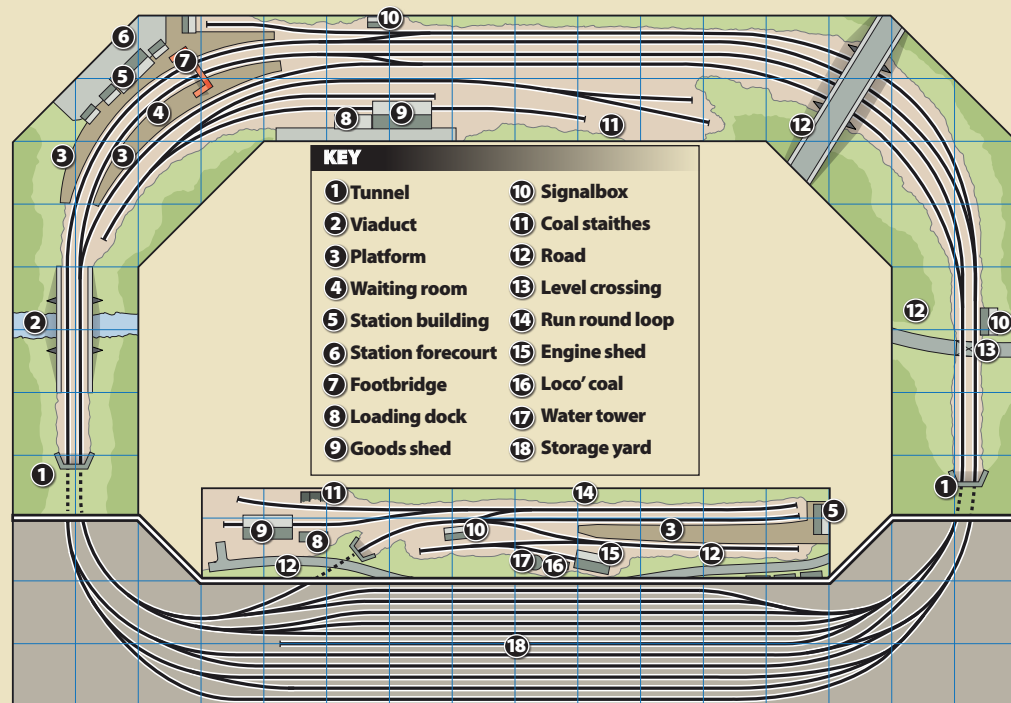
PLAN 3 – MAIN AND BRANCH

Extending main line running might increase the presence of a layout, but Plan 2 is still limited to trains circuiting the room with the option for shunting a pick-up goods in the yard. How could we add more operational interest?

The first idea which sprang to mind was to introduce a branch line station on a separate baseboard in front of a long thin storage yard as shown in Plan 3. This would offer an increase in the main line circuits to the same 54ft length of Plan 2 but with the added advantage of at least a further 9ft of running into the branch line terminus.

It would need careful planning to create point arrangements to access the branch through the storage yard and a central reversing line to turn trains from the hidden yard back to the branch line.

The positive is that main line trains can operate once the branch train has left the main circuit - meaning that the layout has more features to enjoy. The branch would include a goods yard and a small locomotive servicing shed so now we could have two trains running on the main lines, a third locomotive shunting in the goods yard



at Topley Dale and a fourth completing its run round or shunting of a pick-up goods at the new branch terminus.

The branch would also give reason to operate a pick-up goods train in proper fashion mimicking the real railway more accurately. It could start out from

the reversing line in the storage yard and run to Topley Dale where it would set down and pick up wagons from the sidings. Having reformed its train, the goods would continue on the main line crossing the original viaduct and entering the off scene areas to reach the branch line junction.

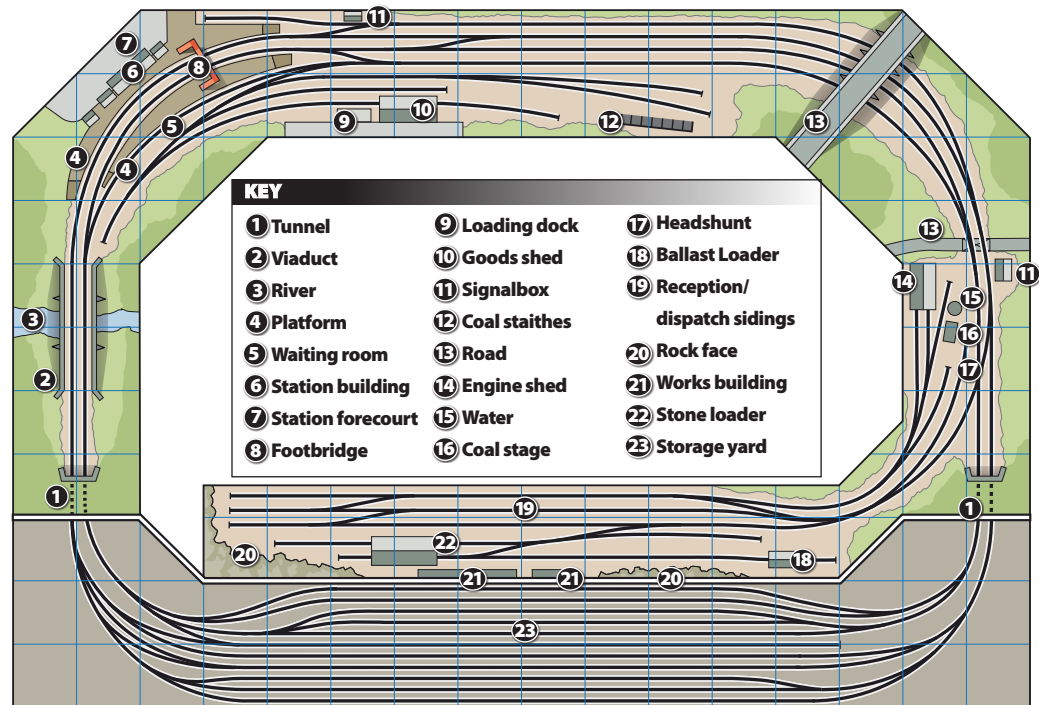
Ultimately it would emerge at the branch terminus where the goods would be shunted again and reformed for its return journey which, with the goods yard being on the inner circuit of the main line, would complete non stop until reaching the reversing loop. Operation aplenty!

PLAN 4 – GREAT ROCKS

An overwhelming theme of the Peak District setting for Topley Dale is the limestone quarry industry of the area. Few can have missed the importance of this traffic in the area as there are still major flows from the quarries at Peak Forest and Tunstead. Moreover, these quarries are situated on part of the remaining section of the Manchester-Derby Midland Main Line, which closed between Matlock and Buxton in 1968.

Plan 4 uses this theme as its basis. The main line track arrangements are identical to those in Plan 3 in all but one point position with the major difference being the introduction of a limestone quarry site. This would make use of the new Hatton's models of the ICI bogie hoppers which are currently being developed for 'OO' gauge as the main vehicle type. The theme would offer some wonderful scenic modelling opportunities with Peter Midwinter's Great Tunsley Dale being one of the inspirations for the idea.

The running length of the main lines would be static at 54ft – an increase of 15ft over the original layout plan – but the operational value would be greatly enhanced with empty wagons running

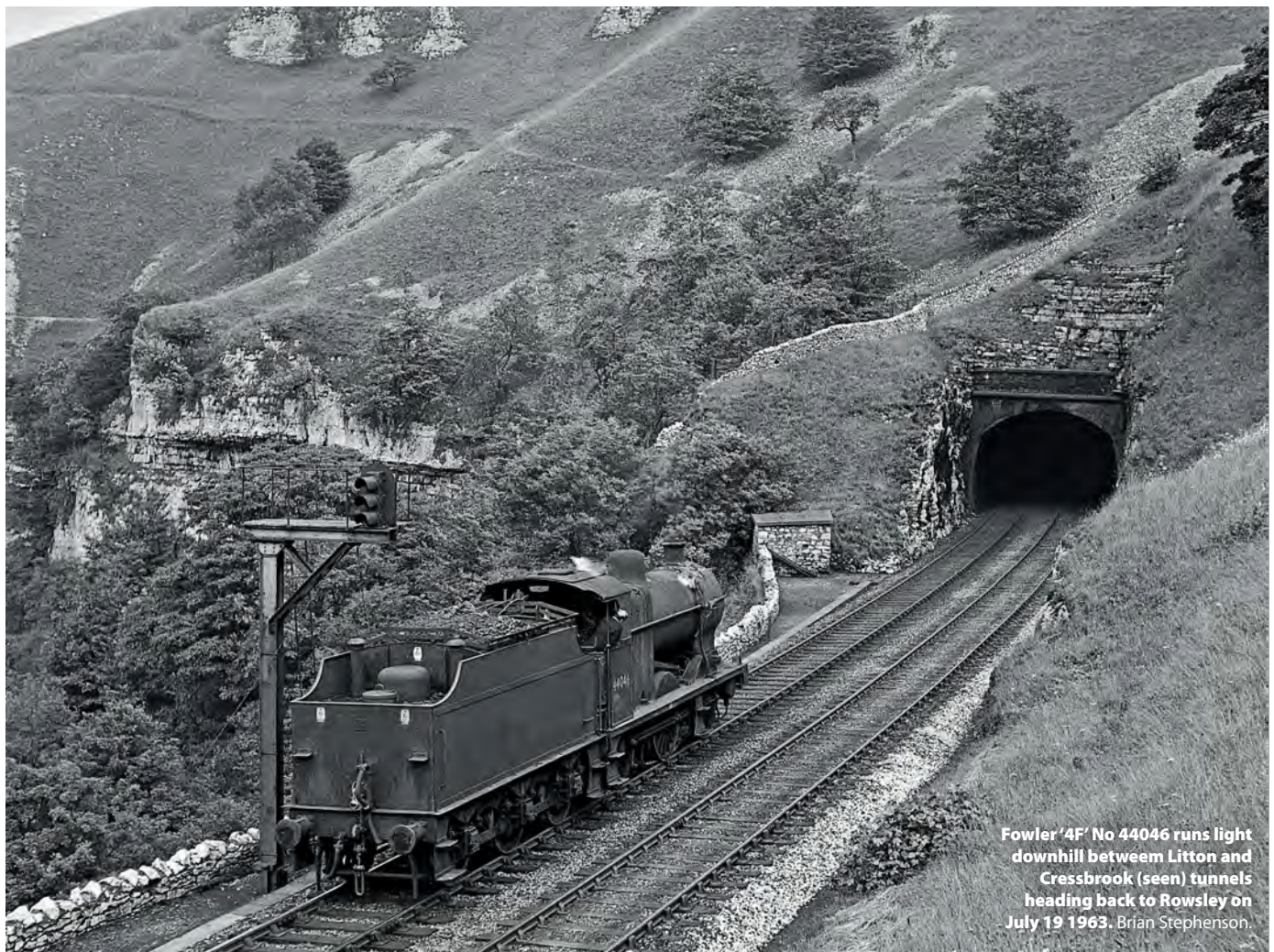


into the quarry for shunting and loaded wagons leaving. Loading could be carried out through the stone loaders and there would be plenty of scope to make use of the increasing number of industrial locomotives currently

available or in development too.

All four of these plans have great strengths whether that is in the simplicity of concept and design or the increase in operational interest that they offer. What they all show equally well is that with the

advantage of more space a model railway can readily be redeveloped from its original plan without having to go back to the drawing board. The question remains as to which one, if any, of these we will build... we will reveal all in a future issue.



Fowler '4F' No 44046 runs light downhill between Litton and Cressbrook (seen) tunnels heading back to Rowsley on July 19 1963. Brian Stephenson.


EQUIPMENT GUIDE

Working signals can transform the appearance and operation of a model railway. In *Hornby Magazine's* latest survey of readily available equipment **MARK CHIVERS** looks at a selection signals for 'OO' gauge.

WORKING Signals

FOR MANY YEARS, manually operated signalling was all that was available off the shelf. However, in recent years all that has changed with new technology and smaller components together with the increase in Digital Command Control (DCC) operation. Today an impressive selection of working signals is now available covering both semaphore and colour light styles.

All the signals featured here are for 'OO' and suitable for 12v DC use. Each can be used with DCC control by using an appropriate accessory decoder. However, always check the instructions before connecting a DCC accessory decoder to ensure it is compatible with the wiring configuration and whether a resistor is required to prevent damage to LED lighting – a common medium for adding working lights in miniature.

The following survey represents just a selection of the most popular off-the-shelf working signals with a larger selection of kits for semaphore and colour lights also available from Eckon, Ratio, Model Signal Engineering and more. Also, to present a fair comparison between ranges we have included prices for a standard two, three and four aspect signal from each manufacturer. 

A wide range of ready built signals is available for 'OO' gauge covering both semaphore and colour light designs. Here a pair of Dapol LMS stop signals control movements at the end of a loop on Topley Dale.



Absolute Aspects

Absolute Aspects' extensive range of 'OO' gauge colour light signals covers more than 70 different permutations of two, three and four aspect signals.

Each is handbuilt with options available to include junction indicators, dot matrix route indicator boxes and call-on position lights and more. A selection of traditional and modern ground position lights is also available together with the modern red/red style signals and much more.

Featuring brass and white metal construction, each post mounted signal is fitted to a multi-pin plug and socket which is connected to a printed circuit board (PCB). The PCB features a series of labelled terminals for wiring to an appropriate switch or digital accessory decoder. Each aspect of the signal is fitted with

a coloured LED and configured with a common negative wire.

Build quality on our samples was excellent with fine ladders, safety ring and post-mounted telephone box. Each signal displayed good colour density from each aspect.

Prices start at £35 for a standard two aspect signal, rising to over £100 for a four aspect signal with dot matrix route indicator and call-on position light.

Absolute Aspects offers a comprehensive high end range of finely detailed signals.

GUIDE RATINGS

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability	Online only from manufacturer				

THE DETAILS

Manufacturer:	www.absoluteaspects.com
Description:	Two/three/four aspect signals
Price:	From £35/£40/£45 respectively
Scale:	'OO'



Berko colour-lights

The well-regarded range of Berko 'OO' gauge signals extends to more than 100 different permutations including standard post mounted, platform and junction bracket styles. Both round and square signal heads are modelled, the latter representing signals still in use today.

Manufactured by Online Models Ltd, which also produces the Eckon range of signal kits, each Berko signal features a metal post, plastic

signal head and etched brass ladder together with a plastic base, post-mounted telephone box and signal safety ring. LEDs with appropriately coloured lenses are fitted and are supplied fully assembled and ready to install on a layout.

Setup is simple as each signal features colour-coded wiring and a resistor-fitted common negative wire.

On test both of our samples were

connected up and working within minutes. Whilst simpler in their construction to handcrafted types, the overall build quality on our samples was very good with all parts fitting well and finished to a good standard.

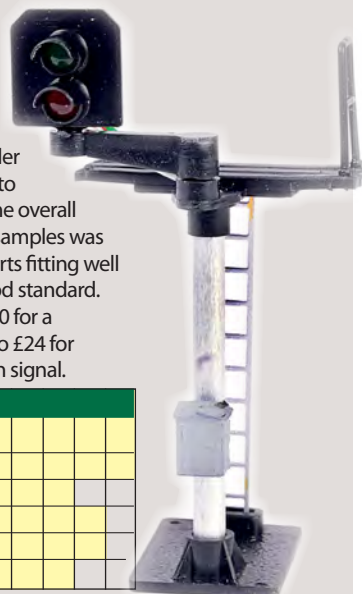
Prices start at £16.50 for a two aspect ranging to £24 for a four aspect junction signal.

GUIDE RATINGS

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability					

THE DETAILS

Manufacturer:	www.onlinemodelsltd.co.uk
Description:	Two/three/four aspect signals
Price:	From £16.50/£18.50/£18.50 respectively
Scale:	'OO'



CR Signals

CR Signals 'OO' gauge colour light signal range includes two, three and four aspect variants with standard and junction options available too. In total more than 60 different permutations make

up the complete collection.

Handbuilt, mainly from brass with plastic mouldings, each post mounted signal features an etched brass ladder with a choice of safety ring or safety cage.

Our samples were well crafted, the etched ladder and finely soldered safety cage appearing

GUIDE RATINGS

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability	Online only from manufacturer				

THE DETAILS

Manufacturer:	www.crsignals.com
Description:	Two/three/four aspect signals
Price:	From £15.95/£16.95/£17.95 respectively
Scale:	'OO'

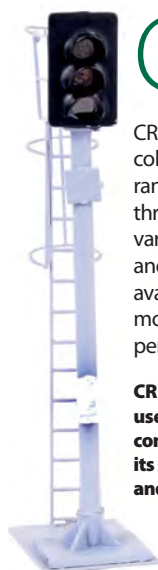
particularly well done. Decoration of the three aspect signal was mainly matt grey with a black signal head and white post-mounted telephone box. A selection of signal identification numbers is supplied with each model too.

The ground signal was neatly finished in black with a concrete coloured plinth and is also available in the modern red/red - white/white aspect format too.

Supplied with enamelled wire and colour-coordinated resistors already attached, connection proved quick

and simple, with each signal up and running within a matter of minutes. Configured for common negative wiring, both signals displayed good colour density and brightness from each LED aspect without bleed through. These signals use plain LED aspects rather than covered LEDs.

Prices range from £15.95 for a standard two aspect post mounted signal to £17.95 for a four aspect version, while junction route indicators can be fitted at extra cost.



CR Signals range uses etched metal construction for its signal posts and ladders.



Dapol

Dapol's 'OO' gauge motorised semaphore signals have proved very popular since their introduction in 2012 and offer the first true off-the-shelf motorised signals for the mass market.

Four signals are currently available. They are Great Western Railway (GWR) and London, Midland & Scottish Railway (LMS) stop and distant formats, while more are in development including GWR round post, Southern Railway (SR) rail built and SR lattice platform signals - all due for release during 2016. Bracket signals in GWR lower and LMS upper quadrant formats are also in tooling with release expected in mid-2016.

Each features a worm driven motor enclosed in the screw threaded casing at the base of the signal and they are simple to install. Designed to operate on 16v AC, they require a momentary pulse of power to operate them through a traditional switch for conventional analogue layouts or by using a specialist DCC signal controller such as that designed and manufactured for Dapol by Train-Tech (Cat No. SC3), which is capable of operating two Dapol semaphore signals.

Each semaphore features a detailed plastic signal post and ladder together with suitably decorated home or distant semaphore arms which move smoothly up or down when power is applied. A single LED is fitted behind the red and green coloured lenses which illuminates the signal accordingly as the arms move.

Priced at £29.30 each, they really look the part when in use and the additions to the range, particularly the bracket signals, will enhance their place in the market.

Dapol's semaphore signals are available as distant and stop signals. This is an LMS pattern distant upper quadrant.



The square post GWR lower quadrant signal is soon to be joined by a new round post variant for 'OO'.

GUIDE RATINGS

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability					

THE DETAILS

Manufacturer:	www.dapol.co.uk
Description:	GWR home and distant semaphore signals
Description:	LMS home and distant semaphore signals
Price:	£29.30
Scale:	'OO'

Traintronics

THE DETAILS

Manufacturer:	www.traintronics.co.uk
Description:	Two/three/four aspect signals
Price:	£14.50/£16.50/£18.50 respectively
Scale:	'OO'

GUIDE RATING

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability					

The Traintronics range covers more than 20 DC and DCC signals including standard two aspect and junction signals.



The range of Traintronics 'OO' gauge colour light signals covers more than 20 DC and DCC variants, with standard two, three and four aspect signal options as well as a selection with left or right junction indicators.

Featuring all-plastic construction, each signal is supplied unpainted with white/grey posts and black signal heads together with a grey base and post mounted telephone box. Each aspect is fitted with coloured LEDs while a separate pack containing a plastic ladder and safety ring is also included, together with a sheet of signal ID plates.

The signals are configured for common negative wiring and supplied with a PCB adaptor for fitting beneath the baseboard once the signal has been installed. The PCB also reduces the brightness of the LEDs and offers realistic fade.

Each of our samples featured fine

colour coded wire with instructions explaining how to wire them to the PCB. The wires on our samples did prove difficult to keep connected to the PCB initially due to their fineness but once connected the LEDs proved effective and bright for each aspect. We did however note colour bleed between aspects. Build quality was also mixed with slight glue seepage and plastic flash/pips evident. That said, these DC versions of the Traintronics signals represent good value for money with prices ranging from £14.50 for a standard two aspect signal to £18.50 for a standard four aspect signal. Junction indicator fitted versions add around £10.50 to the standard price.

For an extra £10, DCC versions feature a specific digital PCB which can be programmed direct from your digital controller.

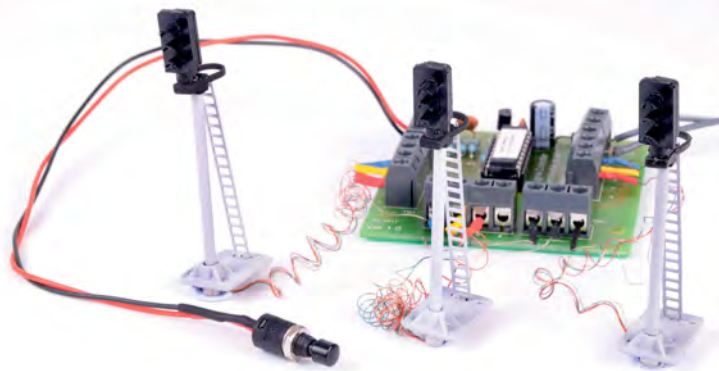
USEFUL LINKS

Absolute Aspects	www.absoluteaspects.com
Berko	www.onlinemodels ltd.co.uk
CR Signals	www.crsignals.com
Dapol	www.dapol.co.uk
Model Rail UK	www.modelrailuk.co.uk
Signalist	www.signalist.co.uk
Train-Tech	www.train-tech.com
Traintronics	www.traintronics.co.uk

DCC SIGNAL CONTROLLERS

PRODUCT	PRICE
Train-Tech SC1 dual aspect signal controller	£17
Train-Tech SC2 three/four aspect signal controller	£17
Train-Tech SC3 Dapol semaphore signal controller	£30
Signalist SC1 colour light signal controller	£29.50
Signalist DP8 Dapol semaphore signal controller	£29.50

Model Rail UK



Model Rail UK's 'OO' gauge ready-to-use signals include 11 standard items covering two, three and four aspect signals as well as dual head junction signals.

A useful set of three colour light signal packs is also available which include a PCB which allows you to set up a form of working block signalling, all from one box, with each signal's lights illuminating in sequence to represent the passing of a train.

Each signal features a metal post, base, ladder and safety ring finished in grey topped off with a plastic signal head. Colour LEDs are fitted and each comes with its own PCB for connection to a power source. A detailing pack containing a cast white metal telephone box and diamond for fixing to the signal post is also included.

Fitted with fine colour coded wire, our samples had slightly larger wires at each end to aid connection to the PCB. As supplied, the signal is suitable for use on 12v DC and must be connected through the supplied PCB for analogue use. For DCC use, we added a Train-Tech two aspect DCC signal controller to the PCB and

GUIDE RATINGS

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability	N/A (via website and exhibitions)				

the signal was up and running in a matter of minutes. Colour density from each aspect was good with no colour bleed.

We also tested the three aspect colour light block signalling pack which features three fully finished signals, a PCB containing the light controller and terminals, wires for power and switch connection, a push-button switch and self adhesive pads with all three signals scrolling through the colour light sequence at each click of the switch, as anticipated. The only downside is that the signals require manual intervention to operate the sequence.

Build quality of each was good and with prices ranging from £10.50 for a two aspect signal to £17.50 for a double-headed junction signal, represent good value for money.



THE DETAILS

Manufacturer:	www.modelrailuk.co.uk
Description:	Two/three/four aspect signals
Price:	£10.50/£11.75/£14 respectively
Scale:	'OO'

Train-Tech

Technology specialist Train-Tech manufactures a small range of ready built 'OO' gauge DCC-fitted colour light signals. The selection includes two, three and four aspect signals together with a high-speed version featuring flashing aspects and more.

Designed for easy installation, each signal is fitted with its own self-contained DCC signal controller in the base of the signal. The only connection needed is

between the track or layout power bus and the terminals on the base of the signal with a simple to use programming routine.

Each signal is formed with a metal post, plastic signal head and base which features two long thin track contacts, designed to locate in the power clip slots in sectional track. These can be trimmed if required.

LEDs with coloured lenses are fitted to the signal heads which offer good colour density and feature a subtle fade when changing aspects to replicate the prototypes. Nine different ready-to-install signals are available and are amongst the simplest DCC signals to operate.

Prices range from £24 for a two aspect signal to £32 for a four aspect high-speed flashing signal. A two aspect double junction signal is also available.



GUIDE RATINGS

Build quality					
Ease of use					
Extent of range					
Appearance					
Price					
Availability					

THE DETAILS

Manufacturer:	www.train-tech.com
Description:	DCC fitted two/three/four aspect signals
Price:	£24/£27/£30 respectively
Scale:	'OO'

Our Choice

SO WHICH SIGNALS would we choose?

For semaphore signals, the choice is simple as Dapol's range is currently the only option, with the range set to expand significantly in coming months.

In terms of colour lights, for the budget conscious modeller the Model Rail UK signals offer excellent value for money although detailing is comparatively basic, while the Berko and Traintronics ranges also represent good value.

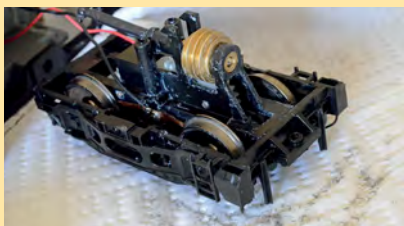
CR Signals' handbuilt brass range of signals offers a good mid range product with an extra touch of finesse, while for ease of use Train Tech's range of ready to install DCC signals also gets our vote, as they are so simple to set up.

When you factor in overall appearance, extent of range and build quality, however, Absolute Aspects' range would be our natural choice. They are more expensive than other ranges but they are as close as you'll get to the real thing.

Enquiry office

KNOW HOW

De-greasing



Q The bodywork of some of my locomotives – steam as well as diesel – is covered in a film of grease that spoils its finish. Each time I wipe it off, it gradually comes back. Where's it coming from and how do I get rid of it permanently?

Jonathan Kelsall, Grantham.

Tim Shackleton replies: This problem is usually caused by the models being over-lubricated at the factory. You'll need to separate the body from the chassis and clean as much grease as you can off the drivetrain. Use cotton buds dipped in isopropyl alcohol and pick out the stubborn bits with a wooden cocktail stick. The more thoroughly you do this, the less likely it is that surplus lubricant will continue to seep through. Gently scrub the bodywork – inside and out – with an old toothbrush dipped in household cleaner to get rid of the oily residues. Relubricate – sparingly this time! – and you should have cracked the problem.

DIGITAL CONTROL

Twin Track Sound

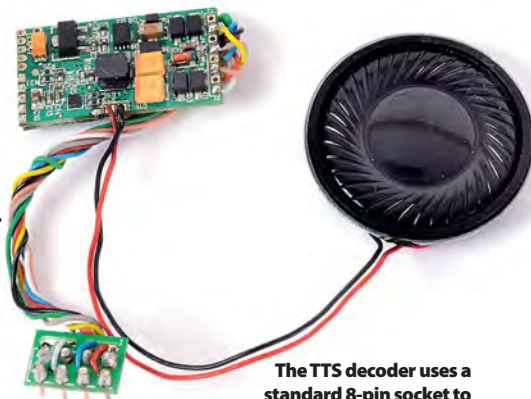
Q I've been reading about the new Hornby Twin Track Sound decoders and I have been impressed by the diesels. Can they be transplanted into other locomotives or are they permanent fixtures in Hornby's models?

Ralph James, by e-mail.

Mike Wild replies: The short answer to that is that they can be removed from the Hornby models and used in others. The Hornby Twin Track Sound decoders are connected in the same way as any other decoder using an 8-pin DCC decoder socket. They are simple to remove – although take care when handling the fine wires which connect to the speaker – with the only downside being that the TTS decoders are not available as separate items.

To illustrate the simplicity of transplanting a TTS decoder here we have removed one from a Class 47 to install into Heljan's model of BRCW prototype D0260 *Lion*. The process involves removing the body from the '47', extracting the decoder and speaker – the latter is held in place with two crosshead screws – and then finding available spaces in the new model.

Two points to note: first the TTS decoder is exposed on both sides so ensure that it is fully insulated from any potential contact



The TTS decoder uses a standard 8-pin socket to connect to a locomotive making it simple to exchange between models should you wish to.

with metal. On the model of *Lion* we lined the top of the central Printed Circuit Board (PCB) with insulation tape for this purpose. Secondly, ensure that the speaker is fully sealed at the rear to stop inference between sounds from the front and rear of the unit. We also reversed the motor connections on this particular model to correct its direction of travel and allowing full operation of the head and taillights too.

We have also done a similar transplant with a TTS Class 37 decoder while the same process can be carried out with any of Hornby's TTS fitted steam locomotives should you wish to.

THE RIGHT STUFF

Polished performance

Q What has happened to Johnson's Klear floor polish? It used to be recommended for everything from putting a glossy finish on rolling stock to fixing ballast in place, but I haven't been able to find it on the shelves.

Darren Lockyer, London.

Tim Shackleton replies:

It's now called Pledge Multi-Surface Wax – most supermarkets stock it in 750ml plastic bottles. The formula has changed slightly and the liquid now has a very faint colour tint, but none of this has any effect on the kind of applications we're likely to find for it. The brand remains an extremely useful product to keep in the modelling room.



LEARNING CURVE

Tight corner

Q What is a scale radius for curves on main line track? Is second-radius correct? Would this allow me to run trains at express speeds?

Phil Harper, Wrexham.

Tim Shackleton replies: Alas not! The tightest curve traversed by BR passenger trains was at Retford in Nottinghamshire (see HM100). It was the equivalent of just over 3ft radius in 'OO' gauge and severe speed restrictions were imposed. To allow for faster running, curves on running lines are normally far gentler than this. Even at shunting speeds in sidings, second radius curves would be pretty tight!

MIKE WILD

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

MARK CHIVERS

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

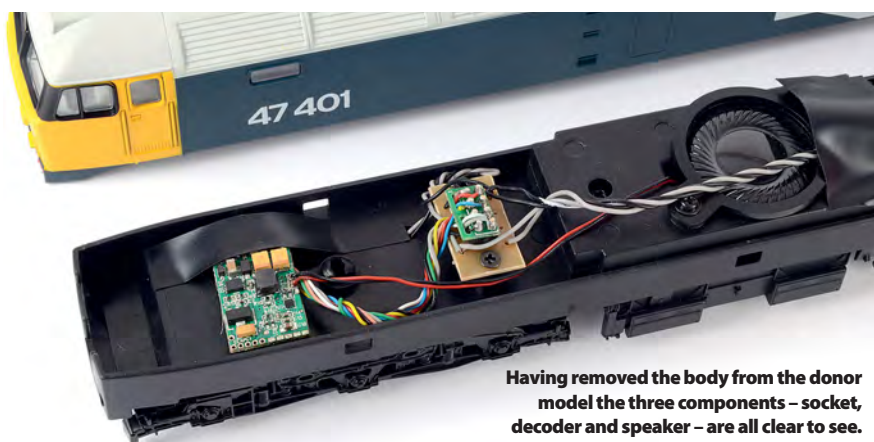
TIM SHACKLETON

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

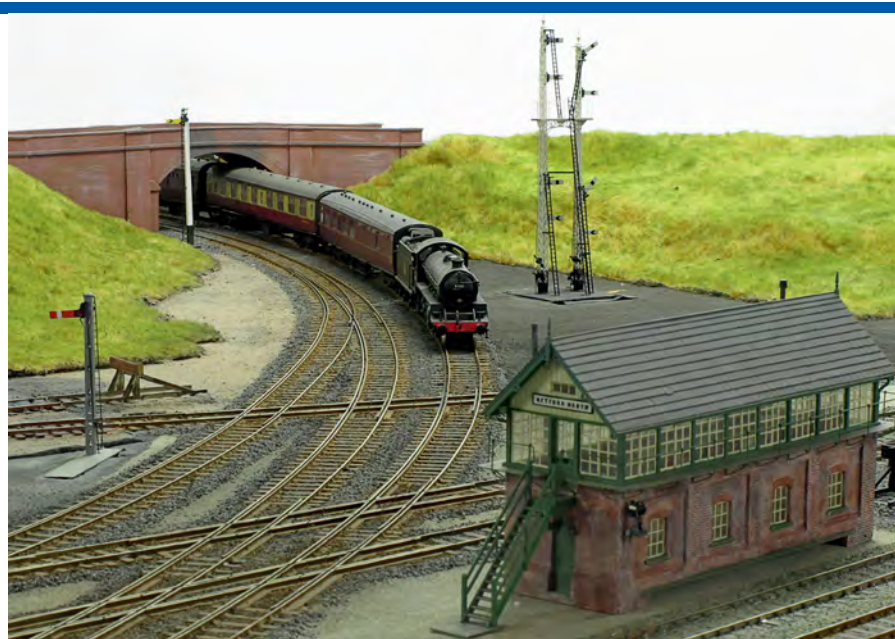
transplants



Transplanting Hornby's Twin Track Sound decoder is perfectly possible. This Heljan model of *Lion* has been equipped with the Class 47 sound decoder by extracting it from the original model. Note the black insulation tape beneath the decoder and the speaker secured into the roof with Blu-Tack



Having removed the body from the donor model the three components – socket, decoder and speaker – are all clear to see. Removal takes a matter of minutes.



AUTOMATED MODELING

Production line



Q Modelling is great fun, but certain tasks are undeniably boring and repetitive. Have you any ideas on how to make things more interesting?

Tom Folland, Durham.

Tim Shackleton replies: Instead of making one identical widget after another, industrialise the process by breaking jobs down into their constituent parts – bending, cutting, forming, fixing. Look for ways of making assembly a series of stages. Rather than using a succession of tools and techniques as you move from one task to another, it's often better – and quicker – to do all the bending in one hit, or all the soldering. Tell yourself you're going to make five widgets an hour and stick to it. After you've reached your quota, take a break. Listening to music or the radio while you're working is a great help.

PRODUCT CHOICE

Acrylic thinners

Q Some makes of acrylic thinner seem to work better with certain brands of paint than others. Is there a universal thinner that works with everything?

C. Davies, Pembroke.



Tim Shackleton

replies: The only one that we know of is Ultimate, which the maker claims is 'specifically formulated to work with all acrylic modelling paints'. It's available online or through good model shops. Otherwise, you'd be best advised to match your paint with the same manufacturer's brand of thinners.

'TWO-BOB' Presflo

With a boxful of 50 year old kits as his starting point, **TIM SHACKLETON** creates a long and prototypically varied rake of cement hoppers.



SOMETIMES it is good to have a simple, attainable modelling project that doesn't place too many demands on energy and modelling ability. Searching for a project to fit the bill my thoughts turned to the Airfix 'Presflo' kits that I'd steadily been acquiring at swapmeets and toy fairs – a couple of dozen of them, mostly unbuilt. The kits cost two shillings (10p) when new, the equivalent of something like £5 today, though I'd been buying them in ones and twos over the years for a fraction of that sum.

Considering its age (55 next birthday) the Airfix Presflo is an excellent kit, still readily available from Dapol. With a few cosmetic improvements

it can bear comparison with the 2010 released Bachmann ready-to-run model which is a great deal more expensive. Building from kits allowed me to incorporate subtle detail differences and to finish my 'Presflos' in typical day to day livery and condition. Bachmann, understandably, has so far chosen to focus on the more colourful liveries and the more recent post steam era while largely ignoring the familiar colours carried by the majority of the BR fleet in steam days.

As with the Hornby Crosti '9F' I upgraded in HM102, this wasn't going to be a no holds barred drive for perfection. Instead, the goal was a good looking rake of wagons with lots of

interesting detail touches. I concentrated my efforts – and with a couple of dozen wagons to do, the work was considerable – on key details that would have the maximum impact when viewing the train as a whole rather than as a collection of individual wagons. It would have been great to clean up the brake gear and create fully detailed pipework – or even to model the more angular body shape of the wagons built by Butterley Engineering – but I was after creating an impression, rather than going after the ultimate level of refinement. Even with a cheap kit there are limits to how far you want to go but I hope this piece will give you some pointers.

Left: In recent times high prices and patchy availability of products have become significant factors for many modellers – building up scale length trains is nothing like as practicable as it once was. In some cases, however, there are alternatives and this impressive train of two dozen 'Presflo' cement wagons was assembled for a fraction of the cost of buying ready-to-run. The improvements were straightforward and the work of building up the heavily customised rake was hugely enjoyable. Although identical Airfix kits were the starting point in each case, so many detail and livery variations have been incorporated that very few of the wagons are actually identical – just like the prototype!

Making roundels

● To create backing plates for Cambridge Custom Transfers' roundel-style Blue Circle logos I used 20 thou styrene sheet. Each one is in three parts – a rectangle cut out on my North West Short Line guillotine chopper, and two segments of a circle made with the compass cutter in the foreground. I'm not one for acquiring huge quantities of modelling tools, but these two are very useful things to have.



TIP


Cement is a fine dust that settles on any flat surface it comes into contact with. Rain turns it into a sticky mess that quickly solidifies into a crust. Spillage from the loading hatches collects on the sloping roof and is carried to the edge of the wagon where it starts to run down the bodywork and accumulate among the ribs. Over time this hardened spillage will be carried further and further down the bodyside until the whole wagon starts to look like it's been whitewashed.



STEP BY STEP BUILDING & DETAILING AIRFIX/DAPOL 'PRESFLO' KITS

Intermediate
Beginner **SKILL LEVEL** Advanced

1




To set the ball rolling I built a couple of pilot models. Rather than a go for broke approach to detailing, I went for the improvements that would make the biggest difference. These wagons show how a bit of extra pipework, some attention to the discharge equipment, a selection of handwheels and a set of grab irons make quite a difference.

2




Part of the 'dress up' kit I assembled for the Airfix 'Presflos' – buffers from Lanarkshire Model Supplies, self-adhesive paper posters from Hollar Models and the indispensable decal sheets from Cambridge Custom Transfers. Sheet BL27 gives you the basic livery, with 20 different numbersets and early style 'Presflo' markings. BL110 consists of six complete sets of markings for the yellow or grey Blue Circle wagons while BL152 covers the simplified BR lease fleet style carrying rectangular Blue Circle brandings. BL155 is a supplementary sheet with the later Blue Circle roundels and several of the more obscure 'Presflo' brandings.

3



My 'Presflo' collection included a group of ten assembled models complete with Romford wheels bought from a swapmeet for all of £12. A bit of component-swapping and a touch or two of filler soon set the wheels in motion.

4



The next step was to airbrush the yellow bodywork. Freight stock bauxite was a nebulous term covering a huge variety of shades. Humbrol No 70 Brick Red acrylic does well enough, mixed with a dot or two of Matt Black. The full rake of wagons intentionally exhibits quite a range of bauxite shades, which is exactly as it was on the prototype. Weathering turned older examples almost black.

5




I quite enjoy these marathons, working in managed stages, one step at a time. Detailing work is much easier when you industrialise the process. Here I've been mass producing air pipes running from the solebar up to pre drilled holes on the roof. Alan Gibson's 0.45mm hard brass wire is perfect for this job. It can be bent to shape with pliers and then snipped off. Make about 25% more pipes than you need and choose the best.

6



End handrails are formed to shape and then carefully jockeyed into place using location holes drilled in the roof and end ribs. A gel type superglue holds them firmly in position. The real thing has additional side bracing but as it's not particularly obvious, I left it out.

7



Mass producing scale Instantan couplings for my 'Presflos' – the later ones had screw couplings. I assemble them from Masokits drawhooks, suitable sized chain and custom etched BR-pattern Instantan links. It works out a lot cheaper than using ready assembled couplings, along with the satisfaction of making as much as possible yourself. If you prefer tension lock couplings then it is perfectly possible to fit them using the parts supplied in the kit.

8



'Presflos' had a variety of buffer styles. The early batches originally had something similar to the ones supplied with the kit but later ones mostly had Oleo pneumatic buffers with a 13in head. For these I used white metal castings from Lanarkshire Model Supplies, Cat No. BP01.

9



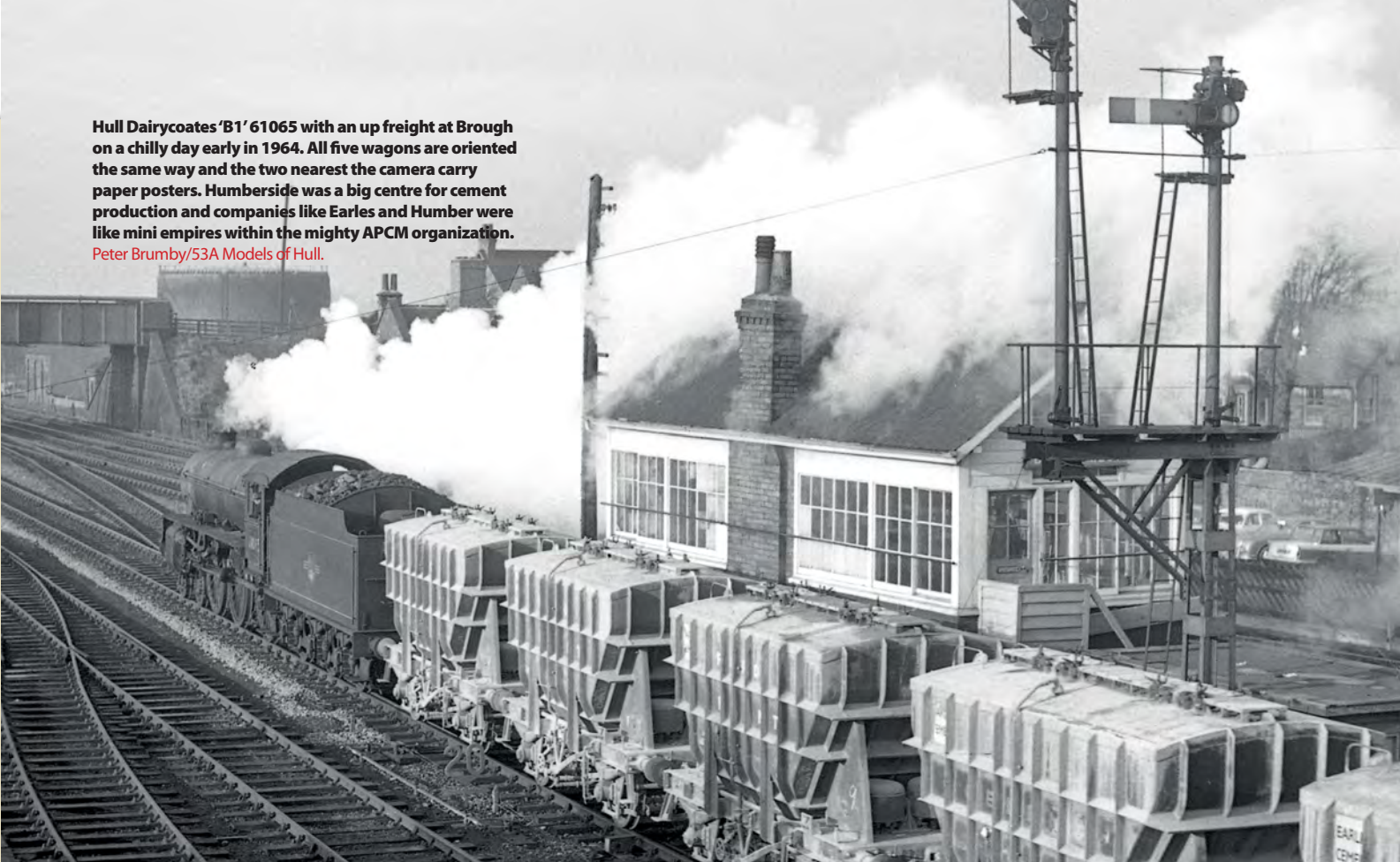
Some of the wagons were missing elements of the brake gear and unloading pipework. These were easily replaced in styrene sheet and strip, with etched brass brake shoes from a Mainly Trains fret intended for LNER 'Pacifics'.

10



As I suggested earlier I deliberately varied the base colour of the BR owned 'Presflos', even on the same wagon. Some are Humbrol acrylic Brick Red (70) with a touch or two of Matt Black (33). Others are Tamiya Flat Brown (XF-10) with or without darker tints. The yellow wagons started life in Tamiya Flat Yellow (XF-3) with a generous addition of Flat White (XF-2), while the sole grey example was airbrushed with LifeColor Hellgrau (UA601).

Hull Dairycoates 'B1' 61065 with an up freight at Brough on a chilly day early in 1964. All five wagons are oriented the same way and the two nearest the camera carry paper posters. Humberside was a big centre for cement production and companies like Earles and Humber were like mini empires within the mighty APCM organization. Peter Brumby/53A Models of Hull.



Once the acrylic base coat had dried I added a basic discoloration using MIG Dark Wash enamel touched into the inner corners of the framing. This picks out the detail and highlights the relief. You can see the effect more clearly on the yellow and grey wagons, but it works well on the bauxite vehicles too.



What colour is cement dust? After much experimentation, I settled on Mig Ammo Light Grey panel line wash (1600) and a spray of LifeColor Southern European Dust (UA 912). Cement has a definite texture so I sprayed the latter much thicker than usual, at a very low pressure. Finally, I hand brushed spills from the roof fillers. I did a few wagons at a time, several days apart, so they'd show marked differences. Some used marginally darker and lighter colours, purely for variety.



The build-up of cement dust is concentrated on the roof and upper bodywork – on a real 'Presflo' the latter is pretty well a solid white. To get away from the smooth airbrush finish – and to add further hints of texture – I used weathering powders stabbed on with a filbert shaped brush to create random patterns. Ammo Light Dust (3002) is good for this, along with LifeColor Ash pigment (1463). I used other colours in places to build up variety.



From this point on, each of the wagons was finished individually in order to create the necessary variety – different markings, different insignia, different details, different weathering patterns, different weathering materials. Nothing looks more unrealistic than a long rake of wagons identical in every conceivable way. Even the degree of messiness exhibited here is subtly varied.



Organic weathering – these 'Presflos' had been stored in an open box under a crumbling 300-year-old roof and then forgotten about for several years. The build-up of mortar, dust and mould was uncannily convincing so I left it as it was!

USEFUL LINKS

Alan Gibson Workshop	www.alangibsonworkshop.com
Cambridge Custom Transfers	www.cctrans.org.uk
Hollar Models	www.parksidedundas.co.uk
Humbrol	www.humbrol.com
Lanarkshire Models	www.lanarkshiremodels.com
Lifecolor	www.airbrushes.com
Mainly Trains	www.mainlytrains.co.uk
MIG Ammo	www.migjimenez.com
MIG Productions	www.migproductions.com
Tamiya	www.tamiya.com



No two wagons are quite the same but none of them is markedly different to any other. Seen *en masse* they show all the little detail differences and minor variations we all love so much. I think I'd go crackers building, detailing and finishing each wagon individually. Cambridge Custom Transfers' splendid packs certainly opened up all kinds of possibilities.

The finished models



● Eventually each of the 24 wagons reached a stage where it could be given the final individual touches – like replacement buffers painted in green primer or the odd tatty Earle's Cement or Blue Circle poster. See if you can spot the other variations! I used three or four different patterns of buffer as well as the type supplied with the kit, suitably detailed.

There's quite a range of handwheels on the discharge equipment, while most wagons have Instantan couplings. Two are early build 'Presflos' with a single brake cylinder, long brake levers and other variations. This is meant

to be a scratch rake working out of Hope cement works in Derbyshire but there is one Snowcrete wagon from Kent that has escaped its usual circuit and reached the Peak District.

Another oddity is the rare RIV ferry type with tie-down rings and screw couplings, of which there were just 10 used initially on Fuller's earth traffic to Italy and later absorbed into the general fleet – uniquely, they were marked BRITISH RAILWAYS according to international regulations. There are several yellow APCM wagons and one grey 'Presflo' – I must say these look very handsome when weathered and I'd like to add more if I can find them.

Using Cambridge Custom Transfers, the majority of the BR-owned wagons are lettered PRESFLO CEMENT with the P ranged left, and slightly fewer with the condensed PRESFLO style. A couple carry small Blue Circle brandings top left and right of the bodywork – a style that I believe originated with wagons used on construction traffic to Trawsfynydd nuclear power station in the early 1960s.

Five carry 1960s-style Blue Circle roundels over existing PRESFLO branding which I think is how it was done originally – the plain style or the ones merely lettered CEMENT are from the TOPS era.



The Airfix 'Presflo' has been around since 1961 – if you look closely, you'll see the tooling bears the date 1960 – and it still holds its own. You'd be hard pressed not to find one or two going cheap at any toy fair or swapmeet.

'Presflos' – separating fact from fiction

● 'Presflos' carrying the branding of one of the UK's major cement manufacturers usually ran in block formation. Individual vehicles could sometimes be found in a mixed freight train but for wagonload traffic it was more common for BR owned wagons to be used. It was virtually unknown for 'Presflos' carrying the logos of different companies to be found running together.

As well as the privately owned APCM fleet, many BR wagons were badged for the cement companies that operated them. Sometimes metal logos were used, but paper posters also appeared. At times of high demand, manufacturers hired in unbranded BR-owned 'Presflos' to supplement the stock they owned outright or had on long-term lease.

The UK cement industry was organised on a regional basis with traffic originating at the major cement works and being railed to dedicated distribution depots around the country. APCM (Blue Circle) was the largest, with main works at Hope (Derbyshire), Oxwellmains (Midlothian), Westbury (Wiltshire) and in various parts of Kent – notably Swanscombe and Holborough.

APCM had distribution depots the length and breadth of the country whereas Tunnel Cement mostly served the Midlands and the London area with plants at Tring (Hertfordshire), West Thurrock (Essex) and Penyrfford (Flintshire). Rugby Cement traffic was loaded at Rugby and Barrington (Cambridgeshire) and distributed from depots in London, East Anglia and the south. Finding owner branded wagons away



An intriguing view of Blue Circle's Westbury Cement works in the mid 1960s. Company owned wagons – are they grey, or yellow, or both? – mingle with leased BR 'Presflos' carrying Blue Circle roundels in what appears to be a block train of branded wagons. The APCM fleet ran into hundreds, with many more wagons on long term lease.

from their normal circuits was unusual.

'Presflos' were clearly handed – the unloading controls were all on one side. The discharge pipe, however, was under the headstock at the 'ladder' end, so access was just as easy from one side as from the other and it didn't really matter which way round the vehicles were marshalled. In some cases, however,

care has clearly been taken to ensure most or all of the wagons are the same way round.

Unloading was mainly done at distribution depots specifically designed to handle them. When 'Presflos' were sent individually to customer sites, the situation was different – sidings normally had vehicular access from both sides and portable compressors were used.

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DAPOL N LOCOMOTIVES	
20-003-001 WD Loco D1029 'Western Legionnaire' BR Maroon.	£97.99
20-003-002 WD Loco D1029 'Western Legionnaire' DCC Fitted.	£117.99
20-003-003 WD Loco D1038 'Western Sovereign' BR Green.	£97.99
20-003-004 WD Loco D1038 'Western Sovereign' DCC Fitted.	£117.99
20-003-005 WD Loco D1038 'Western Sultan' DCC Fitted.	£117.99

Hornby's Crosti '9F' would be great with smoke!



I saw the review of the Crosti boiler '9F' (HM100) and it looks like a fantastic model. Hornby has excelled - if that model was fitted with a smoke generator, the smoke effects would be quite interesting. It was a pity that the real locomotives were not very successful and none were saved.

Paul Otway, by e-mail.

Great job on the 'Atlantic' Tim!

I am very interested in Tim Shackleton's article on the last Atlantic in HM101 (November). My father Kenneth Hayward was on the last run mentioned in the introduction and kept the leaflet. I am sure my Dad would also have taken pictures as well but there are many hundreds of black and white prints of steam locomotives in his collection.

Tim Shackleton's work on the

Bachmann 'Atlantic' is superb. The locomotive is not filthy or neglected but in an everyday working condition. Very nicely done. I keep my trains in clean condition perhaps because my Dad often used to say how sad it was to see run down motive power towards the end of steam traction on British Railways.

David Hayward, West Wickham, Kent

SOME TRACK

THERE are a few things which caught my eye in Nigel Burkin's article on hand building track.

Hand built track is one of those modelling subjects which, like soldering, is highly personal and everyone has their own unique take on how to do it so pontificating on the subject is a risky thing to do. However, I shall ignore my own advice.

The advice to lay the common crossing first goes against convention on this subject which is that you should lay the straight, or least curved rail first. This is the easiest part of the turnout to get right (especially if it is straight) and it provides the basis for positioning the crossing accurately at the second stage of construction. That's not to say you won't get it right by positioning the crossing first, but that it is easier and more reliable to lay the straight rail.

On another note, most of the pictures show the three-point gauge being used the wrong way around! To achieve the correct degree of gauge-widening, the gauge should be used with the single point on the inside rail. As shown in the pictures I suspect the gauge will achieve the opposite of widening.

Thirdly, whilst the advice to use ready made crossings is good for beginners because crossings are the hardest things to set up and the ready made ones are excellent,

you do need to be aware of the standard you need to work to. Believe it or not, there are four 'OO' gauge flangeway standards in use ranging from 1.5mm down to 1mm. I believe the C&L ready made crossings use a 1mm flangeway and some ready-to-run stock will need to have the back-to-back measurement adjusted to run through them.

Through my own experience I have found that to achieve good running with a range of off the shelf stock it is better to work to a 1.2mm flangeway, which means building your own crossings. Alternatively, you can adopt 'OO'-SF which uses the 1mm flangeway and which requires a reduction in gauge through the crossing to 16.2mm which can be achieved with the use of specialist gauges.

One could write a book on this subject (many have!). An important principle is to go into it with eyes open and know which standard you are going to use.

Chris Gardner,
Alton, Hampshire.

Beware of circuit breakers on reverse loops

I have just read the informative article by Nigel Burkin on reversing loops in HM103. One thing modellers should be aware of is the use of circuit breakers and how they can affect operation of reversing loop modules together.

Earlier this year I split my three level Digital Command Control (DCC) 'OO' gauge layout Crewlisle (HM84) into two circuits using two DCC Specialties PSX-1 modules one of which included a reversing loop.

My DCC system is Lenz and I have used one of its LK100 Reverse Loop Modules for the past eight years without any problems. When I came to test the new setup with locomotives, they entered the reverse loop, travelled about 3ft then stopped accompanied



by a continuous 'chattering' of the relays in the LK100.

At first I thought it was the decoder and when I had eliminated it from my fault finding, I sought assistance via internet forums. No one came up with the final answer but a couple of replies gave me a clue as to what was happening.

As both the PSX-1 and LK100 deal with shorts/polarity changes, they were both trying to change track polarity simultaneously - they were fighting against each other! What I had to do was take a separate supply for the LK100 directly from the LZV100 Command Station instead of via the low level PSX-1. Now everything works as it should.

Peter Goodman, by email



Geoff Maynard, by e-mail.

Oakley GREEN

BR in the 1970s was all blue but with plenty of variety.

JAMIE MATHLIN set out to recreate the era in 'OO' gauge with this fascinating exhibition layout.

PHOTOGRAPHY, JAMIE MATHLIN.

I WAS LUCKY TO HAVE LIVED near the Southern Region lines running from Waterloo to Southampton and Salisbury in Hampshire during the 1970s, where BR blue was the order of the day. Many a summer's day I sat in a BRUTE trolley on a platform eating my jam sandwiches and watching the trains go by - wonderful days! So having maintained my love for British Rail diesels and rolling stock and having had dreams of reliving my youth it was time to move from a fixed layout at home to the exhibition circuit, allowing my son and I to travel the country and meet likeminded people with a similar love for model trains. »



STATISTICS

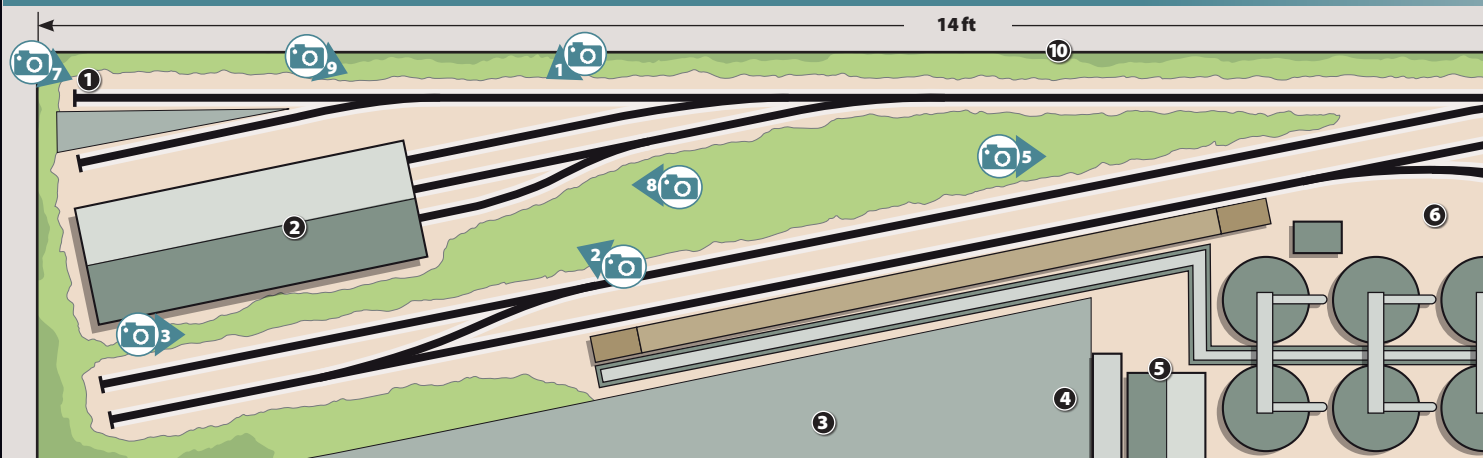
Owner:	Jamie Mathlin
Scale:	'OO'
Length:	14ft
Width:	2ft 6in
Track:	Peco code 75
Control:	DCC, NCE system
Period:	BR Western/Southern Region, 1970s



Night has fallen at Oakley Green. Class 25 25079, Class 50 50018 and Class 47 47168 await overnight servicing at the depot.



OAKLEY GREEN TRACK DIAGRAM (NOT TO SCALE)



KEY

- | | | | |
|--------------------------|-----------------------------------|----------------------------------|---------------|
| ① Diesel refuelling area | ③ Road/hardstanding | ⑤ Oil depot plant building | ⑦ Grass banks |
| ② Engine service depot | ④ Oil tanker loading area - lorry | ⑥ Oil tanker loading area - rail | ⑧ Road bridge |

Oakley Green was conceived as a mainly Southern Region layout based in the mid 1970s, taking ideas from Basingstoke, Micheldever and Eastleigh Works to create a layout which had a small parcels depot, a busy oil depot and a servicing depot. This allowed for a larger collection of locomotives to be run on the layout, adding more interest and operational complexity. So by late 2014 I had a plan and a budget to commence the construction of Oakley Green.

Now, working mainly outside the UK, time was going to be my greatest challenge so I set forth to design a layout that could be built in a reasonable time frame and to the very best standard while remaining portable. The only way this was going to be possible was with the help of my long-time friend Richard Slate of Mudmagnet Models, a master model builder. He would be given the task of completing the track, scenery and buildings on a commission and what seemed to be a tight timeframe. I decided that the layout would use Digital Command Control with sound, including full automation of the points and signals.

All the way through the build the concept has remained that Oakley Green would be primarily an exhibition layout so the design and size of the baseboards is based on its ability to fit into my estate car. The total size including the storage yard is 14ft x 2ft 6in plus two full length lighting boxes. When you include stock boxes and additional accessories, we have about an inch of space remaining. When in travel configuration no part of the layout is exposed to weather or possible mechanical damage as all sides are boxed in. The baseboard legs fold up inside each baseboard and are flush. Having now attended a number of exhibitions, we have found that it takes around 45 minutes to set up and take down, which often means we are one of the first to leave.

TRACK AND CONTROL

The original trackplan was transferred to the baseboards using Peco point templates to check whether left or right hand points fitted best. A little adjustment to the original plan was also made to ensure that the track flowed well, fitted clear of the baseboard joints and most importantly looked good from all viewing positions.

Next dense foam strips were laid in two halves either side of the centreline previously marked on the baseboard. Each point was then positioned and centres marked including the tie bars. The feed wires were soldered to the underside of the rail and holes drilled at the tie bar position and wire feed locations. Each point was glued in place using PVA and weighted down. Successive points and track lengths were then laid, each track section with feed wires soldered to the underside of the rail.

Following track laying, each feed wire is soldered to a set of common bus wires running under the board and then tested. The point motors are SEEP with integral switches to change polarity of the frog and are wired back to the DCC Concepts accessory decoders supplied by Digitrains, which are fitted to the underside of the baseboards. The track was then airbrushed using Lifecolor sleeper and track grime colours and then ballasted. Further weathering was also added as the rest of the build continued.

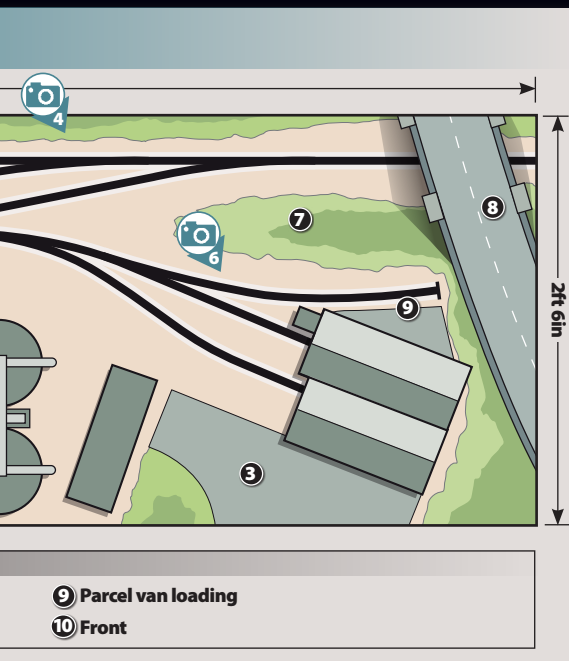
Five signals are used to control the entrance

and exit from the scene - three main and two shunting. These were supplied by Traintronics and include a small control board to enable the fade for each LED to simulate the real thing. These are then also wired back to the decoder supplied by CML Electronics. Sadly this was not a straightforward process as the decoders have a switched negative output while the signals have a more sensible switched positive supply. To overcome this problem »

*"Many a summers day
I sat in a BRUTE trolley
on a platform."*

JAMIE MATHLIN





Above: Evening arrives at Oakley Green Depot with classes 33, 205 and 419 awaiting maintenance.



Below: Shafts of light from the yard towers illuminate Class 33 33027 as it arrives with a late evening oil delivery.





Class 08 08021 shunts two express parcels vans from the loading bay while a Class 419 Motorised Luggage Van waits for its load to be delivered.

we built small relay boards for each signal which allowed the switched negative feed from the decoder to energise the relay coil and then in turn the relay could switch a positive feed from the board's main 12v DC power supply. Two NCE throttle controllers are used on Oakley Green and auxiliary power is provided by a 230v/16v AC transformer. The NCE controllers allow for the programming of macros which enable a much quicker setting of routes and signal condition so during running at an exhibition it only takes a few seconds to change up to eight points and five signals when changing route or direction of running.

BUILDINGS

All the buildings are scratchbuilt using plasticard sections. The main depot is complete with I-beam/H-beam sections and clad with profile sheets. Eventually a fully detailed interior will be completed. For the brickwork, Willis flexible brick sheets have been used.

All of the buildings have been painted using acrylics, mostly Warhammer paints, and then weathered using the same. The last main building to be constructed was the parcels depot. Some time was spent trying to decide how this would look, looking through various photographs in books and on the internet. Eventually inspiration was provided by an Underground station in London. The building was not copied, but elements were used to form the basis of the style for the parcel building. Corrugated sheets from South Eastern

Finecast were used for the canopy which was built onto Plastruct sections.

The main feature of the layout is the six fuel tanks, which started out as sections cut from 100mm diameter plastic drainpipe with plastic ends glued and trimmed after the glue had dried. The joint bands are represented with strips of self-adhesive printer paper. Each tank was then sprayed using Halfords aluminium and later weathered to tone down the brightness. The pipework is a mixture of Plastruct and Knightwing parts. The wagon offloading section features taps from GEM with hoses from silicon tube sourced from the internet via a well known auction site. The lorry loading facilities were scratchbuilt.

The locomotive refuelling facilities alongside the main depot office building are from a Knightwing kit suitably modified with pipes running around the end of the depot building to Knightwing storage tanks thus allowing two sets of fuel tanks to be shunted into the two offloading areas.

The security fencing is from Ratio with the posts glued into holes drilled into the baseboard and glued with superglue. The mesh is cut using a sharp scalpel into the required width strips and glued using liquid solvent glue, one post at a time and keeping taut. The barbed wire is silver cotton fed through the holes and ends glued with superglue.

THE SCENERY

The main topography is expanded polystyrene, roughly cut to shape and glued >>





33027 Earl Mountbatten of Burma arrives with the express parcels train. The signals are from the Traintronics range.



Using battery power alone, Class 419 68009 awaits clearance to leave Oakley Green parcels depot.





37034 stands at the refuelling depot while 37254 approaches to replenish its supplies.

in place with PVA and then further shaped before being covered with filler. As this was drying out, a dampened 1in paint brush was used to smooth the surface.

When fully dry, it was painted and then the base covering of summer static grass applied with a Green Scene Flockit onto a layer of PVA glue. When dry, the excess is vacuumed off via a thin cotton cloth over the nozzle to collect the removed fibres. Additional static grass is added with lighter shades being glued using cheap hairspray to build up varying grass lengths and shades. The direction of the grass can be altered by gently wafting the vacuum nozzle over the grass before drying. Again the excess is vacuumed off.

Further scenic treatment is then added in the form of postiche very thinly stretched in patches over the grass and scenic scatters added, again using hairspray to fix in place. Further colour is added to represent the various wild flowers frequently seen on railway embankments.

The trees start out as twisted wire armatures, covered in Flexibark and painted with acrylics. A fibre netting (cleaned sheep wool or postiche) is then thinly applied to the branches and scenic scatters added.

A number of the details are from various kits, plastic or etched brass, the latter being soldered together. Other details, such as the pallets, cable drums and so on are scratchbuilt from plasticard. All of these are painted with acrylics and appropriately weathered. Placement of the details and the small structures and other scenic items needs to be a steady process, gradually building the scene to achieve the desired effect. Generally, items are placed dry, moved around and then left for a day or two

with photographs taken for viewing later. Then it's time to come back and review the position of the details to ensure that their placement is natural. If it is they are glued down and where appropriate additional scenic materials such as grass and weeds are added to finish the scene.

OPERATION

The fleet for Oakley Green draws on Southern and Western classes. Included on the roster are a Heljan Class 33, Bachmann Class 25, 37, 47 and 419 MLV plus a Hornby Class 31 and 50. A recent addition is a Kernow Model Rail Centre Class 205 in plain BR blue. Others turn up too including a Heljan Class 26. One of the more intensively used locomotives is the Class 08 shunter which is kept busy moving vans and wagons around the yard.

There are three main types of traffic on the layout – light engine moves bringing locomotives in for servicing and fuelling, empty vans for the parcels depot and fuel tanks to deliver supplies to the oil facility. Both the parcels and oil trains are delivered with locomotive haulage with shunting being taken care of by the Class 08.

A range of ready-to-run vehicles currently makes up the rolling stock fleet which includes BR Mk 1 BG parcels vans from

Bachmann, ex-Blue Spot fish vans in BR Express Parcels blue by Hornby and a collection of 25ton TTA tankers formed into rakes from the Bachmann stable.

Oakley Green has been a great pleasure to build and develop while the decision to establish it as an exhibition layout from the outset has paid off. It operates smoothly and reliably and the use of digital control has brought much greater operational value to this busy depot scene. [Hobby](#)

“This was only possible with the help of Richard Slate”

JAMIE MATHLIN





Oakley Green maintains a variety of classes including locomotives from the Western Region. Class 47, 50, 25, 31 and 37 stand side by side on a quiet Sunday afternoon.



Oil traffic keeps the yard at Oakley Green busy servicing arriving trains of 45ton TTA tankers. Class 25 25079 draws into the unloading line at Oakley Green oil depot.



Loch Dhu **PART THREE** DISTILLERY

Construction continues apace on *Hornby Magazine's* latest project layout. **NIGEL BURKIN** begins the track laying process and installs DCC Concepts point motors and switches too.

SPACE IS THE ULTIMATE challenge of constructing a micro layout. Fitting a workable track formation into a limited space and finding the track components that will work are just part of the fun of building a compact layout.

To recap, the Loch Dhu Distillery project is a compact double sided layout with a main line interchange on one side and a much compressed distillery yard on the other, separated by a backdrop. The scenic area is just 4ft x 2ft. The objective is to squeeze as much operation into a small area as possible including a branch line and an interchange with the BR main line. It will demonstrate that a 'OO' gauge layout with intense and satisfying operations can be built in a manageable form which should suit modellers with no space for a large layout. An added bonus is that it is easily portable, making it suitable for modellers whose careers may result in a home move every few years.

This part of the layout was completed in several stages, starting with laying the BR main line, configuring the off scene transfer yard and completing the track in the distillery yard. Point control and Digital Command Control (DCC) wiring followed to produce an operational layout albeit without scenery, back drops or structures.

Whilst transferring the plan to the distillery yard I came to realise that the No. 4 turnouts I envisaged using would produce a congested track layout and restrict the length of the run-round loop. Given that the largest locomotives to work the distillery yard would be 0-4-0STs – no main line locomotives would normally be allowed over such light track – I could resort to tighter angled turnouts. I had to shift my mindset from main line railway track to industrial light railways with short turnouts and sharp curves.

Before placing the track in the distillery yard, four turnouts were soldered up using copper-clad sleeper strip and code 75 bullhead rail. The excellent track components produced by C&L Finescale described in HM103 could also be used to build them and chairs from the range would be used to detail one of them. To achieve workable turnouts with a sharp diverging angle I used Peco short radius turnout templates as a rough guide, leaving the rails straight as they passed through the common crossing or frog as opposed to the curved formation used on Peco points. One was assembled with a complete set of timbers for use at the entrance of the yard which would be ballasted. The others

were destined for paved areas of the yard and were built with the minimum of timbers. The turnouts worked out at roughly 3:1 and with a shorter point blade length – a size more in keeping within the tight confines of a distillery yard, and for that matter, a micro layout!

TOOLS & MATERIALS

- » Rail cutters
- » Sprue cutters
- » Steel rule
- » Track gauges
- » Fibre burnishing pencil
- » Plastic Weld solvent cement
- » CA (super) glue
- » Small paintbrush
- » Wet and dry paper
- » PVA glue
- » Track underlay
- » Foam safe impact adhesive
- » Offcuts of 10 and 20thou styrene for packing track
- » Copper-clad PCB sheet
- » A variety of countersunk screws
- » Soldering iron
- » Solder

TRACK LAYING

A start was made on what is often a long and involved part of layout construction. Despite the small size of the Loch Dhu Distillery project – or more likely because of it – track installation had to be a precise process. The C&L Finescale turnout kits constructed in the last part of this series were removed from the templates and placed on the main line side of the layout together with C&L Finescale flexible track. The positions of the turnouts were carefully measured so

the distillery branch would lead neatly off the scenic area of the layout and on to a sector plate in the transfer staging yard. The sector plate had been positioned for the optimal lead onto the distillery yard side of the layout. Having worked out the track formation for the main line, the positions of DCC Concepts Cobalt IP slow action turnout motors were marked in place.

1.5mm thick dense foam track underlay was glued into place using a quick-drying PVA glue. I avoided using anything thicker because the appearance of a lightly used line with minimal maintenance and low ballast 'shoulders' was the objective. The same underlay was used in the distillery yard to deaden the sound of running trains. To speed up the process I turned to using foam-safe impact adhesive for the last of the trackbed foam.

The main line track and junction with the distillery branch was laid first after drilling out and shaping a hole in the baseboard top for the point motor actuation wires. Two turnouts and flexible track were glued in place with PVA glue which was applied as a long bead of glue and then spread thinly on the glue surface. A Tracksetta could be used to ensure straight alignment of the flexible track and Peco code 75 rail joiners were used on the bullhead rail. Before laying the distillery yard track in the same manner I prepared the transfer yard sector plate and storage cassettes including a simple plug and socket alignment. To achieve that I need a reliable method to secure the track across the baseboard join.

One of the most useful materials for bridging the join between baseboards is copper-clad sheet used for printed circuit boards. Whilst hard to cut, it is easily the best way of securing the rails at such locations, ensuring that they align on both sides of the join. I also used it during construction of the storage cassettes and the sector plate which make up the operational parts of the off stage transfer yard. The process of installing it is straightforward: you drill screw holes through the copper-clad sleeper and fix them in place using countersunk screws. Then after stripping some sleepers from a length of flexible track solder the rails to it across the joint. Cut through the rails using a cutting disc and cut an insulation gap between the rails on the copper-clad sleeper to prevent short-circuits.

DCC CONTROL

The next stage of any layout construction is wiring. Unfortunately, layout wiring is one of

As a micro layout, particular care is taken over the track formation to achieve believable operation in a very small area.

DCC WIRING SUPPLIES

- 24/0.2mm wire for the power bus wiring
- Single strand wire for dropper wiring
- 7/0.2mm equipment wire for wiring point motors and other layout features
- Electrical solder (flux cored)
- Non corrosive electrical flux
- Tamiya battery connectors (or similar)
- 9-way D connectors and covers
- Zip ties
- Screw terminal connectors

those tasks which involves a lot of work with no visible sign of progress at the surface of the baseboards. To start, two lengths of grade 24/0.2 wires were run along the length of the baseboards to form the main power bus, being secured with offcuts of copper-clad left over from track laying. They also serve as perfect soldering pads for connecting the dropper wires that link the track to the power bus. Other methods of connecting the dropper wires to the power bus were used including a direct joint where some of the insulation is stripped from the power bus wire and the end of the dropper wrapped around it before flooding with solder.

Meanwhile, the ends of the droppers have to be soldered to the rails. Do not rely on rail joiners to carry the current over the layout – provide every length of rail with a power feed via a dropper wire. In fact, I doubled up the droppers for the paved areas, knowing that a faulty dropper would be difficult to repair once the paving was in place.

To connect power over the baseboard joint I used a set of Tamiya battery connectors which were recovered from an old layout project. They are reliable and capable of carrying the maximum current load that this small layout is likely to need. The jumper wires were securely soldered to copper-clad pieces at the baseboard ends and to protect the connection when the layout is in transit a pair of screw terminal connectors were threaded onto the wires to secure them to the baseboard frame.

The DCC controller, together with a set of DCC Concepts lever frames, was located on the transfer yard baseboard where it would not interfere with the sector plate and storage cassettes.

POINT MOTOR INSTALLATION

Six DCC Concepts Cobalt IP point motors switch the turnouts using four Cobalt S lever frames. In two locations on the layout, one lever frame is

used to control two turnouts which are paired and need to be changed at the same time.

Each fully assembled motor was carefully aligned with the holes cut in the baseboard and the corresponding stretcher bar of the turnout above before the screw hole positions could be marked in. The motor was placed to one side and pilot holes for the fixing screws drilled a couple of millimetres into the underside of the baseboard.

The motors were fitted with the supplied sticky pad and fitted to the underside of the baseboards, being checked for alignment with the turnout stretcher bar, which should be fixed in the middle position during this operation. The fixing screws are then driven into place to hold the motor firmly in position.

Wiring of the motors is straightforward. Two wires run from the power-in terminals to the lever frames via a set of 9-way D connectors which jump the baseboard joint. The circuit boards supplied with the lever frames were wired up to use the two single-pole, double-throw switches fitted to each lever frame to make a switching circuit capable of changing the polarity of the current powering the Cobalt motors. Power was tapped off the power bus via a bridge rectifier to supply 12 volts to the motors which have an integral voltage regulator with a current range from 9 volts to over 20 volts! Personally, I think it is safer to adhere to the lower end of that range when using Cobalt IP motors.

FROG POLARITY


One final wiring job remains once the DCC power bus and turnout motor wiring is installed. The handbuilt and kit built turnouts used on the layout all have metal common crossings (frogs) which are isolated from the rest of the layout wiring by using insulated rail joiners on the common crossing diverging rails and the cut in the closure rails. They need power, especially if

the short wheelbase shunting locomotives which will inhabit the distillery yard are not going to stall on them. A small complication is the need to change the polarity of this power feed when the points are changed. The solution is provided in the Cobalt turnout motor which has two in-built switches which can be used for the job.

A dropper wire is fed through to the common crossing and soldered to one of the diverging rails inside the isolation gaps in the closure rails and diverging rails. This dropper is then connected to one of the internal switches of the point motor using the common terminal. The 'left' and the 'right' terminals are fed power from the power bus. Be alert to connecting the correct side of the power bus to the correct terminal or the common crossing will receive reversed current which will result in a short-circuit when a locomotive runs over the turnout.

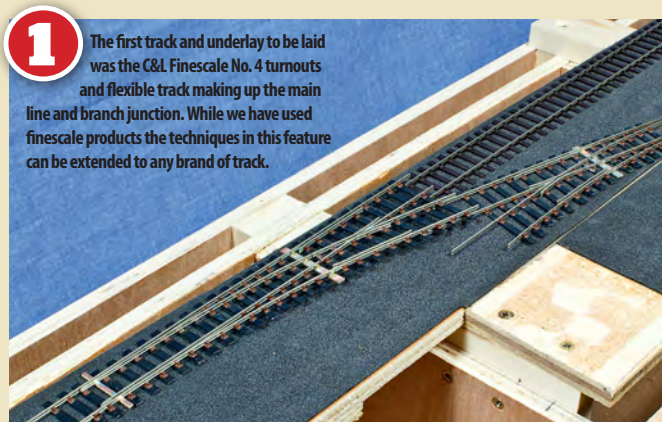
TESTING

The wiring of this layout is so simple and with no additional DCC devices fitted, all of the wiring and track could be tested with an analogue power pack - namely my ancient but reliable H&M Clipper. It picked out a couple of minor faults where isolation gaps in copper clad sleepers were not completely cut. Trains have now run over Loch Dhu Distillery for the first time, allowing fine tuning of the track to be undertaken and joints in the rails smoothed down to ease the passage of the wheels.

The turnout motors were tested too just in case they needed adjustment and any mismatched polarity change wires were swapped over to remove the resulting short-circuits. Before any further development of the layout is undertaken it will be thoroughly checked over and operated to remove any faults and fine tune operations – an essential part of any build and a great reason to enjoy running some trains! 

STEP BY STEP LAYING TRACK FOR LOCH DHU

Intermediate
Beginner **SKILL LEVEL** Advanced



1 The first track and underlay to be laid was the C&L Finescale No. 4 turnouts and flexible track making up the main line and branch junction. While we have used finescale products the techniques in this feature can be extended to any brand of track.



2 Before the track was fixed in place the position of the turnouts was carefully measured and the position of the stretcher bars marked in place.



3 A small strip of underlay is removed from the point stretcher bar position ready for drilling a hole and making a slot for the turnout motor activation wire.



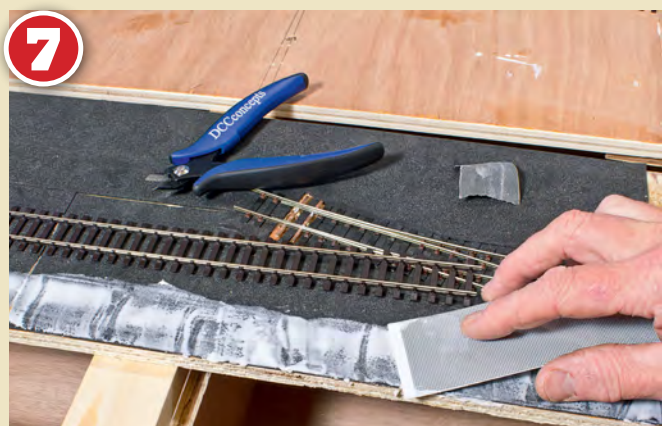
4 Two or three holes of 4mm diameter are drilled closely together.



5 The holes are cut together to make a long narrow slot.



6 A small hole is drilled in the stretcher bar for the activation wire so it is centrally positioned over the slot in the baseboard top.



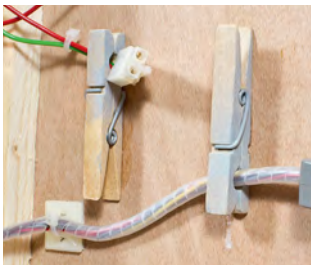
7 The track is glued in place to avoid using unsightly track pins. A bead of PVA glue is applied to the track underlay foam and spread thinly with a piece of scrap styrene.



8 Care is taken to ensure that the glue does not squeeze too far up the sleepers when some weight is applied to the track to hold it in place. Map pins can also be used for the same purpose.

Micro layout builders employ a variety of design tricks to enhance the operational potential of compact layouts. Loch Dhu resorts to a single track sector plate to transfer branch trains from the interchange side of the layout to the distillery yard.

TOP TIP



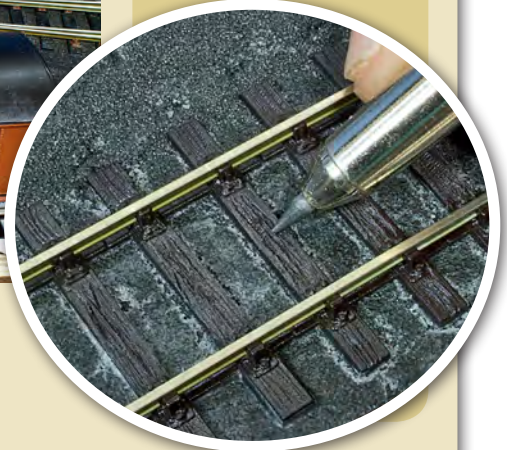
● CLOTHES PEGS glued to the underside of a baseboard can be used as a simple way of securing connecting wires that link the two baseboards together when the layout is in transit or storage.



9 Track is tested as it is laid and positioned using a wagon which will run on the layout. I am looking for mismatched rails which indicates that some packing may be required to ensure the track is flat. Clearances between double track sections can also be checked at this stage and adjustments made before the glue starts to set.

10

Once the glue has dried and the track is satisfactory it is fun to distress the sleepers a little to make the track appear worn and neglected.



11 An important job is to stabilise the rail ends at the baseboard joints. Copper-clad sheet is used to secure the rails, protect them from damage and ensure they remain aligned with the adjacent rails on the transfer yard sector plate and storage cassettes.



12 Once the copper-clad strip has been screwed in place, track is placed over the joints. Note that the sleepers have been removed from the rails where the track crosses the copper-clad.

STEP BY STEP LAYING TRACK FOR LOCH DHU

13



Using a suitable gauge, the rails are soldered to the copper-clad material on both sides of the join. This section of line has two joins: one between the baseboards and one where the track runs onto the sector plate.

14



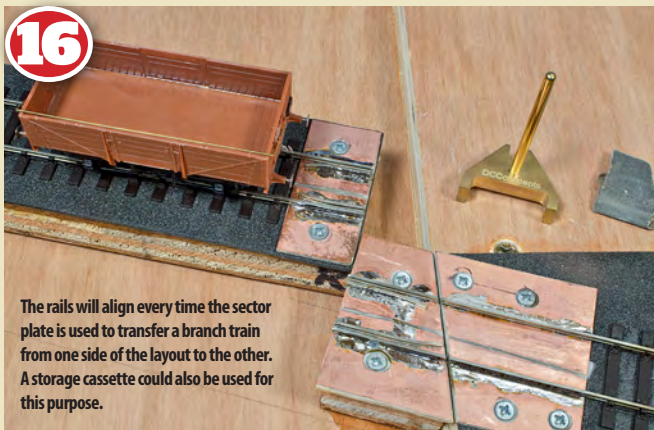
Check rails are also soldered in place – just in case of a derailment.

15



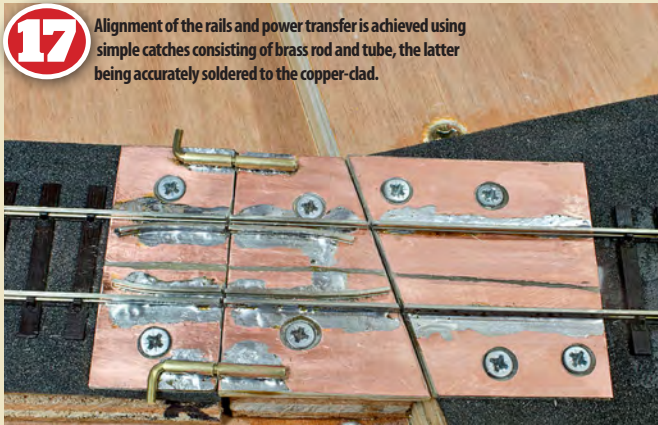
Once soldered, the rails are cut along the joints using a thin carbundum cutting disc fitted to a minidrill.

16



The rails will align every time the sector plate is used to transfer a branch train from one side of the layout to the other. A storage cassette could also be used for this purpose.

17



Alignment of the rails and power transfer is achieved using simple catches consisting of brass rod and tube, the latter being accurately soldered to the copper-clad.

18



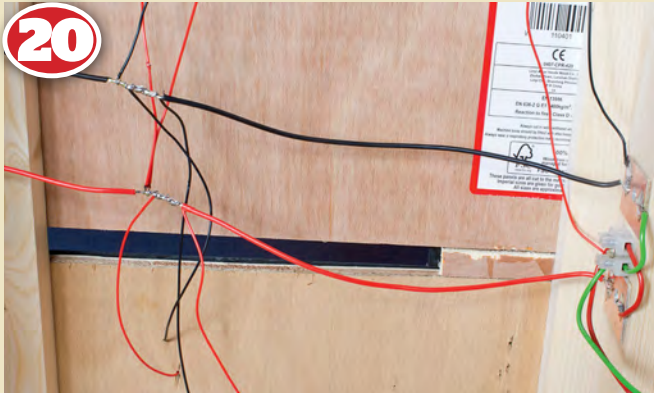
Track laying commences in the distillery yard using No.3 turnouts assembled using solder construction techniques. Paint pots are used as weights to hold the track in place while the glue sets.

19

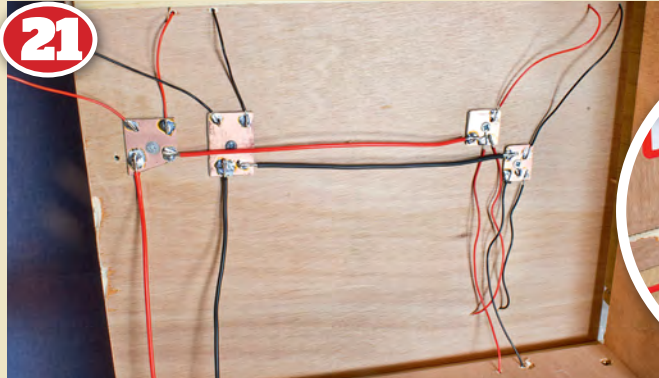


The same care is taken with the positioning of turnouts, cutting holes for the point motor activation rods and to ensure glue does not cover the sleepers of flexible track.

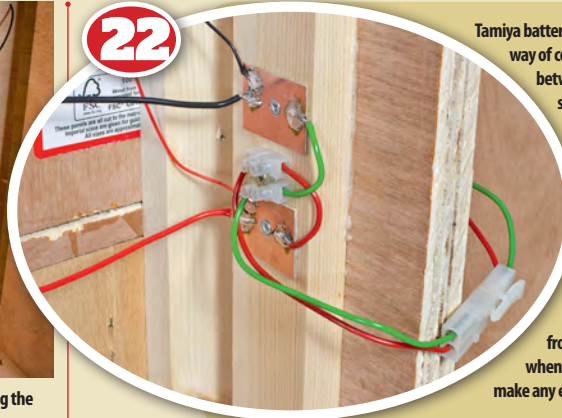
20



The layout is wired for DCC control using a simple power bus consisting of two wires which run the length of the layout. Tamiya battery connectors jump the power bus from the scenic baseboard to the transfer board where the controls are located.



Connection between power bus wires and track dropper wires can be made securely by soldering the ends to offcuts of copper-clad PCB left over from track laying in the transfer yard.



Tamiya battery connectors are a reliable way of connecting the power bus between baseboards. The ones seen in this photograph were recovered from an old layout, hence the difference in wire insulation colour. Note the pair of screw terminal blocks used only to secure the wires to the baseboard to help prevent them from becoming pulled off when in transit. They do not make any electrical connection.



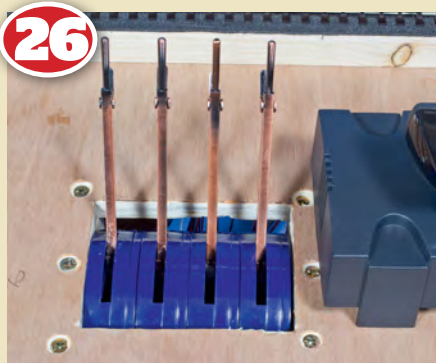
The controls were planned to be fitted in the transfer yard in a position where they would not interfere with the operation of the sector plate or storage cassettes. Room had to be left for three storage cassettes.



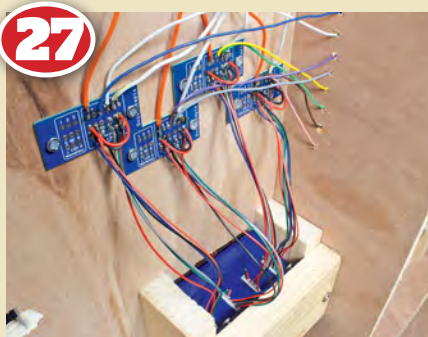
The plan included the use of DCC Concepts Cobalt S levers to switch the current to the point motors. Each lever has a momentary contact switch for solenoid motors together with two independent single-pole double-throw switches.



Openings large enough to accommodate four Cobalt S levers and wiring for the DCC system were cut into the top of the transfer yard baseboard. This was done by drilling a series of 6mm diameter holes around the edge of the opening then joining the holes together. The final stage was to clean the edge with files and sandpaper.



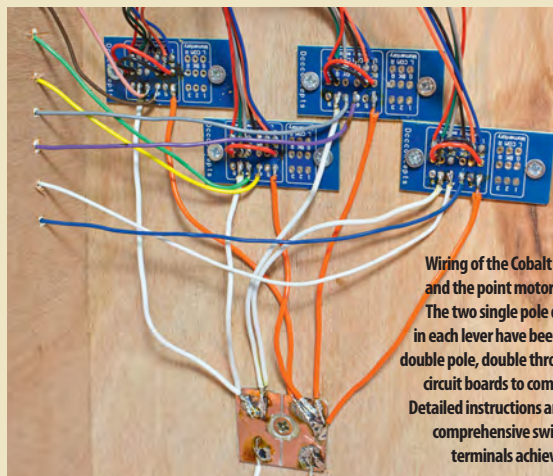
The levers were fitted with the bodies of the frames recessed below the baseboard surface with enough room on either side to reach the securing screws.



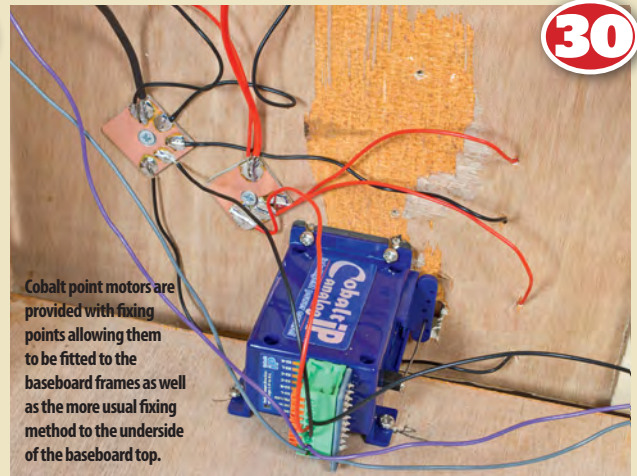
A view of the underside of the transfer yard baseboard with lever frame installed and wiring for polarity change switching completed. The circuit boards are supplied with the lever frames for onward connection to point motors and other features.



A completed Cobalt IP installation with power from the levers being fed through the pink and brown wires. The red and black wires connect to the turnout's common crossing for polarity switching.



Wiring of the Cobalt S lever frame switches and the point motors is shown in this view. The two single pole double throw switches in each lever have been combined to provide double pole, double throw switching using the circuit boards to complete the connections. Detailed instructions are provided with these comprehensive switches to explain which terminals achieve which output styles.



Cobalt point motors are provided with fixing points allowing them to be fitted to the baseboard frames as well as the more usual fixing method to the underside of the baseboard top.

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Dapol deliver a **STUNNING** Class 73 electro-diesel

It's been a long time coming, but is Dapol's latest 'OO' model worth the wait? **TIM SHACKLETON** finds out.



STUMPY, unprepossessing locomotives have a habit of turning into delicious-looking models and nowhere is this more true than with Dapol's all new Class 73 electro-diesel.

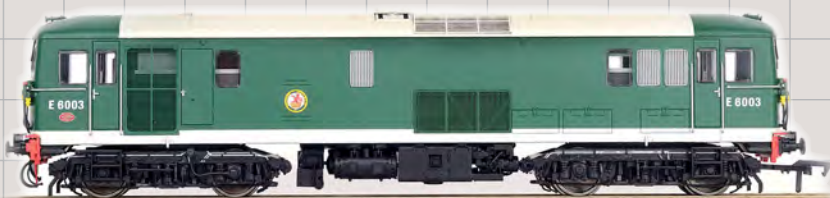
Announced the best part of four years ago, this is the first 4mm scale locomotive from Dapol since arrival of its 'Western' in 2013. Was it worth the wait? It certainly was. There have been some ill-informed quibbles about livery details, most of them contradicting one another, but I have only one caveat with this model, which we'll come to in a moment. I should say that my knowledge of the class comes both from personal observation – having lived for some years in third-rail territory – and from the illustrations in Colin Marsden's *Power of the Electro-diesels* (OPC, 1985) and Monty Wells's superb article in issue 11 of *Model Railway Journal* (1986).

Our review sample was the original 'JA' locomotive (later Class 73/0). I was only 12 years old when I first saw one, fairly new, in its original colours of

Southern green with grey roof and bodyside stripe. Just five locomotives – E6002-E6006 – had this livery, acquiring warning panels in the mid-1960s. E6001 was plain green with warning panels from the start while the first 'JBs' (E6007-E6013) had an early version of BR blue. These latter locomotives had so many detail differences that they and their successors formed a separate sub-class, later Class 73/1.

Dapol had, perhaps wisely, been economical with pre-release photographs of its version of the electro-diesel and there were a number of points I was keen to check. Would it have the correct 'JA' underframe and bogie detail, or would it be a generic design like the Lima/Hornby versions? Would the panel line detail be as elegant and understated or heavy-handed and deeply incised? Would it have oval buffers, as fitted on delivery to E6001-E6003, or the 20in round Oleo type that all subsequent electro-diesels carried, to which style the first three were soon modified? Would it have sandboxes





THE DETAILS

Manufacturer:	<i>www.dapol.co.uk</i>
Cat No:	4D-006-004
Description:	Class 73 E6003, BR green with lower grey panels
Scale:	'OO'
Price:	£140.60
Era:	5
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



(not fitted to 'JAs' when new) and the extra multiple working sockets on the front that only this sub-class carried? And what about those curious roof dimples that the forums were obsessing about?

THE MODEL

First impressions are of an exciting and indeed dazzlingly good model. The paint finish is flawless and the shade of green seems exactly right. The flush glazing, the recessed detail behind the grilles and the general level of sophistication

immediately attracts the eye.

Yes, the underframe and bogie fittings are correct for a 'JA' – the fuel tank is different and there's a lot of extra pipework on the bogies, picked out here in white for emphasis. The pick-up shoes, incidentally, are shown retracted – if you model third-rail, showing them in their lowered position shouldn't be too hard. Yes, the model has oval buffers and sandboxes, though the



real thing probably didn't have both together for long. And yes, the front end pipework is correct and complemented by a bag of detail fittings that includes neatly executed dummy buckeyes as well as a full set of pipework.

The detailing, depth of panel lines and general finesse is exquisite – all the bodyside detail differences that marked out the 'JAs' are there, correctly proportioned. The battery tray clips are different, as are the kickplates >>

“Stumpy, unprepossessing locomotives have a habit of turning into delicious-looking models.”

TIM SHACKLETON



under the cab doors (chequer plate on 'JBs', plain on 'JAs'). The only thing that jarred – and it's a pretty trivial thing, considering – was the silencer cover on the roof, which seemed either too thick or too proud or both.

As for the alleged dimples in the roof, I find it hard to say – there may be something there, in certain lights, just as there may be something there on the real thing, if only from particular angles. Or maybe there isn't. I could, in short, find virtually nothing wrong with this model and a great deal that is absolutely right.

PERFORMANCE

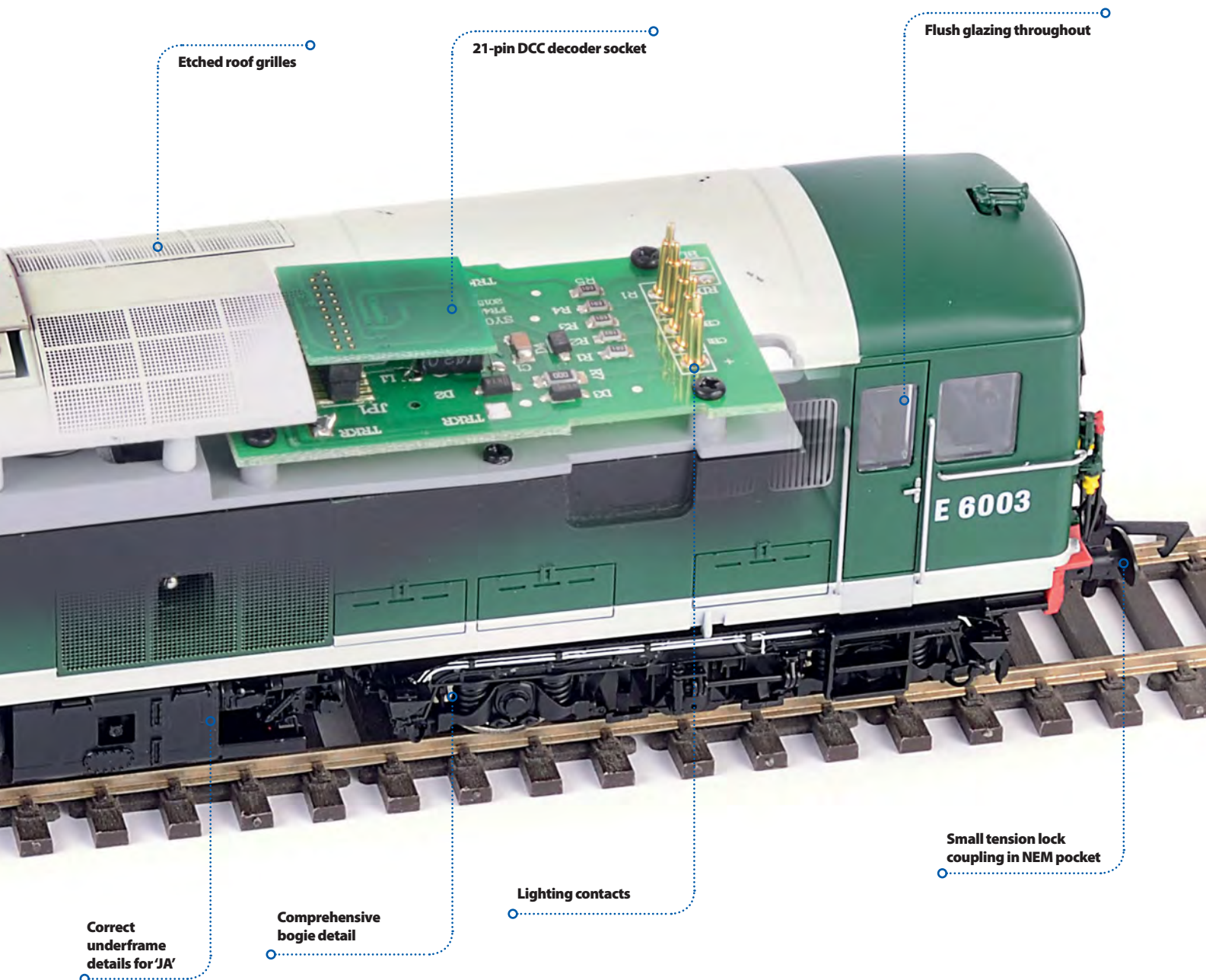
How does it run? If you want a literal answer, the model runs on a set of perfectly concentric

turned nickel wheels set in sintered bronze bearings – good engineering practice. Split axle pick-up with the final drive gears acting as insulating muffs keeps the power flowing smoothly.

The dead slow running was as steady as a rock, even before the mandatory one-hour running-in session. Weighing in at just over 400g (16 oz) it had no difficulty coping with nine coaches on the *Hornby Magazine* test track and it happily negotiated a range of point work and curves down to second radius.

The model is set up for a 21-pin Digital Command Control decoder but in analogue mode the lights come on in both cabs when the engine is in motion – this is unprototypical, though it gives the model some play value





since the electro-diesels don't have headlights. Outside the hours of darkness you never really noticed whether the headcode panels were illuminated or not.

With a DCC decoder added the model's motor performance was equally excellent throughout the speed range, although, as acknowledged by Dapol, the lights operated in the wrong direction compared to the locomotive.

Dapol has issued a correction which is available to download from its website - www.dapol.co.uk - which details a number of common decoders and simple fixes for the lighting using CV adjustments. Also included on the sheet are details of physically correcting the direction of travel to correspond

with normal decoder operation which requires soldering skills.

We tested our sample with DCC Concepts Zen and Gaugemaster Omni decoders which were corrected by setting CV49 to 16 and CV50 to 0 - which control light functions on these decoders.

OVERALL

This is a fantastically good model. A question many will be asking is, what should I do with my Lima and Hornby 73s? As the owner of three examples, I'll be keeping mine. It was a superb model when first introduced in 1986 and it still looks good today. But if you care about quality and don't mind paying for it from now on there's only one horse in the race - Dapol's stunning new electro-diesel.



'OO' GAUGE

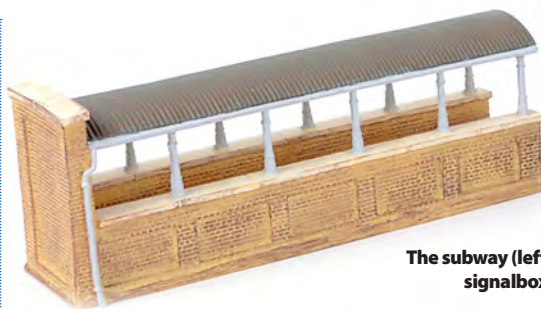
Southern flavour for latest SKALEDALE BUILDINGS

NEW IN from Hornby's Skaledale collection is a selection of 'OO' scale railway buildings with a Southern flavour. Amongst them is a pair of station buildings and subway which take inspiration from High Brooms in Kent together with a platform mounted signalbox, a station office and a twin track South Eastern style locomotive shed.

All are produced using cast resin with each displaying the high standard of hand finished paintwork that we would expect. The High Brooms station buildings aren't exact replicas – the real buildings are wider and have a lower roof pitch – but nevertheless they have a number of well done features taken from the real structures.

These include the characteristic supporting columns to the canopies together with the centrally located entrance hall on the main building. Add to this clear glazed windows and a series of poster boards with modern signs and these are attractive buildings.

The new platform subway is also based on the structure at High Brooms and, correctly, it is finished



The subway (left) and platform signalbox (right).



in a slightly different brick colour as per the prototype. While based on the design at High Brooms this neat little structure has plenty of scope for use on a wide variety of layouts.

The engine shed is an impressive structure with a brick finish to the building sides and a nicely weathered corrugated metal style roof. It is long enough to house large locomotives such as 'Pacifics' and comes with a small lean-to assembled to the rear of the building. Four glazed windows with etched metal frames complete the picture with the only possible downside being that the interior is plain and doesn't have a matching brick finish.

Next in the list of new Skaledale buildings is a station office. This building takes inspiration from the

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R9814
Description:	Platform signalbox – 88.5mm x 47mm
Price:	£23.99
Cat No:	R9818
Description:	High Brooms station – 252mm x 77mm
Price:	£49.99
Cat No:	R9819
Description:	High Brooms platform building – 120mm x 77mm
Price:	£35.99
Cat No:	R9822
Description:	Steam shed – 366mm x 172mm
Price:	£69.99
Cat No:	R9823
Description:	Platform subway – 118.5mm x 30.5mm
Price:	£18.99
Cat No:	R9824
Description:	Station office – 162mm x 64mm
Price:	£35.99
Era:	3-9

'N' GAUGE

'N' gauge pipe wagons

Bachmann has downsized its superb 'OO' gauge model of the BR 12ton pipe wagon for 'N' gauge with this brand new arrival. Available in BR bauxite and engineers green liveries, the model is set to arrive in the shops during the first weeks of the New Year.

For review we received samples of XDB484176 in BR engineers green (Cat No. 377-775) and B741318 in early BR bauxite (377-776).

Both samples had excellent livery decoration with correct base colours. Each rolls on free running metal wheels and axles with NEM coupling pockets at each end. These are fitted with standard 'N' gauge Rapido couplings.

Detailing of the body and underframe is equally superb – but with the £18 price tag attached to these wagons they need to be of a high standard. A neat addition for each is a set of vacuum brake pipes and dummy coupling hooks which can be fitted after purchase. We fitted pipes and hooks to one of our samples for testing and it still negotiated second radius 'N' gauge curves without any issue, even though the brake pipes touch the coupling arm.

This new wagon adds further to the range of readily available steam era goods wagons and they are a welcome addition to Bachmann's Graham Farish range. (MW)



The new 'N' gauge pipe wagon is a super little model.



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	377-775
Description:	BR 12ton pipe wagon XDB484176, BR engineers green
Cat No:	377-776
Description:	BR 12ton pipe wagon B741318, BR bauxite
Price:	£17.95 each
Era:	7/8 and 4 respectively
Couplings:	Rapido coupling in NEM pockets



The station office

High Brooms Brick Company office and is a red brick structure to follow the style of the station buildings. The last of the new arrivals is a useful platform mounted signalbox. This small structure has potential to be used across a number of regions and periods, especially with a little repainting.

All in all this new selection of 'OO' scale buildings offers a great deal of potential for layout construction. Our pick is the steam shed which is a superb looking building ripe for detailing both inside and out. (MW)

The elegant station buildings based on those at High Brooms in Kent.

The two-road brick built engine shed.



'OO' GAUGE

Bachmann launches Collectors Club '08'

The Bachmann Collectors Club revealed its next 'OO' scale limited edition would be former Tyseley depot allocated Class 08 08601 in LMS black livery with *Spectre* nameplates. It was announced at the 2015 Warley National Model Railway Exhibition in November and is to be released in January.

Our sample of 08601 was superbly finished in its smart LMS black livery, as carried by the real locomotive in the 1980s. The Collectors Club limited editions are only available to Bachmann club members - www.bachmann.co.uk - but this attractive model of a popular prototype is sure to prove tempting. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	32-106K
Description:	Class 08 08601 <i>Spectre</i> , LMS black
Price:	£94.95 (exclusive to Bachmann Collectors Club)
Era:	8
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



'OO' GAUGE

Drax commissions BIOMASS LIMITED

EXCLUSIVE



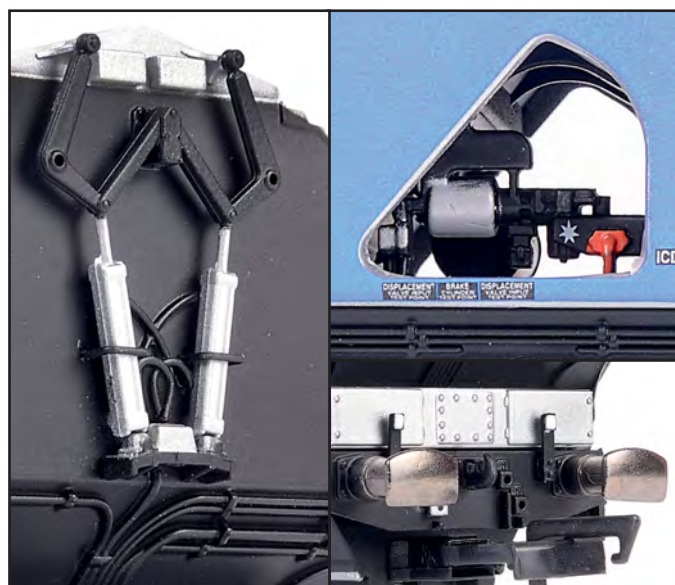
DRAX POWER STATION in North Yorkshire has commissioned two exclusive limited edition 'OO' scale models of its specially designed biomass wagons from Hornby. The new model, which will be available in two versions, is due to be released in January.

The new biomass wagons were designed by Lloyd's Register and built by WH Davis in Nottinghamshire with 200 being built from 2013. These specialised wagons have been designed to offer the maximum volume possible for transport of sustainable biomass, which is a third less dense than coal. They are used to transport the new flow of fuel from the Ports of Tyne, Hull, Liverpool

and Immingham to Drax.

Haulage is generally taken care of by either Class 60 or 66 diesel locomotives with Class 60 60066 being painted in a special Drax Powering Tomorrow livery. This '60' is being released by Hornby as a catalogue model in 2016 allowing full modelling of this eye catching train.

The new wagon design makes full use of the British loading gauge with additional hopper spaces at each end of the wagon in areas not normally used on recent high capacity bogie wagons. Other standout features include their top door design to keep the sustainable biomass cargo dry in transit and the distinctive 'swoosh' livery which goes across pairs of wagons.



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R6723/R6724
Description:	Drax biomass bogie wagons
Price:	TBC
Era:	9
Couplings:	Small tension locks in NEM pockets



The new model by Hornby has been developed with full support from Drax, Lloyd's Register, Axiom Rail and WH Davis. The two vehicles chosen for release, each limited to 1,000 pieces, are delivered in the 'swoosh' paint design (Cat No. R6723) and Powering Tomorrow scheme (R6724). Each features a high standard of paint application with excellent attention to detail in the complex lettering and styling of the livery. Highlights include fully legible top door and hopper instructions and Drax logos.

The model itself features superb detailing including metal buffers, turned metal wheels, an accurate body profile and full underfloor hopper bases. The outer hopper bases are part of the bogie to facilitate operation on model

railway curves due to the inboard position of the bogies. These are also fitted with small tension locks in NEM coupling pockets. The see through sections at each end of the vehicle are also impressive and in these areas air tanks and fittings of the vehicles have been modelled in full.

Biomass is helping to change the face of power generation at Drax and the electricity provider is rightly proud of its new wagon fleet. Hornby's development of these new exclusive models is spot on and when they become available, expected to be during January, these are sure to prove popular with modellers of the current railway scene. An excellent and contemporary freight vehicle. (MW)

Two livery variations have been replicated on the new biomass wagons.



'OO' GAUGE

Oxford delivers its new Cambridge



New from Oxford Diecast is this delightful 1:76 scale Austin A60 Cambridge four-door saloon.

Launched by the Austin Motor Company in 1961, more than a quarter of a million vehicles were sold before production ceased in 1969.

Our sample was decorated in all over light blue with white stripe on each side, with 1965 registration plate AJC 267C.

Application of the colour scheme

is up to Oxford Diecast's usual high standard with plenty of chromed elements evident, including bumpers, door handles, window surrounds and radiator grille. Number plates are crisply printed front and rear together with Austin Cambridge lettering on the boot and lights on the rear tail fins neatly picked out too.

A detailed interior, silvered wheels and rubber tyres complete this fine model. (MC)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76ACF001
Description:	Austin Cambridge, Persian blue
Price:	£4.75
Era:	4-7

'HO' GAUGE

Roses on the rise



Guaranteed to add a splash of colour to any layout are these 'HO' scale climbing rose plants from Faller, which are suitable for 'OO' gauge. Formed with wire armature stems, each rose features a set of green printed paper leaves glued to the stem

together with small tufts of coloured foam to represent rose petals. Six individual plants are included in each pack containing three pink and three red climbing roses, which can also be bent to shape, if required, and they are available now. (MC)

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	181268
Description:	Six climbing roses
Price:	£8.75
Era:	Any

Peckett perfection?

Minerva Models has released its debut product - an 'O' gauge ready-to-run model of the Peckett 'E' class 0-4-0ST. **MIKE WILD** investigates whether it can meet today's expectations of perfection.

THE POPULARITY of 'O' gauge modelling has seen the rise of a new name in ready-to-run - Minerva Models. This new company debuted its first locomotive during December with the arrival of its 7mm:1ft scale Peckett 'E' class 0-4-0ST.

As a company Minerva set out to be different from the start and this includes supplying its model direct to its customers or through a limited chain of suppliers. Each model is checked and tested before despatch and I can't be the only one with high expectations.

The 'E' class was introduced by Peckett in 1903 with all built at its Atlas Locomotive Works in Bristol. Most were operated by industrial private railways but a handful passed into GWR and BR ownership having started their careers with the Swansea Harbour Trust. 'E' 0-4-0STs survived in service into the 1960s and a number have been preserved.

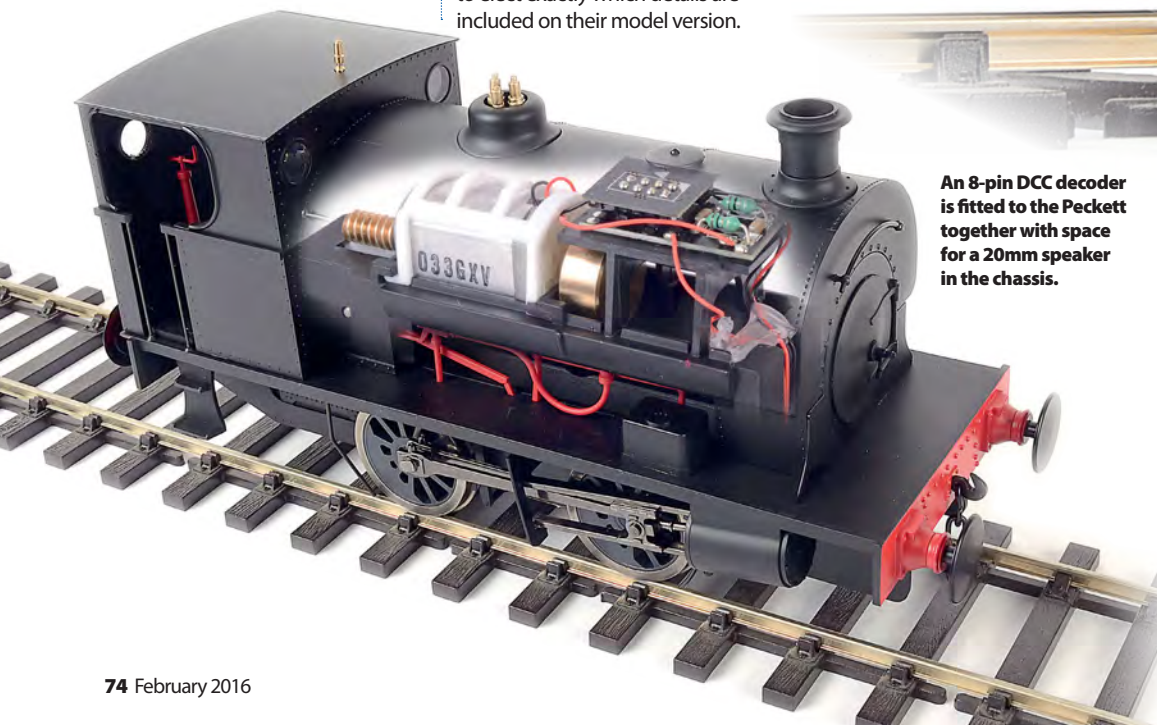
THE MODEL

The Minerva Peckett is delivered in a sturdy box with foam lining and is instantly recognisable as a product of the Bristol based



locomotive builder. Our sample was finished in plain satin black while two further models are available in plain green and light green with lining on the saddle tank.

All are intended for further detailing by the purchaser and each is supplied with a set of etched brass worksplates together with a sheet containing lamp irons and, for the GWR and BR locomotives, suitable cabside and smokebox numberplates. Such is the forethought and flexibility of this model that Minerva also supplies each locomotive with a choice of three domes and an optional toolbox. This allows the customer to elect exactly which details are included on their model version.

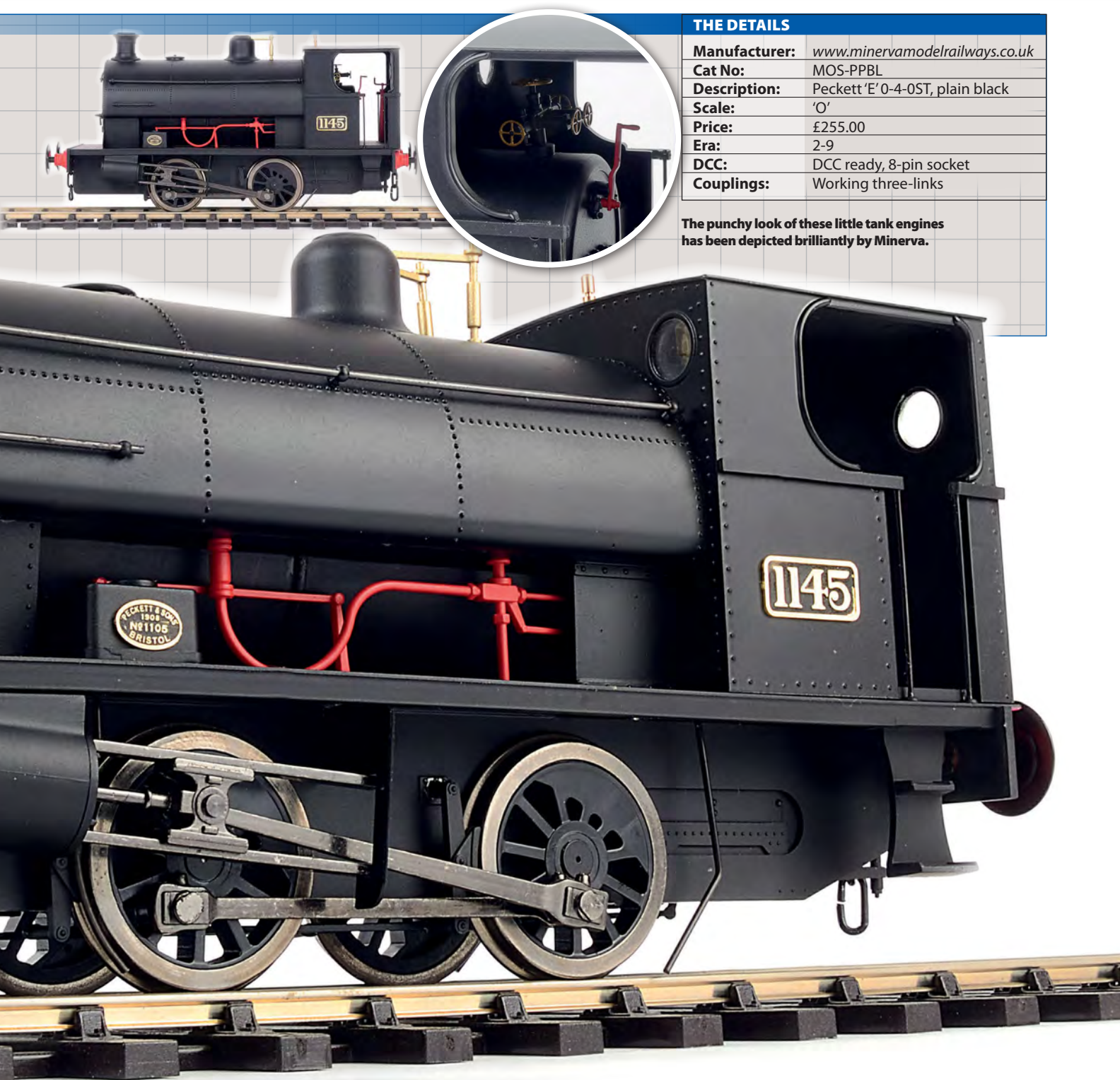


An 8-pin DCC decoder is fitted to the Peckett together with space for a 20mm speaker in the chassis.

The fit of the domes is so good that you could even swap them at a later date as there was no need to glue them in place on our sample.

Removing the model from its packaging its weight is immediately apparent. It feels strong and robust while retaining an air of finesse. The plain black livery is basic on our sample but once it has been kitted out with number and worksplates it comes to life.

The overall profile looks spot on for the real 'E' class locomotives while neat features include turned brass buffers and shanks, working three-link couplings, a



THE DETAILS

Manufacturer:	www.minervamodelrailways.co.uk
Cat No:	MOS-PPBL
Description:	Peckett 'E' 0-4-0ST, plain black
Scale:	'O'
Price:	£255.00
Era:	2-9
DCC:	DCC ready, 8-pin socket
Couplings:	Working three-links

The punchy look of these little tank engines has been depicted brilliantly by Minerva.

turned brass chimney, options for the dome design and a turned brass whistle on top of the cab roof. The cab has interior detail – although not to the level of some models – including a finely produced regulator and firebox door together with a handbrake on the fireman's side. All four spectacle plates are flush glazed.

The relatively plain frames of the prototype are reproduced well with the addition of brakes and sandpipes giving much needed detail in this area. Also included is a moulding of the firebox base through the cutout in the rear of the frames.

The wheels and motion are produced to a high standard with a subtle darkened finish. Even more impressive is the detailing of the oiling points on the motion where close inspection reveals that even the corks for these have been reproduced.

PERFORMANCE

Taking this model off shed reveals how well the mechanism runs. Our sample was smooth and quiet throughout the speed range during tests on a rolling road and showed no signs of 'crabbing' during operation. Speed control is excellent with our sample operating

at a crawl without any hesitation. The model has been built with Digital Command Control (DCC) in mind. It has an 8-pin decoder socket above the leading driving wheel ahead of the motor, which is mounted at the rear of the boiler. Space has been left below the socket to place a decoder after it has been connected and, better still, a housing has been cast into the chassis baseplate to support installation of a 20mm round speaker. Sound fitters will need to be careful to ensure that all connections to the speaker are suitably insulated though as this cavity is finished in bare metal.

OVERALL

Peckett's industrial locomotives might not have been the most glamorous or exciting machines, but this first ready-to-run product from Minerva Models is an excellent choice. It is sure to prove a catalyst for more modellers moving up to the larger scale and particularly with the rise of interest in shunting layouts. The 'E' class is executed superbly with consideration to the variants which we as modellers want to be able to replicate and with its quality production it ticks all the right boxes. Excellent and available now. (MW)

EXCLUSIVE

Hornby delivers

Gresley
'J50'

for 'OO'

The bulky lines of the Gresley 'J50' allowed it to punch above its weight.

MIKE WILD takes a detailed look at Hornby's brand new model of the distinctive 0-6-0T.

LIKE THE GREAT WESTERN Railway's 'Pannier' tanks the Gresley 'J50' 0-6-0T instantly stands out from the crowd with its long sloped front side tanks a defining feature.

Gresley introduced his first 0-6-0T to this outward design in 1913 with the 'J51' 0-6-0Ts to operate on the steeply graded routes in the West Riding. Here the powerful tank engines – aided by the adhesive weight of the water tanks over the driving wheels – acquitted themselves well and led on to construction of the 'J50' class. From the outside they were similar with the big difference between the 'J50' and 'J51' being the use

of a larger 4ft 5in diameter boiler on the 'J50'. Reality Check looks more closely at the development of these powerful tank engines.

In December 2014 (HM92) Hornby revealed that it would be working on a new model of the 'J50' for release as part of its 2015 range. It isn't the first time that these punchy locomotives have been reproduced in 'OO' as Lima once had a model of the class in its range. However, that was a



product of the 1980s and it has long been discontinued. The new 'J50' is in a completely different league.

THE MODEL

Dressed in London and North Eastern Railway (LNER) lined black with shaded numbers and letters our sample of 635 looked superb from all angles. Neat livery details like shaded bufferbeam numbers and superbly finished builders and works plates add the finishing touches while the lining - which extends to the steps, running plate,

side tanks and boiler - is flawless.

Three versions are coming with 635 set to be joined by 68987 in BR black with early crests and an extended bunker (R3325) and 68971 in BR black with late crests and a standard bunker with filled in raves.

635 comes with a standard bunker with open side raves while the cab features the distinctive curved roof profile of the real locomotives. The interior is fully fitted out with the regulator and firebox backhead details visible through the cab side openings. The bunker features a



The distinctive side tanks give the locomotive a sense of bulk and purpose.



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3324
Description:	Gresley 'J50' 0-6-0T 635, LNER lined black
Scale:	'OO'
Price:	£79.99
Era:	3
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

"The new 'J50' is in a completely different league to the old Lima production."

MIKE WILD



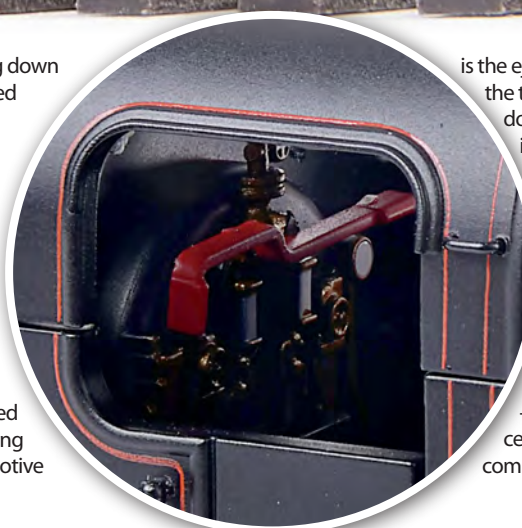
removable plastic coal load which reveals a plain black plastic shelf below – ideal for adding your own real crushed coal onto.

Moving forward along the locomotive and the side tanks have been reproduced superbly including the cutout above the leading driving wheels for access to the inside motion. Also seen here is the reversing lever (on the driver's side), produced in etched metal, while the handrail below the water filler is also modelled together with the sandbox filler below.

Both tanks feature correctly

profiled front slopes leading down to the front footplating. Fitted at the factory are the fine plastic front steps together with sprung buffers and a dummy coupling hook. Above, the smokebox door is fully furnished with separately fitted dart and handrail.

On top of the boiler stands a neatly produced chimney and dome while short handrails are positioned on the smokebox. Completing the upper part of the locomotive



is the ejector pipe running along the tank top which has superbly done brackets which even include rivet head detail.

Below the frames a full complement of brake shoes is fitted while the brake rigging is supplied separately for fitting after purchase. The shoes sit ahead of the turned metal wheels - which are correctly spaced unevenly - while sandpipes to the centre and rear driving wheels complete the under side fittings.



Skew wound front mounted motor

Heavy brass flywheel

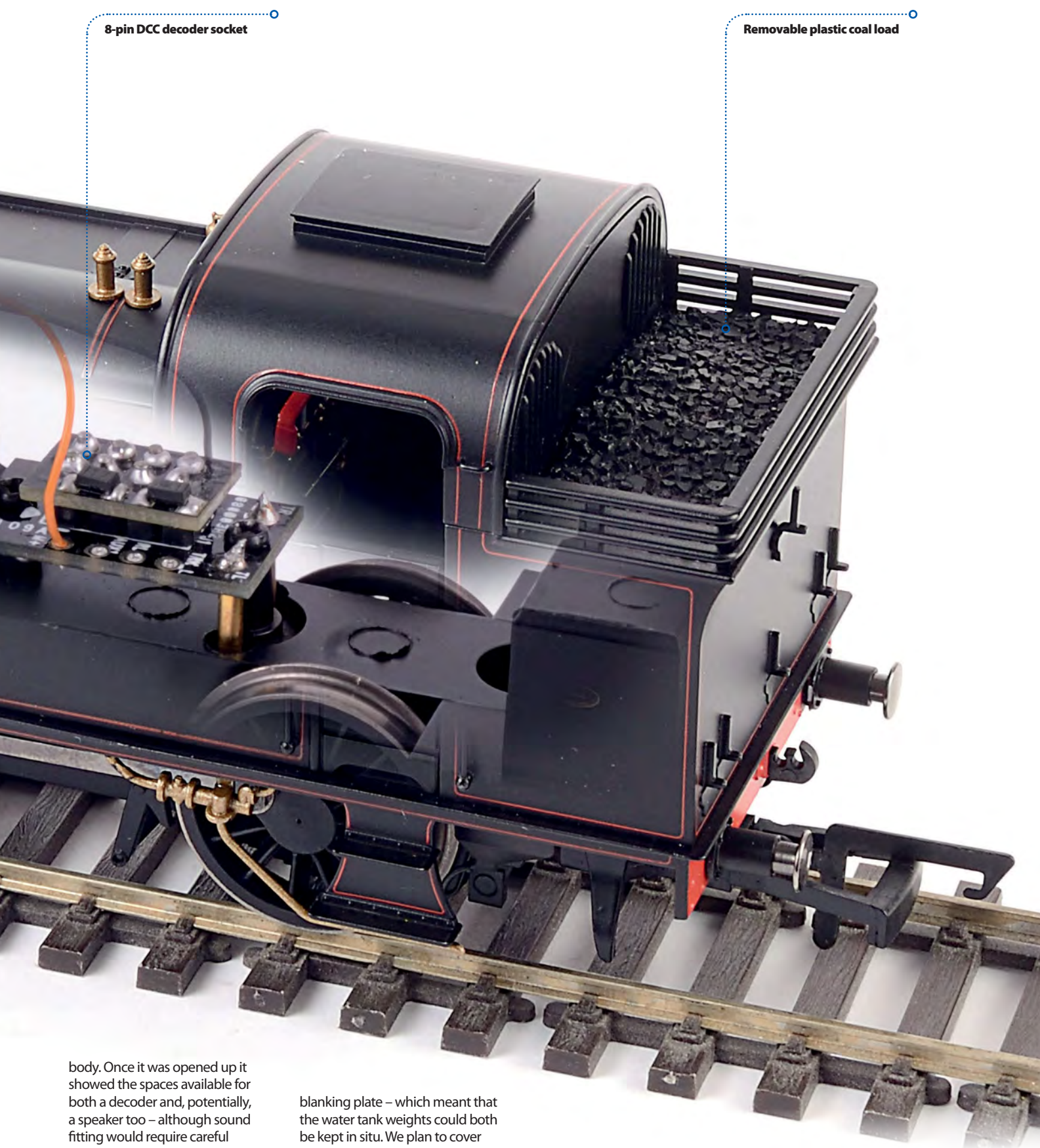
Finely produced wheels and coupling rods

PERFORMANCE

Setting the 'J50' to work on our test track soon showed its credentials. The motor is near silent and smooth as silk, offering superb control. It is nicely geared for shunting and trip freights with plenty of low speed power to assist in haulage. Its hefty 240g weight makes it surefooted with our sample being placed at the head of an eight coach train which it handled without any signs of slipping. The slow speed running qualities

are superb for shunting duties and we enjoyed operating this locomotive both on the main line and in goods yards - making it ideally suited to the type of pick-up goods the class was built, in part, for.

The chassis is Digital Command Control (DCC) ready with an 8-pin decoder socket positioned in the boiler in the firebox area. Access is straightforward with three screws requiring removal to release the body from the chassis, although the chassis is a close fit inside the



8-pin DCC decoder socket

Removable plastic coal load

body. Once it was opened up it showed the spaces available for both a decoder and, potentially, a speaker too – although sound fitting would require careful planning. Due to the small space available inside Hornby has made one of the side tank weights removable to allow a decoder to be positioned in its space.

For our tests on digital we elected to use a DCC Concepts Nano 8-pin decoder – a decoder which is little bigger than a DCC

blanking plate – which meant that the water tank weights could both be kept in situ. We plan to cover installation of DCC sound in this characterful model in a future issue.

OVERALL

While tank engines are normally seen as the preserve of branch lines and goods yards, the 'J50' wasn't restricted by such confines and they could be found just as

frequently working on main lines at the head of short distance goods trains. Their impressive '4F' power classification stood them well and the Hornby model certainly delivers on the haulage front too.

The body of this fine looking model is a great example of Hornby's present day ability

to deliver quality ready-to-run locomotives that will turn heads. The new 'J50' is due to arrive in shops during late January and we are sure that these will be a very popular new addition to the Hornby range. (MW)

The LNER 'J50'

*One of the most distinctive of the myriad 0-6-0Ts was the LNER's 'J50', a class whose design came about partly because of the need to use up some second hand parts, as **EVAN GREEN-HUGHES** explains.*

THE WEST RIDING OF Yorkshire was notorious for its web of competing railway lines, many of which boasted ferocious gradients and closely-spaced goods yards and stations. To work these lines the Great Northern Railway (GNR) used specially designed 0-6-0 tender engines but these had the disadvantage that use could not be made of the weight of the coal and water carried to provide additional tractive effort because these supplies were carried in the tender.

In 1913 the young locomotive engineer Nigel Gresley, later knighted Sir Nigel Gresley, set about designing a tank engine replacement which would have a high

tractive effort and good steaming capabilities. However he did not start off with a blank sheet of paper as might have been expected. He had to design his new engine around a number of second hand boilers which had been displaced from Ivatt 0-8-2Ts. The use of these boilers dictated many of the leading measurements of the new engines, particularly the wheel spacing, which had to be extended between the middle and rear axles to accommodate the long firebox. The width of the boiler, at 4ft 2in, also affected the design of the side tanks, which had to be extended forward to provide sufficient capacity. This forced Gresley into incorporating





Above: The 'J50s' were powerful and purposeful tank engines designed for shunting work and short distance goods. 3221 stands at New England shed in 1926. Frank Hebron/Rail Archive Stephenson.



Right: With early BR numbering, 'J50' E8927 is on station pilot duty at Nottingham Victoria on April 10, 1948. Note its old LNER number 3228 showing through the paintwork. Gordon Hepburn/Rail Archive Stephenson.

the most identifiable feature of his new class with cut-out section in the front of the tank so that train crews could gain access to the motion without requiring a pit. Cylinders of 18½in diameter helped provide a very powerful package.

WEIGHING UP

The first engine to emerge to this design in 1914 was 157 but its weight distribution proved to be unsatisfactory so the rest of the batch of ten had the front of the tanks blanked off and alterations to the bunker to correct this problem. The next batch of ten had a revised layout of bunker and cab and the side tanks were made slightly shorter which left the smokebox protruding and

this solved the weight distribution issue. The frames were also extended by 1ft 4in at the rear to accommodate the longer bunker. Another ten also using second hand boilers were built in 1918 and were very similar, although in some cases they incorporated frames cut from surplus steel obtained second hand from the London & North Western Railway. In London and North Eastern Railway (LNER) days these 30 engines were designated 'J51'.

In December 1921, still under GNR ownership, more locomotives were required but as the source of second hand 4ft 2in boilers was now exhausted the design was amended to accommodate a 4ft 5in diameter type, many of which were available from

older tender locomotives. In this group the boiler was three inches lower in the frames and the firebox was shorter, which gave more room in the cab. A second batch followed in 1923, again with second hand boilers, and these were substantially the same as the 1921 batch except for some detail differences. Locomotives with the larger boiler became the 'J50s'.

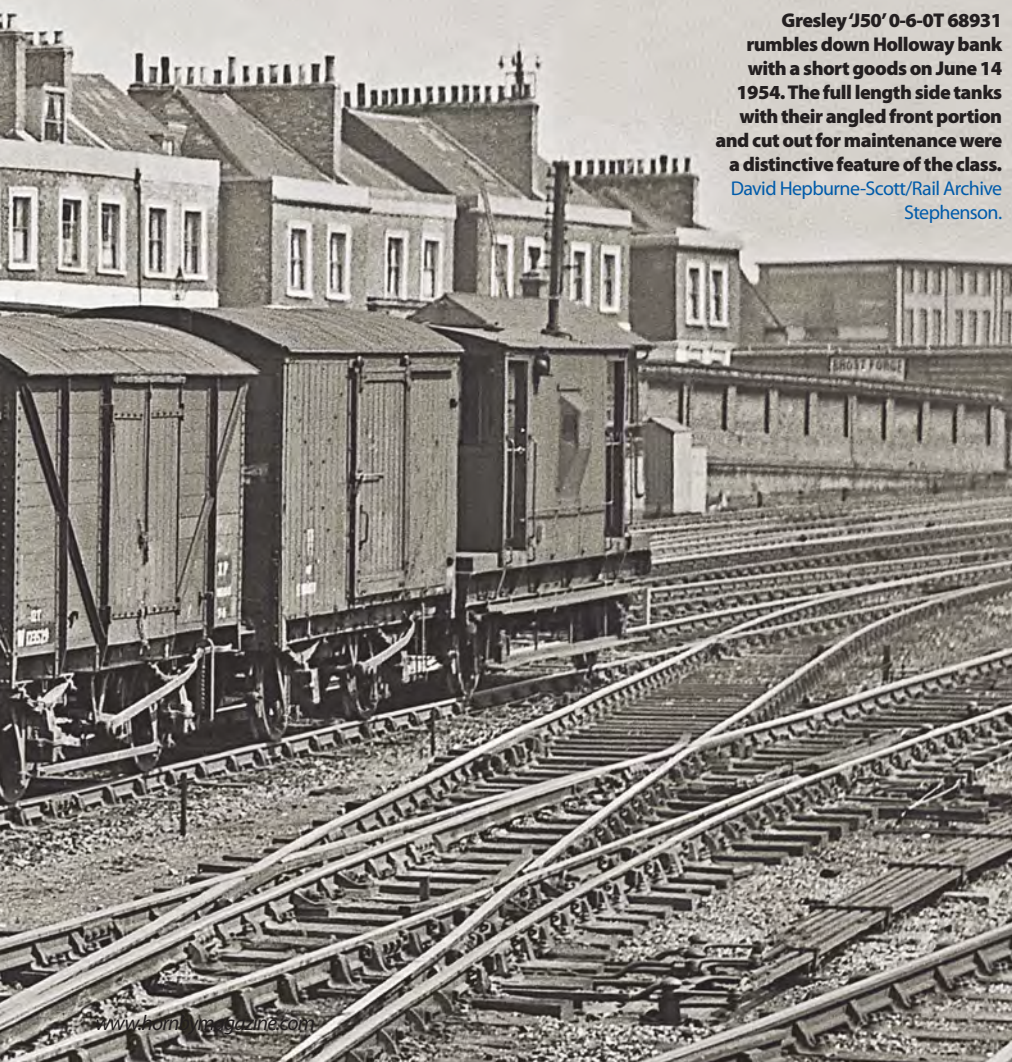
At grouping in 1923 a review was undertaken of all locomotive requirements and the 'J50' was selected as one of the designs to be adopted as a standard. Construction recommenced in 1925 with 19 locomotives, seven of which were to be for Scotland, and improvements included larger axle journals, balanced wheels, amended injectors and the fitting of steam brakes. The driving position was also changed from the right hand side of the cab to the left. A further 13 were turned out from Doncaster between November 1926 and May 1927 and these were very similar to the previous batch except that they were fitted with LNER standard buffers and drawgear which added two inches to the overall length. Plain coupling rods were fitted, as had been used on the seven engines intended for Scotland from the previous batch. Six more followed in early 1930.

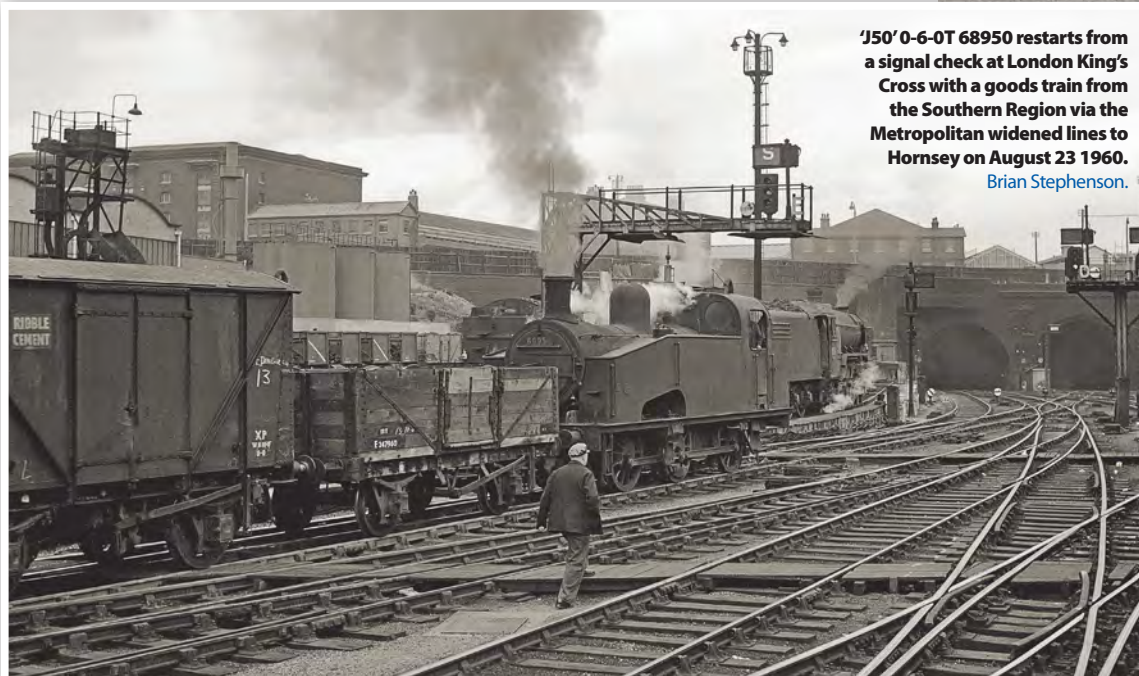
With the original boilers being worn out a programme of rebuilding the 'J51s' began in March 1929 and all 30 engines were over a period of time equipped with the larger boiler and became 'J50s'. All the other differences remained, however, including the shorter frames fitted to the first batch.

It had been intended to build 22 more 'J50s' in 1931 but the financial crisis of that time meant that the order was not proceeded, the same fate befalling a batch of 15 intended for 1935 and a further six in 1937. Consequently it was 1938 before what was to become the final batch of 'J50s' appeared from Gorton works.

The 14 engines in this series had vacuum brakes and steam heating equipment which meant that they were suitable for empty coaching stock work. A larger bunker with higher sides was used and the engines were fitted with welded rather than riveted tanks. More engines planned for 1939-1941 were also never built, although »

Gresley 'J50' 0-6-0T 68931 rumbles down Holloway bank with a short goods on June 14 1954. The full length side tanks with their angled front portion and cut out for maintenance were a distinctive feature of the class.
David Hepburne-Scott/Rail Archive Stephenson.





'J50' 0-6-0T 68950 restarts from a signal check at London King's Cross with a goods train from the Southern Region via the Metropolitan widened lines to Hornsey on August 23 1960.
 Brian Stephenson.

some parts were made for them and were subsequently used up on 'Q1' 0-8-0Ts. These plans were never revived as the LNER was able to obtain a copious supply of ex War Department Hunslet 0-6-0STs after the war which became the 'J94' class.

IN SERVICE

As might have been expected the Great Northern allocated the first batches of 'J51s' to Ardsley and Bradford in the West Riding. The first 'J50s' also went to Ardsley where they were used for local goods and coal work and as their numbers grew they became the mainstay of the county's shunting fleet. Many were used as banking engines and some also were used as pilots at places such as Leeds Central.

Shortly after the grouping 3238 was sent experimentally to Scotland for trials at Niddrie Yard while 3239 went to Leeds Neville Hill, 3237 to Sheffield and 3240 to Immingham but all were back at their home shed by 1926. Standard batches of the engines began to appear in 1926 being allocated to Ardsley, Bradford, Copley Hill and Doncaster but as previously mentioned seven were sent to Eastfield, the first time that the class had been specifically allocated elsewhere, and where they were to remain for 20 years.

Immingham received five of the six engines built in 1930 while the remaining one went to Ardsley. Three of the class were then transferred to Stratford for use at Goodmayes Marshalling Yard. The late 1930s saw the class spreading its wings

with Leicester receiving two and Tuxford one and when the final batch came out in 1938 examples were shedded at Norwich, Cambridge, Stratford, Doncaster, Sheffield, Hitchin, Hornsey, Annesley and Colwick. Most were used for local goods and for shunting work but the Norwich example

LNER 'J50' FACTS AND FIGURES (TYPICAL LOCOMOTIVE)

Designer:	Nigel Gresley
Built:	1913-1939 (some rebuilt from 'J51')
Total in class:	102 (including 'J51')
Withdrawn:	1958-1965
Builder:	Doncaster Works Gorton Works
Purpose:	Shunting and goods
Wheel arrangement:	0-6-0T
Weight (locomotive):	57tons
Driving wheel diameter:	4ft 8in
Length:	33ft 0in
Boiler diameter:	4ft 5in
Boiler pressure:	175psi
Cylinders:	Two, inside, 18½in x 26in
Tractive effort:	23,636lbs
BR power classification:	4F
Coal capacity:	4tons 16cwt
Water capacity:	1,520gallons

was used for passenger stock shunting at Thorpe station and Cambridge. The London district also had some by 1938, with nine being allocated for trip and shunting duties and for St Alban's branch passenger trains.

During the war the class made an appearance in Manchester and four were loaned to the War Department for service at military ports in Scotland. All had returned to the LNER by the end of the hostilities, which also saw the class displaced at places such as Immingham by recently obtained 'J94s'. While the West

Riding remained the stronghold of the class, nationalisation saw 30 'J50s' moved to Hornsey for use on transfer trips from the Southern Region along the Widened Lines for which purpose they were reduced in width with various modifications to steps and other fittings. Strangely these



modifications were also applied to many of the West Riding allocated examples. At about the same time Norwich was given three for passenger pilot duties where they replaced ancient 'F4' 2-4-2Ts.

The widespread introduction of diesel shunters during the 1950s caused cascading of 'J50s' with many being sent to Teeside while others went to Hull and Selby. Others were sent to former London Midland Region sheds in the West Riding. However, with their traditional work passing to diesels withdrawals commenced in September 1958 with 68940/942 being the first to go. 1960 saw the Hornsey-allocated engines ousted from their regular work while the same year saw the Norwich pilot work go over to the diesels.

The entire fleet was withdrawn within five years but seven were retained for departmental stock. 68911 and 68914 were allocated to Doncaster works where they were renumbered 10-11 and 68917, 68928, 68961, 68971 and 68976 followed

"He had to design his new engine around second hand boilers."

EVAN GREEN-HUGHES



With a long Up goods behind, 'J50' 68989 descends Holloway bank in 1956.
A.R. Carpenter/Rail Archive Stephenson.

them the next year as 12-18, finding employment around the locomotive and carriage works. These final seven lasted until 1965 when they, too, were replaced by diesel shunters. The last one in service was 68961 (works number 14) which was scrapped in September 1965.

Given that they started with second hand boilers and the constraints that decision imposed on Nigel Gresley it is surprising that the 'J50' was as successful as it was. Apart from issues involving hot axleboxes in the early 1920s, which were eventually solved by fitting the larger journals that became standard on the later locomotives, the class gave more than half a century of reliable if unspectacular service.

Unfortunately none made it into preservation but there has recently been talk of a replica which if it ever happens would mean that those of us who never had the chance to see one of these excellent locomotives at work might at last get the chance to do so. [Film](#)

Working bunker first, 'J50' 68901 leaves Wakefield Road tunnel, Dewsbury, with the daily pick-up goods from Batley to Wrenthorpe Yard in 1957.
Kenneth Field/Rail Archive Stephenson.



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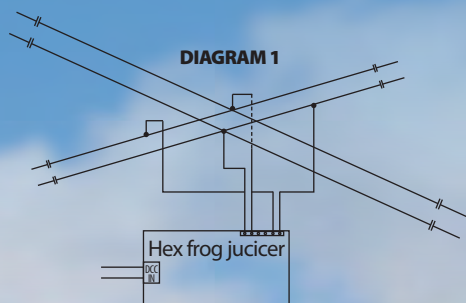


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Diamonds on digital



Installing a live frog diamond crossing on a digital controlled layout looks complex but with the right equipment it is a simple installation.

MIKE WILD shows how to install live frog diamond crossings by upgrading the insulated versions on Twelve Trees Junction.

THE DIAMOND CROSSING is a very useful track component but it has always been a tough job to install a live frog version no matter what type of control is used. Analogue requires a pair of double pole, double throw switches while Digital Command Control (DCC) could also be fraught with complications. One circuit board solves all that – the oddly named Hex Frog Juicer produced by Tam Valley Depot. First things first – ignore the name. All that this 4in x 3in circuit board does is provide a very quick short-circuit detection which does all you need without any visible signs. A wire from the frog juicer is connected to the frog to provide constant power to it. If the frog is of the wrong polarity and shorts, the frog juicer will detect it and correct the polarity before either the locomotive decoder or DCC command station notices resulting in seamless operation. Its design is sophisticated but you don't need to worry about how it does its job providing you install it correctly. The Tam Valley Depot Hex Frog Juicer used here is ideal for use with live frog diamond crossings

and takes only 15 to 20 minutes to install once the track is laid. They can also be used with single slips and double slips in the same manner. Connecting the wires up to the screw terminals is a straightforward process once you know which ones to use and in operation on both our Twelve Trees Junction and Barrenthorpe layouts we have found these circuit boards to be very reliable. One point to note is that if you are using a power booster offering more than 5amps then the Hex Frog Juicer board should be protected by a circuit breaker to avoid potential damage. Also important on the Hex Frog Juicer board is the option to pair outputs. This is essential for Peco diamond crossings as it allows the frogs to operate in pairs. Small jumpers are provided on the board in the disconnected position. Simply pull them off the single prong and replace them to cover both contacts – it couldn't be easier. The step by step guide with this feature explains the process we went through from the replacement of our unreliable insulated frog diamond crossing with live frog crossings and the Hex Frog Juicer. [View](#)



STEP BY STEP INSTALLING LIVE FROG DIAMOND CROSSINGS AND HEX FROG JUICERS

Beginner **SKILL LEVEL** Intermediate Advanced

1



Two diamond crossings lie on important parts of the track formation for Twelve Trees Junction. The original insulated frog versions were becoming unreliable and frequently caused shorts in the power supply – not a good position for any layout and especially a large exhibition model.

2

The first step in the process was to begin removing the original insulated frog crossings. First, the third-rail sections were pulled out of their holes and set to one side for reuse.



3

Because of the close proximity to the baseboard edge, careful work was necessary to remove the original crossings. Using a cutting disc in a minidrill, the rails and rail joiners were cut through at each end of the crossing.

Diamond crossings can create interesting and entertaining track formations. The original insulated frog crossings on Twelve Trees were upgraded with more reliable live frog crossings operated by Hex Frog Juicers.



4



With the rails cut the crossing could be lifted carefully from the layout using a wide blade chisel. Force isn't necessary for this – the chisel is purely to lift the track with even pressure.

5



Once the crossing was out the remaining ballast would have to be removed to make way for installation of the new crossing. This was done with the same chisel used to lift the track, ensuring that a level and clean surface was left afterwards.

6



Once cleaned up and prepared the trackbed looked like this – smooth and free from stray ballast ready for the new crossing to be installed.

7



We pre-weathered the new crossings by spraying them with Humbrol Matt No. 29 acrylic prior to installation. This colour matched the original track weathering on this layout.

8



Four wires drop down from the live frog diamond crossings meaning they require four holes through the baseboard. These were marked and then drilled with a 3mm drill bit to offer ample clearance.

9



Carefully feed the wires into each of the four holes making sure that they don't get caught under the point. The position of this crossing meant that we only needed to add insulated rail joiners to one end – the other end is taken care of by the baseboard joint. In normal circumstances a live frog diamond crossing will need insulated rail joiners on all four corners.

10



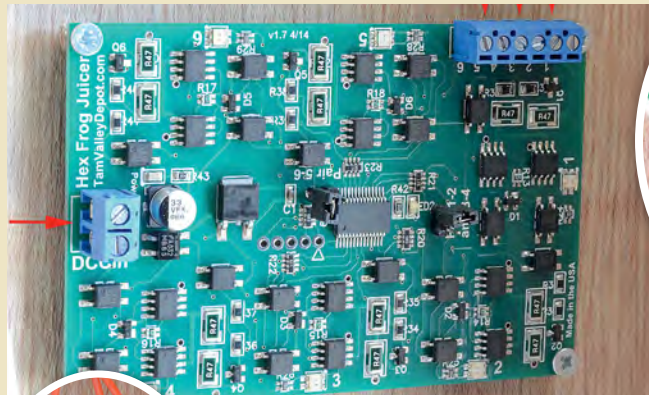
Having connected the insulated rail joiners at the right-hand end of the crossing, the limited space available to insert the crossing meant a different method of connection at the left-hand end. Here we simply soldered the rails together, ensuring their profiles matched perfectly. As you can see, the baseboard joint forms an isolation point at the left-hand end of the crossing.

11

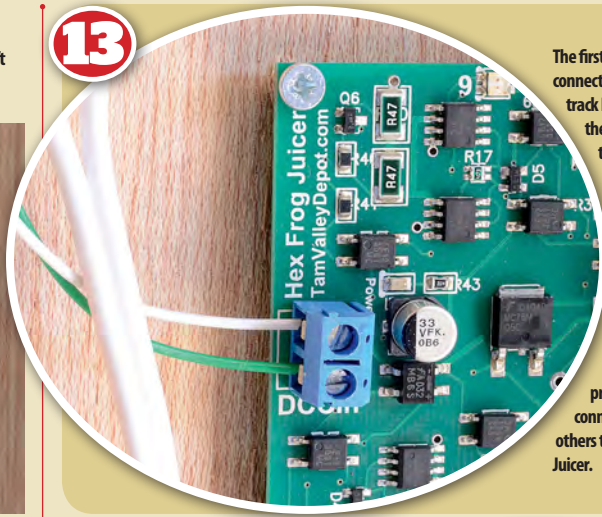


A finishing touch for fitting the crossing was to add a single track pin in the centre to stop it bowing upwards after installation. This will assist in smooth operation of trains through the crossing too.

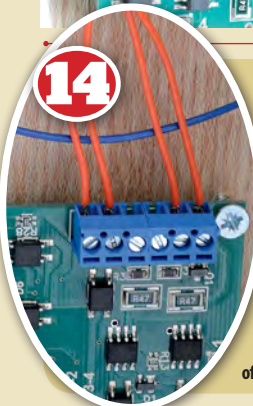
12 Moving underneath the baseboard and we are ready to install the circuit board which will control the four connections on the diamond crossing. This unit is called a Hex Frog Juicer and it is a nifty piece of equipment. The two pin screw terminal on the left connects to the DCC power feed while the block of six terminals (top right) are used to connect to up to three frogs.



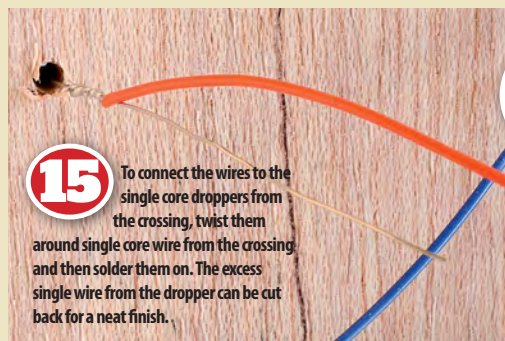
13 The first step is to connect the main track DCC feed to the unit using the two screw terminals provided. 7/0.2 wire (seven strands of 0.2 diameter wire) was used to provide this connection and all others to the Hex Frog Juicer.



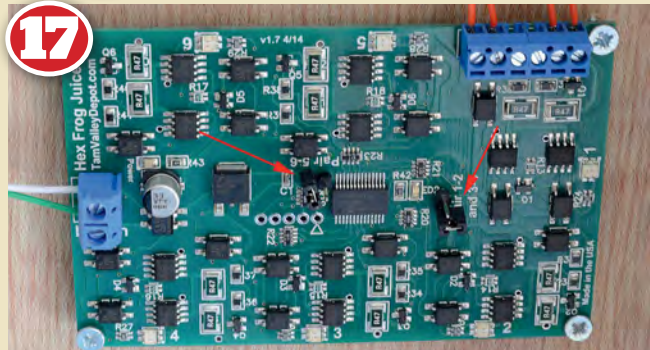
14 Next four wires need to be connected to the block of six on the top right of the circuit board. These go back to the wires dropping down from the crossing and need to be connected in pairs (see Diagram 1). The left-hand pair of wires goes to the centre pair of droppers from the crossing and the right-hand pair goes to the outer pair of droppers from the crossing.



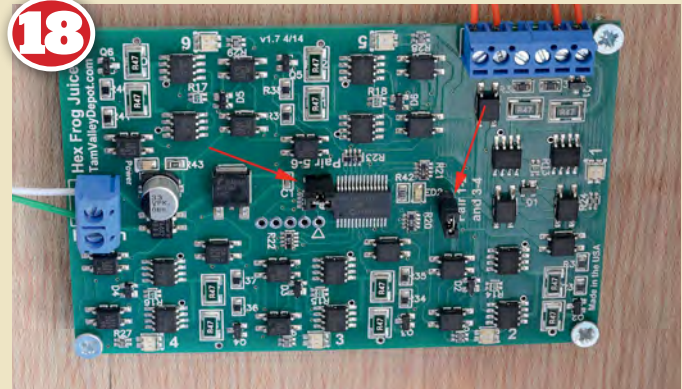
15 To connect the wires to the single core droppers from the crossing, twist them around single core wire from the crossing and then solder them on. The excess single wire from the dropper can be cut back for a neat finish.



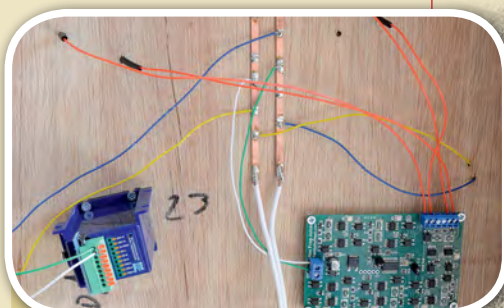
16 To prevent short-circuits heatshrink tubing has been slid over the joints. Here it is shown before shrinking to size as we wanted to test the installation before making these connections final.



The Hex Frog Juicer board allows for connections to be paired, which is essential for smooth operation of a Peco diamond crossing. To pair the connections all you have to do is pull the connectors off the points marked in this image and place them across the terminals.



With the terminals connected the Hex Frog Juicer is now fully set up and ready for testing.



19 An overview of the installation puts the wiring into context. The white and green wires for the DCC feed are connected back to one of the pairs of copper-clad power strips underneath the layout while the routes of the four red wires from the upper terminal block to the droppers from the crossing are clear to see by the position of the black heatshrink tubing.

20 The final stage after testing is to rebalast the new crossing using the same materials as before. A mixture of Woodland Scenics fine grey blend and medium grey blend ballast was carefully added between the sleepers and around the edges before a 50:50 mixture of PVA and water with a drop of detergent was added to fix it in place. Weathering followed using Geoscenics Track Dirt water based paint applied by airbrush to blend the new crossing in with the existing track.

WHAT WE USED

PRODUCT	MANUFACTURER	SUPPLIER	CAT NO.
Hex Frog Juicer	Tam Valley Depot	www.digitrains.co.uk	HFJ003U



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SL-302	Flexible Track* Concrete Sleeper Nickle Silver	£2.43
SL-302(25)	Flexible Track* Concrete Sleeper Nickle Silver Pk 25	£60.00
SL-384	Catch Point Right Hand	£5.55
SL-385	Catch Point Left Hand	£5.55

PECO N Gauge Streamline Code 80 Insulfrog

SL-386	Curved Turnout Right Hand	£9.50
SL-387	Curved Turnout Left Hand	£9.50
SL-388	Large Radius Turnout Right Hand	£9.50
SL-389	Large Radius Turnout Left Hand	£9.50
SL-393	Short Crossing	£7.98
SL-394	Long Crossing	£8.66
SL-395	Medium Radius Turnout Right Hand	£8.36
SL-396	Medium Radius Turnout Left Hand	£8.36
SL-397	Medium Radius Y Turnout	£8.36

PECO N Gauge Streamline Code 80 Electrofrog

SL-E386	Curved Turnout Right Hand	£9.58
SL-E387	Curved Turnout Left Hand	£9.58
SL-E388	Large Radius Turnout Right Hand	£10.08
SL-E389	Large Radius Turnout Left Hand	£10.08
SL-E395	Medium Radius Turnout Right Hand	£8.47
SL-E396	Medium Radius Turnout Left Hand	£8.47
SL-E397	Medium Radius Y Turnout	£8.47

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PECO N Gauge Streamline Code 55 Fine

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PECO N Gauge Streamline Code 55 Fine Insulfrog

SL-380F	Single Slip	£31.12
SL-390F	Double Slip	£32.57
SL-394F	Long Crossing	£9.48

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PECO N Gauge Streamline Code 55 Fine Electrofrog

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SL-E387F	Curved Turnout Left Hand	£10.37
SL-E388F	Large Radius Turnout Right Hand	£10.37
SL-E389F	Large Radius Turnout Left Hand	£10.37
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SL-E390F	Double Slip	£33.44
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SL-E392F	Small Radius Turnout Left Hand	£8.36
SL-E393F	Short Crossing	£8.36
SL-E394F	Long Crossing	£9.58
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SL-E396F	Medium Radius Turnout Left Hand	£9.42
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SL-E399F	Asymmetric Three Way Turnout	£26.84

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OO / HO

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PECO OO / HO Streamline Code 100 Insulfrog

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SL-87	Large Radius Curved Turnout Left Hand	£11.59
SL-88	Large Radius Turnout Right Hand	£10.83
SL-89	Large Radius Turnout Left Hand	£10.83
SL-90	Double Slip	£29.64
SL-91	Small Radius Turnout Right Hand	£8.63
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SL-93	Short Crossing	£7.90
SL-94	Long Crossing	£9.20
SL-95	Medium Radius Turnout Right Hand	£9.50
SL-96	Medium Radius Turnout Left Hand	£9.50
SL-97	Small Radius Y Turnout	£8.70
SL-98	Large Radius Y Turnout	£10.11
SL-99	Medium Radius 3 Way Turnout	£23.56

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PECO OO / HO Streamline Code 100 Electrofrog

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SL-E89	Large Radius Turnout Left Hand	£10.91
SL-E91	Small Radius Turnout Right Hand	£8.70
SL-E92	Small Radius Turnout Left Hand	£8.70
SL-E95	Medium Radius Turnout Right Hand	£9.58
SL-E96	Medium Radius Turnout Left Hand	£9.58
SL-E97	Small Radius Y Turnout	£8.78
SL-E98	Large Radius Y Turnout	£10.18
SL-E99	Medium Radius 3 Way Turnout	£23.64

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SL-102F(25)	Flexible Track* Concrete Sleeper Nickle Silver Pk 25	£63.75
SL-104F	Flexible Track* Steel Sleeper Nickle Silver	£2.85
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SL-E193	Short Crossing	£9.42
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Newburn

LES JAMES wanted to model the Great Western in its pomp, and with a little help from his friends he has created this marvellous slice of 'God's Wonderful Railway' in 'OO' gauge, as he explains.

PHOTOGRAPHY, TREVOR JONES.



STATISTICS

Owner:	Les James
Scale:	'OO'
Length:	22ft
Width:	10ft
Track:	Peco code 100
Control:	Analogue
Period:	GWR, 1900-1935

Right: Rebuilt De Glehn 4-4-2 103 *President* enters the shed while 'County' 4-4-2T 2235 backs down onto the shed.

Below: 'Saint' 4-6-0 2987 *Bride of Lammermoor* heads an up express of 'Toplight' coaches, while Churchward 'City' 4-4-0 3433 *City of Bath* waits in the station on a down local.



ABOUT 12 YEARS AGO I commissioned Neil Stevens of Sherwood Models Professional Layout Services to design and construct a layout to a maximum size of 18ft x 8ft. It was specifically to run and display my extensive collection of Great Western Railway (GWR) 'OO' gauge locomotives and rolling stock from the 1900-1935 period.

The layout was to be a no frills robust large double track main line through station including platform loops and large Motive Power Depot (MPD), all fed from a nine track storage yard. No particular place was to be represented - the layout was to be a fictitious location within the GWR network that was eventually to become known as Newburn. The track plan was originally designed by Neil using an early version of Winrail CAD software with the consideration that in future the layout may be exhibited and that it should be manufactured in sections for transportation. Once the design was finalised based upon my relatively simple requirements construction commenced.

FOLLOWING TRADITION

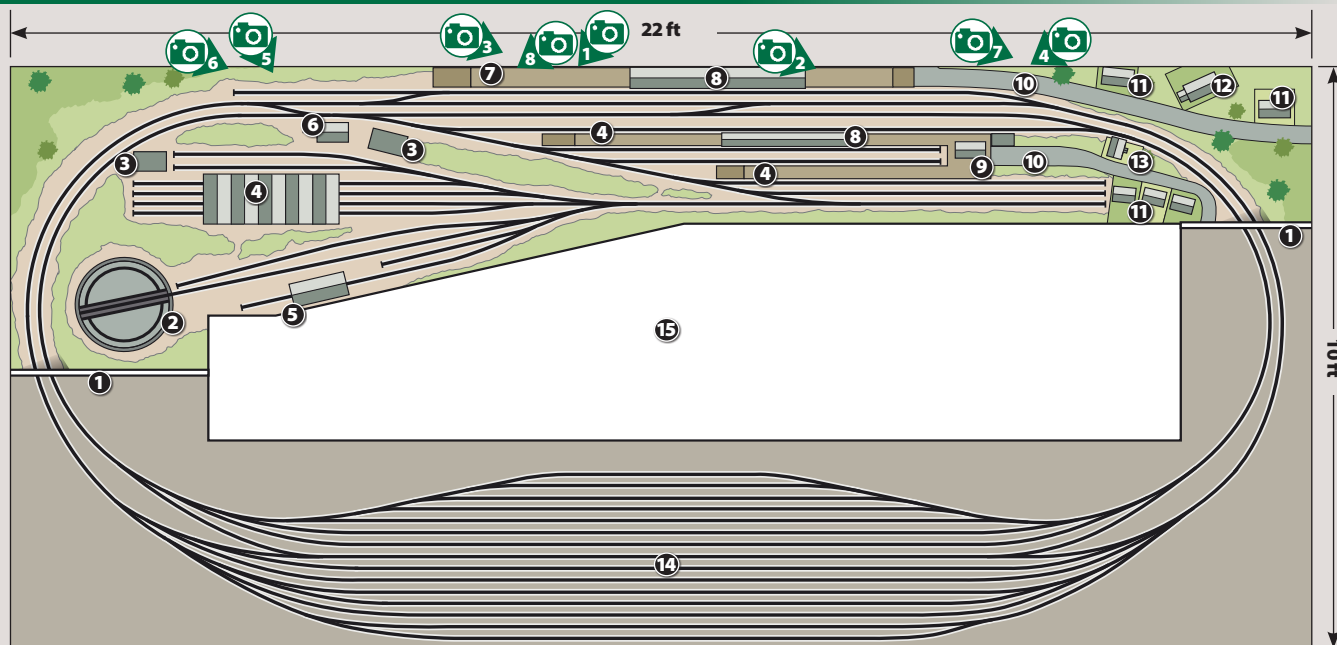
The layout was built with traditional solid top baseboards using 12mm birch plywood surfaces and 3in x 1in softwood frames and pocket fitting braced legs with loose pin hinges on the braces for quick assembly. Baseboard alignment and fixing is by pattern maker's dowels secured by 8mm diameter coach bolts. The specifications for the layout resulted in the construction of seven relatively large baseboard units generally around 6ft x 2ft with the exception being the larger MPD board. Peco Streamline code 100 track and live frog turnouts were installed. This was to ensure the wide variety of proprietary and kit built stock I owned would perform without issue. Large radius turnouts were used throughout with »



The GWR's solitary 'Pacific' was rebuilt as a 'Castle' and, in that form, 111 Viscount Churchill passes through with an eight coach royal saloon set.



NEWBURN TRACK DIAGRAM (NOT TO SCALE)



KEY

- | | | | | |
|---------------|---------------|--------------------|----------|------------------|
| ① Backscene | ④ Engine shed | ⑦ Platform | ⑩ Road | ⑬ Public house |
| ② Turntable | ⑤ Coal stage | ⑧ Canopy | ⑪ House | ⑭ Storage yard |
| ③ Water tower | ⑥ Signalbox | ⑨ Station building | ⑫ Church | ⑮ Operating well |

a minimum radius of 36in for the curves.

Turnout operation was to be by Peco motors with accessory switches for frog polarity switching and Light Emitting Diode (LED) status indication on the control panels. This is possibly an area for potential upgrade with a preference towards Tortoise slow action motors. Ballasting was

completed using Woodland Scenics Grey Blend ballast installed at the same time as track fixing to keep the track and turnouts as flat as possible in a bed of adhesive. Track pins were also used to keep the track flat whilst the adhesive cured. These pins have been left in place as they do not detract from the overall appearance.

Control is analogue provided via three Gaugemaster Model W handheld controllers with standard Capacitor Discharge Unit stud and probe operation of Peco turnout motors on two control panels - one for the main lines and the other for the extensive MPD which includes a Fleischmann turntable. Section switching allows for the main >>



Dean 'River' 2-4-0

73 Isis heads out of the station, while De Glehn 4-4-2 104 Alliance works an up main train.



controllers to access most areas of the layout but in exhibition use with several operators we tend to dedicate a controller to a specific track to avoid problems. On completion the layout was delivered and installed into a large purpose built concrete shed.

DEVELOPMENT

The layout was used at home for around ten years as time allowed whilst I was still gainfully employed. Some basic scenic work was completed, mainly of green static grass rolls and some walling.

As I neared retirement I began to turn my attention to exhibiting the layout.

In order to run and display more of my collection I decided to increase the size of the layout to 22ft x 10ft with most of the extension focused on the storage yard which would now feature 17 tracks with many able to hold two trains. A small additional board would be required on the scenic area which I requested (against Neil's advice) to be lifting for access to the central operating area. Having the original Winrail files on disc Neil was able to modify the plan to meet my new requirements. Construction methods for the new storage yard were to remain the same as the original boards which had

stood up to an unfortunate heavy water ingress into the shed some years before.

Turnout operation of the new storage yard was upgraded to Digital Command Control (DCC) to allow for quick route setting using an ECoS Command station and Team Digital SMD84 accessory decoders. With simple programming the ECoS Command Station allows control of individual turnouts in the yard or groups of turnouts to set one of the 17 yard routes - quick and easy for exhibition use. Track control of the new fiddle yard remains analogue with two small control panels to isolate track sections.





Right: 1908 built Churchward 4-6-2 111
The Great Bear passes the shed where Dean's experimental 4-6-0 36, nicknamed 'Crocodile', stands alongside the building in the company of a plethora of GWR motive power.



Below: Dean double-framed 'Aberdare' 2-6-0 2649 trundles through the station with a rake of loaded 40ton coal wagons.



COMPLETING THE SCENE

An invitation to the Peak Rail Exhibition in June 2013 resulted in a bit of panic to complete the scenery. In the week prior to the exhibition Neil managed to find three days to work on the scenery, it was touch and go as to whether this was going to happen but all was well by the Thursday when the layout was dismantled ready to transport to the exhibition on the Friday. As the layout was fictitious and designed to entertain rather than be a showcase model we just about got away with it.

Dapol GWR operating signals had now become available and a selection were quickly added in those three days prior to the show. The show was a baptism of fire for me. I quickly realised that running at a show is completely different to running for your own pleasure! Much was learned from the layout's first public viewing, particularly with regard to stock reliability.

In the first hours of the show some of the kit built stock began to have issues with running and after a quick quality control session some items were removed and replaced with ready-to-run stock, returning only to the layout if they performed on a vacant storage yard track. After the show I appraised all the kit built stock with the help of Barrie Stevenson. Much of this rolling stock was upgraded to withstand the rigours of exhibition use.

My models had been acquired over a number of years from numerous sources and the differences in chassis and pick-up quality on locomotives was found to »

“The layout was used at home for around ten years as time allowed.”

LES JAMES



Collett '56XX'
0-6-2T 5632

passes through the station with a rake of 10ton coal wagons. Scenecraft buildings have been used to develop the street scenes.

be the primary issue. With some of the rolling stock upgrading was just a simple matter of adding some additional weight. At this point it was also decided to turn the lifting board into a standard fixed board as some of the running issues were occurring at this location due to the unavoidable change in baseboard alignment at exhibition venues – which sometimes have uneven floors. This resulted in much improved running reliability and was another lesson learned. Since then the layout has returned to Bakewell and has received invites to other exhibitions showing how quickly I learned and adapted to the exhibition scene.

GOING GREAT WESTERN

So what brought me to this baptism of fire? Having been a fan of the GWR for more years than I care to remember I had assembled a large collection of locomotives and rolling stock in 'OO' gauge. Some items are quite possibly one of a few in existence. As I visited exhibitions I found that with layouts restricted to a particular location you tended to see a limited stock: accurate, but not what I wanted.

My aim was and still is a freelance layout simply to run, enjoy and eventually display my rolling stock on. It was for my entertainment and I hoped that once it reached the exhibition scene others would share my pleasure in watching a wide variety of stock running almost tail chasing (but not quite) on a layout with as much locomotive 'action' as possible.

When watching the layout, you may

"It gives me great pleasure taking the layout to exhibitions."

LES JAMES



see a Hornby or Bachmann locomotive pulling ready-to-run coaches or wagons with little alteration due to the fine detail of models produced in recent years. This may be followed by one of my favourites, a rare kit built locomotive such as an early K's Milestone Kit of an Armstrong 4-4-0 bought second-hand for £20 and rebuilt by Eon Bailey, or a set of Hayes cast white metal coaches brought into the 21st century with two Black Beetle power bogies to assist the locomotive in hauling their great weight around the layout.


Has it been worth it? After the initial panic at my first exhibition where I thought it could all end in tears after the

first hour, I have to say it is giving me great pleasure taking the layout to exhibitions and answering questions from the viewing public, particularly when I meet fellow GWR enthusiasts who recognise and appreciate the variety of rolling stock.


It was no coincidence that my first exhibition was at a venue where Neil would be attending as a trader and it was thanks to him that my initial panic was calmed. He quickly pointed out that it was some of the kit built stock that was failing and that we could keep the public entertained for half an hour whilst we sorted out the problems by putting ready-to-run locomotives on the trains. It

was a simple solution that my panic had clearly obscured but one that has a simple lesson - keep the viewers entertained!

I am now looking to extend the variety of stock running on the layout by adding a branch line at the shed end of the station to allow lighter non main line traffic to run out of the station whilst keeping the main lines open for those 'tail chasers'.

This hasn't all been a solo effort: my good friend Barrie Stevenson has helped tremendously, as have traders and volunteers from the Elizabethan Model Railway Society. To everyone who has helped Newburn get to this point, thank you. 



 An 'Armstrong' 4-4-0 7 Armstrong hauls milk train while open cab Armstrong '633' 0-6-0T 634 waits in the station. Immediately behind Dean prototype 4-6-0 36 waits for a clear route to leave the shed running tender first.

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BRITISH RAILWAY'S MK 2 CARRIAGES

*During the 1950s the quest for higher speeds and greater safety led to the development of an all new coach design for British Railways - the Mk 2 - which changed the face of rail travel in the UK. In the second part of his trilogy on BR carriage designs **EVAN GREEN-HUGHES** looks at their introduction and operation.*



BR MK 2 CARRIAGE INTRODUCTIONS

CLASSIFICATION	BUILD DATES	FEATURES
Mk 2 (prototypes)	1960-1962	Pressure ventilation
Mk 2	1964-1966	Pressure ventilation, conventional doors, wood interior
Mk 2 Pullman	1966	Inward opening doors, walnut panelling
Mk 2A	1967-1968	Air-braked, green gangway doors
Mk 2B	1969	Centre door deleted, wrap around end doors, red gangway doors
Mk 2C	1969-1970	Red gangway doors, wrap around end doors, lower ceiling
Mk 2D	1971-1972	Air-conditioned, tinted windows, electric heat only, red gangway doors
Mk 2E	1972-1974	Air-conditioned, tinted windows, cream gangway doors,
Mk 2F	1973-1975	Air-conditioned, tinted windows, cream gangway doors, plastic interior panelling

With a trio of new Mk 2 carriages at the head of its formations, 'Deltic' 9009 *Alycidon* climbs out of Copenhagen Tunnel and up Holloway Bank with an East Coast Main Line service on June 3 1970.

Dave Cobbe Collection/
Railphotoprints.co.uk.



BY THE time the modernisation plan proposed the replacement of steam locomotives with diesels British Railways was already well on its way to having an up-to-date fleet of coaching stock, most of which was of Mk 1 design (HM103). A large fleet of these new carriages had been constructed to replace worn out vehicles and the type was in use on all regions. The Mk 1, while a fine vehicle, did have its disadvantages. It did not ride particularly well at high speed and its traditional construction incorporating a separate underframe meant it was quite heavy. This type of construction also had problems in crashes as the underframes of adjacent vehicles tended to ride over each other and crush the body structure of the next vehicle.

Many countries had by this time adopted a policy of building coaches in which the superstructure of the vehicle played a major part in providing basic strength, allowing the separate frames to be dispensed with but this practice had found limited favour in the UK. It was only adopted in a widespread way on Diesel Multiple Units where weight saving was a critical factor.

Swindon Works had been involved with the design of the Scottish inter-city units and while these used the basic Mk 1 format a separate trussed underframe was not possible due to the requirement to mount the engines and other equipment underneath. As a result the bodies were made of integral construction with the structure bearing all the stresses

normally taken up by the underframe.

One of these bodies, from trailer car 79470, was sent to France for testing at the SNCF facility at Vitry in 1957 and these experiments showed that the basic design actually met all the requirements for locomotive hauled stock and did not deform under normal loads. Swindon then undertook to investigate further the possibilities of integral stock with what was described as a 'structural exercise' commencing in 1958.

At this stage what was to become the Mk 2 was considered to be a development vehicle and staff were under instructions to only work on it when they had time after completing all their other duties.

NEW GENERATION

Construction of an actual vehicle began in 1960 and this was largely on the lines of the earlier multiple unit but with some of the structural members reduced in size. It gave weight savings of more than two tons per vehicle when compared with a similar Mk 1. Testing was carried out at the same SNCF facility in France before the coach was then shipped back to Swindon for final fit out.

The first Mk 2, W13252, was completed in late 1962 as a First Class compartment vehicle with a similar layout to Mk 1s. Wood finish was extensively used for the interior but there was quite a lot of aluminium employed for window frames and partitions between compartments and the corridor. The coach was equipped for either steam or electric heat (although the electric heat equipment was not commissioned on >>



Network SouthEast operated a fleet of early Mk 2A and Mk 2B stock for use on its locomotive hauled services. This included the Waterloo-Exeter route as illustrated by Class 50 50007 *Sir Edward Elgar* at Coker Wood (near Yeovil) on May 21 1988 with the 8.10am Waterloo-Exeter. John Chalcraft/Railphotoprints.co.uk.

the prototype) and had vacuum brakes to be compatible with steam and diesel locomotives as well as all the current coaching stock. BR B4 bogies were used which provided a much improved ride.

In August 1962 an order was placed for 46 side corridor First Class coaches. Some of these were for the 'Golden Arrow' service and finished in Southern green while the rest were for general use and were painted maroon. Built at Derby their design closely followed the prototype except that more Glass Reinforced Plastic (GRP) was used including for the 'dome' at each end of the carriages, which had been steel on the prototype. Production examples began to appear in 1964 with the range being expanded over the following two years to include Open Seconds, Corridor Seconds and vehicles with guard's accommodation. These were allocated to prestige services on the London Midland, Eastern and Western Regions and 321 were eventually built to this pattern.

REVISING THE DESIGN

Reaction from the public to the new coaches was very positive but there were some components of the design that were worthy of improvement. BR had commissioned a set of experimental vehicles, called XP64 which were based on the Mk 1 but incorporated a number of novel features and it was decided that some of these should be incorporated in the next Mk 2s which were to appear in 1967 and would be known as Mk 2As.

The principal difference from the earlier vehicles was that these were air braked, had slightly wider entrance doors (though still of the conventional type) and revised interior layout and fittings. The 289 Mk 2As could easily be identified as the vestibules were leaf green GRP, rather than the dark green previously used.

With production of new vehicles now up to 200 per year further improvements were put in hand, resulting in the designation being changed to Mk 2B in 1969. The centre doorway - a relic of steam days - was dispensed with and this allowed



A fleet of Mk 2 Pullman carriages were built to operate the 'Manchester Pullman' on the West Coast Main Line and these remained in service into the 1980s. On May 31 1985 Class 86 86223 Hector arrives at Stockport with the Down 'Manchester Pullman'. Alan Bryant/Railphotoprints.co.uk.

one toilet to be fitted at each end of the coach, instead of having to have both at the same end. The total coach length was also increased by seven inches with an eye towards future installation of air-conditioning equipment. This series also saw the appearance of the famous power operated sliding vestibule doors and also of the wider 'wrap round' end passenger doors. Once again there was a change of vestibule colour with this batch using red. A total of 111 Corridor Firsts, Corridor Brakes and Open Seconds were built before the design moved on to yet another phase.

It had long been the aspiration of BR to fit air-conditioning to some of its prestige coaching stock and so that this could be accommodated on the Mk 2s changes were made to the ceilings and internal layout so air-conditioning ducts could be fitted. However, the equipment was not ready in time and so the coaches were turned out without it during 1969-1970. Nonetheless they were sufficiently different to be given the designation Mk 2C. A total of 250 of this type were eventually built.

A BREATH OF FRESH AIR

Air-conditioning finally arrived with the Mk 2Ds in 1971 but its incorporation involved far more than merely adding some ducts above the ceiling. The most noticeable alteration was that the side windows were now fixed and reduced in size as well as being tinted. All were electric heat only but there were some throwbacks to the past as some were built as corridor coaches.

The Mk 2Ds ran to 275 examples with the first 110 being allocated to the Eastern Region, which had a supply of locomotives fitted with the necessary electric train supply equipment, this then causing a cascade of older Mk 2s to the Western Region. Initially the coaches were not provided with opening droplights in the doors and instead had interior handles fitted, something which was later to lead to a number of tragic accidents and a modification of all coaches to the older format. Public address equipment was also incorporated for the first time.

At this stage British Rail had hoped to move on to the production of a longer coach, which was to eventually emerge as the Mk 3, but in the event there was disagreement between the civil engineers and rolling stock designers as to what could actually be accommodated on the network so a further improvement of the Mk 2 was put into production instead. The Mk 2Es differed from previous batches in that they had smaller toilet cubicles and more seats. They also had small luggage racks fitted opposite the toilets and can be identified by their cream vestibules. This version ran to 229 vehicles before there was a yet another revamp.

For some years there had been criticism of the wood grain finish inside the Mk 2 which soon looked dirty and unwelcoming and so for the Mk 2F the interior panelling was made of plastic and there were also changes to the seats and to the heating arrangements. A further 471 vehicles of this type finished off the Mk 2 production.

The Mk 2s dominated both inter-urban and inter-city services for many years but



While the Mk 2 isn't as prominent as it once was, they can still be seen on charters and locomotive hauled work. On November 4 2006 37406 The Saltire Society leads Cardiff-Gloucester 'Ruggex' special with 37410 at the rear at Magor. John Chalcraft/Railphotoprints.co.uk.

the older ones rapidly began to look dated, particularly when compared with the Mk 3s which followed them. On privatisation in the 1990s new operators such as Virgin and Anglia Railways wanted to improve their image and so many of the later Mk 2s were extensively rebuilt, mostly at the Bombardier works at Horbury in Wakefield, and fitted with upgraded and modernised interiors following which they were employed on routes such as the North East-South West corridor until ousted from these duties by 'Voyager' units.

FUTURE PROSPECTS

The widespread introduction of second-generation DMUs in the 1980s and 1990s saw many Mk 2s cast aside, with the vacuum brake only examples the first to go. Others which had been converted to air braking and dual heat stayed a little longer but it was not long before most of

the non air-conditioned coaches had been consigned to the scrapyards. There were some exceptions because the dual braked and dual heated examples proved to be ideal for the growing charter market as they were suitable for both steam and diesel haulage and were less complicated than the later versions. Many still exist in this role today.

Heritage railways have not generally embraced the Mk 2 primarily because many lines are scared off by the integral construction and the expected cost of repairs. There are however some preserved, including rakes of the later Mk 2Ds at places such as the Mid Norfolk Railway. Some BR vehicles were exported, to New Zealand and Northern Ireland amongst other places where they still see use.

Today it is still possible to travel on a Mk 2 on the main line. Direct Rail Services uses them on Cumbrian Coast diagrams which it operates on behalf of Northern, Scotrail

uses two sets on the Fife Circle during peak times while the lounge vehicles on the Scottish 'sleepers' are also Mk 2 vehicles.

The Mk 2 was an outstanding design which was perhaps spoilt by an unfortunate choice of wooden internal materials. However they gave solid and very reliable service over many years and provided passengers with a level of comfort not possible before. Their replacements, the Mk 3s, owed a great deal to their design, as we shall explore in the next issue. [Read more](#)

NEXT MONTH

● In the final part of the series on British Railways carriage designs, we look at development of the Mk 3 and Mk 4 high speed stock. HM105 is on sale from February 11 2016.

The Mk 2F air-conditioned stock became synonymous with Cross Country trains in the early 2000s. Class 47/8 47849 passes Horse Cove, Dawlish, with the 9.10am Liverpool-Plymouth service on May 15 1998 formed of Mk 2F stock. John Chalcraft/
Railphotoprints.co.uk



STAFF PROJECTS

Small steps...

BIG PLANS

Barrenthorpe took a few small steps forward during December with the start of weathering and ballasting of the track using a new Deluxe Materials product. **MIKE WILD** updates on progress.

THE DETAILS

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

WITH NEW ARRIVALS in the office for 'N' gauge of late Barrenthorpe has

been busy carrying out its primary function as a test facility for new locomotives. It performs superbly in this respect and the gradients mean we can push new models to their limits with heavier formations on the two contrasting inclines.

With that though comes a lack of physical progress sometimes and after the dash through the installation of point motors and signals on the main lines the pace of work has slowed down drastically. In fact, work ground to a halt as other projects took precedence and the layouts originally planned debut at the NEC wasn't possible to achieve.

However, one thing which has been changed for the better is the set up of the accessory decoders for the Digital Command Control system. DCC Concepts has built in a number of useful functions to its AD-fx accessory decoder series - and its DCC fitted Cobalt IP motors too - including resetting to

centre on startup - which is great for installations, but not ideal when a short-circuit occurs meaning that on power being reconnected all the points reset. However, one simple change requiring all the outputs to be switched to the 'set' mode and entering address 198 has solved all this. Doing this turns off the decoders' centring process so now when we do turn the power on - or if a short occurs - all the points stay in the positions they were in previously.

TRACK DECORATION

Happily, even though work has been slow, a start has been made on weathering and ballasting of the main lines. It can't all be done just yet as the scenery needs to be built up around the 1-in-30 gradient, but the main lines on the first board are now all but complete.

The first step in the process is the tedious job of inserting additional sleepers under each joint of the Peco code 55 track. Peco produces packs specifically for the task to fill in the gaps and these

Scenic work on Barrenthorpe started during August with ballasting of the first section of the new main lines using Deluxe Materials Ballast Magic kit - a great product which makes ballasting quick, clean and simple.



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



MIKE WILD
With the 2015 show season completed Barrenthorpe has received some much needed attention. More point motors are next on the list.



MARK CHIVERS
Attention has turned to engineers' trains following purchases at the Warley show which included more 'Grampus' wagons, brake vans and blanking patches.



Having added the missing sleepers the next job was to weather the track. With part of the layout already complete we needed a controlled method of applying paint to the rails and sleepers – our choice was an airbrush loaded with Geoscenics Track Grime paint.

have deep recesses to accept the shape of rail joiners. A little extra trimming is required around the crossovers to make everything fit, but once installed the track

Before ballasting could start extra sleepers needed to be added beneath the joins in track sections. Peco produces specially designed sleepers for this, but it is a fiddly job inserting them.



really does look much better.

With all that done – about an hour's work for the whole main line area – we broke out the weathering colours choosing Geoscenics Track Grime colour. This water based paint is really designed for use after ballasting, but it does help in toning down the track before ballasting too.

To apply the paint we used an Iwata Eclipse airbrush which made light work of the job. Care was taken around points to avoid paint getting into the blades – these areas were

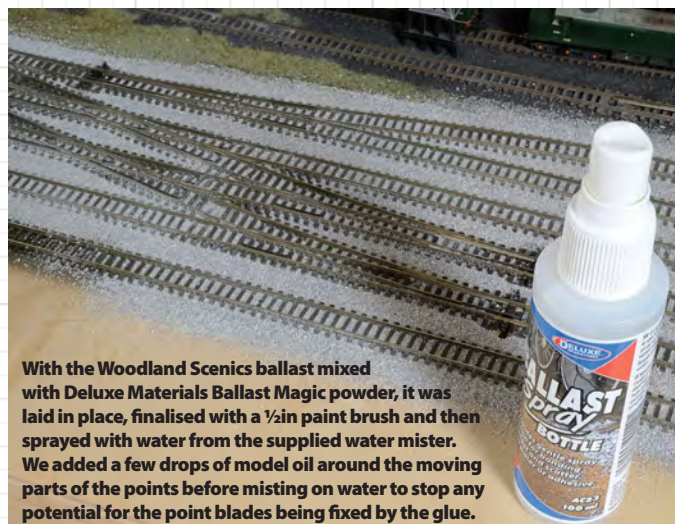
touched in with a brush afterwards.

Having left all this to dry the next stage was to add the ballast. Normally I'd reach for the PVA glue, run to the tap, dilute it and get busy adding glue with a syringe, but this time the arrival of a new product in the office was the perfect opportunity to do something different.

The product of choice is Deluxe Materials' new Ballast Magic starter kit supplied by Gaugemaster. I've always

had great results from Deluxe Materials products and there are a few which my toolbox is never without including Plastic Magic for building plastic models and Track Magic for keeping trains moving.

The starter kit contains all that you need to get started – apart from ballast – consisting of Ballast Magic powder adhesive, a spray bottle and a tool for stirring. All you have to do is mix the powder in a 1:5 ratio with your chosen ballast, mix it, position it on the track by brushing it carefully into position and then spray it with water from the mister



With the Woodland Scenics ballast mixed with Deluxe Materials Ballast Magic powder, it was laid in place, finalised with a 1/2in paint brush and then sprayed with water from the supplied water mister. We added a few drops of model oil around the moving parts of the points before misting on water to stop any potential for the point blades being fixed by the glue.

bottle – it couldn't be simpler.

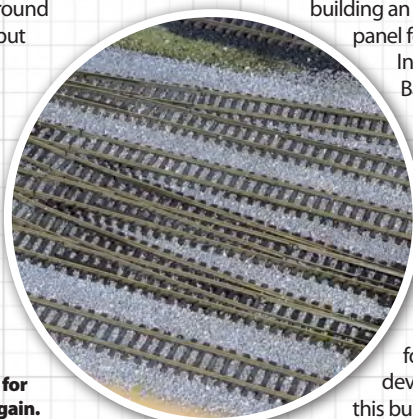
In practice we found it to be a very useful, quick and convenient product to use and we've used it on West Riding Power too. It's also much cleaner than using diluted PVA glue and less cleaning is required after application. The ballast we used for Barrenthorpe is Woodland Scenics fine blended grey (B1393) which gives a neat contrast in colour while also looking suitably fine for use on 'N' gauge layouts.

NEXT STEPS

What's next? Well there is quite a job list for Barrenthorpe and exactly when it will all happen is open ended really.

High on the list is developing the scenery around the gradient, but before that is

Ballast Magic takes around two hours to fully dry and once set any loose ballast can be cleaned away from the points and the track cleaned ready for trains to run again.



completed new backscene end panels need to be cut and fitted and a way of blending the scenery in it required too. That is still being developed although ideas currently revolve around a low relief factory and a handful of trees at the gradient end of the model.

However, first priority is to continue installing point control. Boxes of DCC Concepts Cobalt IP digital motors are waiting in the wings together with the manufacturers new Alpha series of control panel products which will take Barrenthorpe into a new realm of digital point control. Its all very exciting and we're looking forward to getting stuck into the job and, for the first time since construction of St Stephens Road in 2011

building an actual control panel for a layout.

In the short term Barrenthorpe will remain as an office test track, but ultimately it will make it out into the public eye. Watch this space for future developments on this busy layout. **TCM**

BARRENTHORPE IS SUPPORTED BY...



www.gaugemaster.com



www.dccconcepts.com



www.bachmann.co.uk



www.train-tech.co.uk

YORK CENTRAL

YORK CENTRAL is a fictitious station set in York, where I grew up. This is a 1950s/1960s model railway built to modern standards.

The layout is approximately 13ft x 9ft 4in and is three-rail Hornby Dublo. I have many of that company's models and have repainted quite a few, including all 34'A4' 4-6-2s. The track is Peco set track with Streamline points using C&L components for the third rail. A little of the track has been ballasted but there is still a lot to do.

There are a few old Tri-ang locomotives converted to run on the three rail system as well as some modern Bachmann and Hornby products and the Hatton's Beyer Garratt. I have also fitted some modern bodies to old Hornby Dublo chassis.

Apart from some Bachmann Pullmans, all coaches are pre 1962 Exleys as I prefer these to anything else. The locomotive depot to accommodate more than 50 locomotives is still under construction as is the goods yard. There is little scenery completed but in reality there will not be space for much – the enjoyment of operating the model railway will help compensate for that!

Garry Hall, by e-mail.



Balgownie

I named the layout Balgownie after the golf links at Royal Aberdeen where I am a member. The main setting is Aberdeen station, goods yard and Ferryhill Motive Power Depot.

It is a fictitious but typical fishing village in North East Scotland. The factory is set near the fish market. In the future I will finish off the diorama with a landing and stalls on the market floor. Ah, those days I remember well: I had a fish marketing business in Aberdeen for 27 years. No fish lands at our city now - all the harbour region has been taken over by the oil industry.

I started the railway 15 years ago and it is my third. The old aphorism is true: no matter how much you do they're never, ever quite finished!

Mike Robertson, by e-mail.





Operation Build It! Version 4.0

I thought you would like to see that my *Hornby Magazine* Operation Build It! project is still going strong.

This is about the fourth reincarnation, from sleepy Great Western Branch to a more industrialised London Midland & Scottish Railway look. This latest version features a lot more buildings including additional factory structures from Scalescenes and Metcalfe together with adjustments to the length of sidings to suit the building arrangement. I've also added a redundant bay platform in front of the station and a new station building. The project continues.

Mike Green, by e-mail.



Thornhill Junction

I've been a modeller for more than 20 years. My layout is called Thornhill Junction and took 10 months to complete. It is 8ft x 4ft and runs on analogue control. I have about 100 items of rolling stock including locomotives that I run frequently.

I started helping with my grandfather's layout and then he helped with my first one 17 years ago. This is my first solo attempt on a new layout. I've used tips and ideas from *Hornby Magazine* and I have had a lot of comments on how great it looks – hopefully readers will agree.

Matt Bovingdon, by e-mail

With more than 100 items of stock on the roster Matt Bovingdon's Thornhill Junction is a busy railway. Street scenes are detailed with Superquick and Metcalfe kits as well as a selection of Oxford Diecast vehicles.



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.

JANUARY

15-17 LONDON MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Great Hall, Alexandra Palace, London N22 7AY
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £11 (£9.50), concessions £10 (£8.50), children £4 (£3) - advance ticket prices in brackets
Website: www.londonmodelengineering.co.uk
Features: Displays, demonstrations, layouts, trade support, refreshments, parking and disabled access.

16 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION

Hosts: Astolat Model Railway Circle
Location: Guildford County School, Farnham Road, Guildford, Surrey GU2 4LU
Times: 10am-5pm
Prices: Adults £6, children £3, family (2+1 or more children) £12
Website: www.astolatmrc.co.uk
Contact: 01483 722098
Features: 19 layouts, trade support and refreshments.

16 BRAMBLETON MODEL RAILWAY CLUB EXHIBITION

Hosts: Brambleton Model Railway Club
Location: Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD
Times: 10.30am-5.30pm
Prices: Adults £4, concessions £3, children £3
Website: www.brambleton.co.uk
Contact: 07530770432
Features: 12 layouts, trade support and refreshments.

16 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01308 861754
Features: Layouts, trade support and refreshments.

16/17 BLACKBURN CHARITY MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway Charitable Organisation
Location: Audley Sport and Community Centre, Chester Street, Blackburn BB1 1LP
Times: Sat 11am-5pm, Sun 10am-3pm
Prices: Adults £5, concessions £3, children £3, family £12
Contact: 07585 762627
Features: Layouts and trade support.

16/17 ST ALBANS MODEL RAILWAY EXHIBITION

Hosts: Chiltern Model Railway Association
Location: Alban Arena, Civic Centre, St Albans, Hertfordshire AL1 3LD
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children (max two) free, children £4
Website: www.cmra.org.uk
Features: 20 layouts, trade support, demonstrations, displays, societies and refreshments.

23 CARDIFF CHARITY MODEL RAILWAY SHOW

Hosts: Lord and Butler
Location: Scout Association HQ, Fields Park Road, Pontcanna, Cardiff CF11 9HX
Times: 10am-4pm
Prices: Adults £3.50, children free
Website: www.lordandbutler.com
Features: 12 layouts, trade support, refreshments and parking.

23 EGHAM MODEL RAILWAY EXHIBITION

Hosts: Egham and Staines Model Railway Society
Location: Manorcroft School, Egham, Surrey TW20 9LX
Times: 10.30am-5pm
Prices: Adults £5, concessions £4, children £2.50, family £12.50
Website: www.esmrs.co.uk
Features: Ten layouts, trade support and refreshments.

23 MILTON KEYNES MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Milton Keynes Model Railway Society
Location: North House, Bond Avenue, Bletchley, Milton Keynes MK1 1SW
Times: 11am-4pm
Prices: Free
Website: www.mkmrs.org.uk
Features: Club layouts on display.

23/24 CALNE MODEL RAIL SHOW

Hosts: Bentley Model Railway Group
Location: Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £3
Website: www.calnemrs.org.uk
Contact: 01249 657283
Features: 15 layouts, trade support, refreshments and parking.

23/24 CANTERBURY MODEL RAILWAY EXHIBITION

Hosts: City of Canterbury Model Railway Society
Location: St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £3, family (2+3) £13
Website: www.ccmrs.co.uk
Contact: 01227 738789
Features: 15 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access.

30/31 ERITH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Erith Model Railway Society
Location: Longfield Academy, Main Road, Longfield, Kent DA3 7PH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £3, family (2+3) £18
Website: www.ukmodelshops.co.uk/erithmrs/index.html
Contact: 07736 560956
Features: 35 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

30/31 PONTEFRAC MODEL RAILWAY SHOW

Hosts: Normanton and Pontefract Railway Modellers Society
Location: New College, Park Lane, Pontefract, West Yorkshire WF8 4QR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.nprms.webeden.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

30/31 SOUTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £3, family (2+3) £17
Website: www.southamptonmodelrailwaysociety.wordpress.com
Features: 23 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

31 BRISTOL 7MM EXHIBITION

Hosts: Bristol O Gauge Group
Location: U.W.E. Exhibition and Conference Centre, Filton Road, Bristol BS34 8QZ
Times: 10am-4pm
Prices: Members £7, non-members £9, accompanied children free
Website: www.bogg7mmexhibition.com
Contact: 0117 9566946
Features: Layouts, trade support, demonstrations, test track, refreshments, parking and disabled access. Free vintage bus between venue and Bristol Parkway railway station.

31 G SCALE KENT WINTER MEET

Hosts: G Scale Society Kent Group
Location: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne Kent ME9 9TU
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: www.gscaleskent.co.uk
Features: Large scale layouts, trade support, DCC demonstration, live steam, refreshments, parking and disabled access.

FEBRUARY

6/7 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: BMRE
Location: The Hamworthy Club, Magna Road, Canford Magna, Wimborne, Dorset BH21 3AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.bmre.org.uk
Contact: 07970641493
Features: 18 layouts, trade support, refreshments, parking and disabled access.

6/7 FEBEX - ALTON MODEL RAILWAY EXHIBITION

Hosts: Alton Model Railway Group
Location: Eggars School, London Road, Alton, Hampshire GU34 4EQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £4.50, accompanied children free
Website: www.altonmrg.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

6/7 STAFFORD MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle
Location: Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, accompanied children £1
Website: www.staffordrailwaycircle.org.uk
Contact: 01785 211992
Features: 38 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free preserved bus service between venue and Stafford railway station.

7 MONMOUTH MODEL RAILWAY EXHIBITION

Hosts: Monmouth Rotary Club
Location: Monmouth Leisure Centre, Old Dixon Road, Monmouth, NP25 3DP
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4, family £12
Contact: 01600 714603
Features: 30 layouts, trade support, demonstrations, refreshments and parking.

12/13 SOUTH SHIELDS MODEL RAIL SHOW

Hosts: The Salvation Army
Location: Salvation Army Hall, Warr Street, South Shields NE33 4EB
Times: Fri 1pm-8pm, Sat 10am-5pm
Prices: Adults £3, children £1.50, family £7
Contact: 0191 455 3710

Features: Layouts, trade support, societies, refreshments, parking and disabled access.

13 G SCALE SOCIETY WEST MIDLANDS MODEL RAILWAY EXHIBITION

Hosts: G Scale Society, West Midlands Area Group
Location: St Mary's Church Hall, Hobs Meadow, Solihull B92 8PN

Times: 10am-4pm
Prices: Adults £3, children £1

Contact: 01299 403548

Features: G Scale indoors, guest layouts, trade support, parking and refreshments.

13 MILTON KEYNES MODEL RAILWAY EXHIBITION

Hosts: Milton Keynes Model Railway Society
Location: Stantonbury Leisure Centre, Stantonbury, Milton Keynes MK14 6BN

Times: 10am-4.30pm
Prices: Adults £6, children £3.50, family £11

Website: www.mkmrs.org.uk/exhibitions

Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus between Milton Keynes Central railway station and venue.

13 NEWBURY MODEL RAILWAY EXHIBITION

Hosts: Newbury Model Railway Club

Location: St Bartholomew's School, Andover Road, Newbury RG14 6JP

Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2.50, family £10

Website: www.newburymrc.co.uk

Contact: 07765 807617

Features: Layouts, trade support and refreshments.

13 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Sodbury Vale Model Railway Club
Location: St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG

Times: 10am-4.30pm
Prices: Adults £5, accompanied children free

Contact: 01454 327611

Features: 15 layouts, trade support, demos, refreshments.

13 WARMINSTER MODEL RAILWAY AND TRANSPORT EXHIBITION

Hosts: Warminster and District Model Railway Group

Location: Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ

Times: 10am-5pm
Prices: Adults £5.50, concessions £4.50, children £2, family (2+2) £13

Contact: 01985 213458

Features: Layouts, trade support, displays, demonstrations, parking, refreshments and disabled access. Free vintage bus link between venue and town centre.

13/14 FESTIVAL OF BRITISH RAILWAY MODELLING

Hosts: Warners Exhibitions

Location: Doncaster Racecourse, Doncaster DN2 6BB

Times: Sat 10am-5pm, Sun 10am-4.30pm

Prices: Adults £9, children £4.50

Contact: 0844 581 0816

Features: 30 layouts, trade support, demonstrations, displays, refreshments and parking.

13/14 CALE RAIL AND GLR MODEL RAILWAY EXHIBITION

Hosts: Cale Rail and Gartell Light Railway

Location: Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, Somerset BA8 0NB

Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £4, concessions £3 (exhibition only)

Contact: 07970 113270

Features: 12 layouts, trade support, displays and refreshments.

14 BERTHA JAMES MODEL RAILWAY EXHIBITION

Hosts: Age Concern, Ravensbourne

Location: Bertha James Day Centre, Masons Hill, Bromley, Kent BR2 9HJ

Times: 10am-5pm

Prices: Adults £4, children £1

Website: www.berthajamesmodelrailwayexhibition.weebly.com

Features: 12 layouts, trade support, refreshments, raffle and disabled access.

19-21 BRIGHTON MODELWORLD 2016

Hosts: Brighton Modelworld Organising Group

Location: Brighton Centre, King's Road, Brighton, East Sussex BN1 2GR

Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-5pm

Prices: Adults £9.50, concessions £7.50, children £5.50, family (2+2) £26

Website: www.brightonmodelworld.com

Features: Layouts, trade support, static displays, societies, demonstrations, model engineering displays including live steam, aircraft, boats, circus and funfair models, refreshments and disabled access.

20 BIGGLESWADE MODEL RAILWAY EXHIBITION

Hosts: East Bedfordshire Model Railway Society

Location: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB

Times: 10.30am-5pm

Prices: Adults £5, concessions £4, children £3, family (2+2) £13

Website: www.ebmrs.org.uk

Contact: 01626 864942

Features: 15 layouts, trade support, societies, refreshments, parking and disabled access.

20 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers

Location: Yiewsley Baptist Church Hall, Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF

Times: 10am-4pm

Prices: Admission £4

Website: www.hillingdonrailwaymodellers.co.uk

Contact: 020 8368 4090

Features: Meet club members, DC/DCC test tracks available in 'O', 'OO' and 'N', second-hand stall and refreshments.

20 READING MODEL RAILWAY SHOW

Hosts: Kenavon Railway Society/Cholsey and

Wallingford Railway

Location: The Warehouse, Cumberland Road, Reading, Berkshire RG1 3LB

Times: 10am-5pm

Prices: Adults £4, concessions £2, children £2, family (2+2) £9.50

Website: www.kenavon.org.uk

Contact: 07760 285 383

Features: 15+ layouts, trade support, refreshments, parking and disabled access.

20 RISEX 2016 MODEL RAILWAY EXHIBITION

Hosts: Risborough and District Model Railway Club

Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX

Times: 10am-5pm

Prices: Adults £3, children £2

Website: www.rdmrc.org.uk

Contact: 01296 415107

Features: Eight layouts, trade support, demonstrations and refreshments.

20 SAFFRON WALDEN MODEL RAILWAY EXHIBITION

Hosts: Saffron Walden Model Railway Club

Location: United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG

Times: 10am-4.30pm

Prices: Adults £3, concessions £2.50, children £1

Contact: 01799 521029

Features: Layouts, trade support, demonstrations, refreshments and disabled access.

20 SMALL AND DELIGHTFUL NARROW GAUGE MODEL SHOW 2016

Hosts: The Small and Delightful Railway Group

Location: Whitstone School, Shepton Mallet, BA4 5PF

Times: 10am-4.30pm

Prices: Adults £7, concessions £6, children £1, family (2+2) £14

Website: www.ngsw.org.uk

Features: 32 layouts, trade support, demonstrations, refreshments, parking and disabled access.

20 ST JAMES' MODEL RAILWAY EXHIBITION

Hosts: St James Church and Northants Group 3mm

Society

Location: St James Church, St James Road, Northampton NN5 5LE

Times: 10am-4pm

Prices: Adults £3, children £2

Contact: 07775 096705

Features: Layouts, trade support, refreshments and disabled access.

20 TONBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Tonbridge Model Railway Club

Location: Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF

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Times: 10am-5pm

Prices: Adults £6, children £1

Website: www.tonbridgемrc.com

Features: 30 layouts, trade support, refreshments and disabled access.

20/21 KING'S LYNN MODEL RAILWAY CLUB OPEN DAYS

Hosts: King's Lynn Model Railway Club

Location: Village Hall, Cliff-en-Howe Road, Pott Row, King's Lynn PE32 1BY

Times: Sat 10am-4pm, Sun 10am-4pm

Prices: TBC

Contact: 01553 679255

Features: Club layouts and members on hand to answer questions.

20/21 LEICESTER MODEL RAILWAY EXHIBITION

Hosts: Syston Model Railway Society

Location: Sileby Community Centre, High Street, Sileby LE12 7RX

Times: Sat 10am-4.30pm, Sun 10am-4.30pm

Prices: Adults £4, concessions £3.50, accompanied children free, family (2+2) £8

Website: www.systonmrs.org.uk

Contact: 0116 260 5760

Features: 13 layouts, trade support, refreshments and parking.

20/21 YORK AGAINST CANCER MODEL RAILWAY SHOW

Hosts: EBOR Group of Modellers, York

Location: Memorial Hall, Melrosegate, Heworth, York YO31 0RL

Times: Sat 10am-5pm, Sun 10am-4.30pm

Prices: Adults £3, children £1

Contact: 01904 630492

Features: Eight layouts, trade support, weathering demonstration and refreshments.

26-28 MODEL RAIL SCOTLAND 2016

Hosts: Association of Model Railway Societies in Scotland (AMRSS)

Location: Scottish Exhibition and Conference Centre (SECC), Exhibition Way, Glasgow G3 8YW

Times: Fri 11am-6pm, Sat 10am-6pm, Sun 10am-5pm

Prices: Adults £12 (£11), children £6 (£5), family (2+2) £27 (£26) – advance tickets in brackets

Website: www.modelrail-scotland.co.uk

Features: More than 40 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SECC is a short walk from Exhibition Centre railway station.

27 EXMOOR MODEL FAIR

Hosts: Exmoor Coast Railway Modellers

Location: Richard Huish College, South Road, Taunton, Somerset TA1 3DZ

Times: 10am-3pm

Prices: Adults £2

Contact: 01643 706736

Features: 100 Tables, refreshments and parking. Organised by Exmoor Coast Railway Modellers to raise funds for the club.

27/28 CHAPEL-EN-LE-FRITH MODEL RAILWAY EXHIBITION

Hosts: New Mills and District Railway Modellers

Location: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ

Times: Sat 10am-5pm, Sun 10am-4.30pm

Prices: Adults £5, concessions £4, family (2+2) £12

Website: www.nmdrm.co.uk

Contact: 01663 740828

Features: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

27/28 LINCOLN MODEL RAILWAY EXHIBITION
Hosts: Lincoln and District Model Railway Club
Location: The Exhibition Hall, Lincolnshire Showground, Grange de Lings, Lincoln LN2 2NA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3, family (2+3) £15
Website: www.ladmrc.co.uk
Contact: 01507 442002
Features: More than 20 layouts, trade support, demos, societies, refreshments, parking and disabled access. Bus shuttle operating between Lincoln Central railway station and venue on Saturday only.

27/28 SOLENT MODEL RAILWAY SHOW INCORPORATING EUROTRACK 2016
Hosts: Solent Model Railway Group
Location: NEW VENUE: Oasis Academy Lord's Hill, Romsey Road, Southampton SO16 0XN
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3, family (2+2) £15
Website: www.solentmodelrailwaygroup.webs.com
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

28 ILKESTON (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION
Hosts: Ilkeston (Woodside) Model Railway Club
Location: Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Contact: 01773 712648
Features: Ten layouts, trade support, refreshments, parking and disabled access.

MARCH

5 GAUGE O GUILD SPRING SHOW 2016
Hosts: Gauge O Guild
Location: Kettering Leisure Centre, Thurston Drive, Kettering, Northamptonshire NN15 6GN
Times: 10am-4pm
Prices: TBC
Website: www.gaugeoguild.com
Features: Layouts, trade support and demonstrations.

5 MARCH MODEL RAILWAY EXHIBITION
Hosts: March and District Model Railway Club
Location: Westwood Community Junior School, Maple Grove, March, Cambridgeshire PE15 8JT
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £11
Website: www.mdmrc.co.uk
Features: 18 layouts, trade support, refreshments, parking and disabled access.

5 NARROW GAUGE NORTH 2016
Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, West Yorkshire LS28 5TA
Times: 10am-4pm
Prices: Adults £6, accompanied children £1
Website: www.narrowgauge-north.org.uk
Contact: 01274 787150
Features: Layouts, trade support, refreshments, parking and disabled access.

5 WEST SUSSEX N GAUGE SOCIETY OPEN DAY
Hosts: West Sussex Area Group of the 'N' Gauge Society
Location: Sompoting Village Hall, West Street, Sompoting, West Sussex BN15 0BE
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.wsnsg.co.uk
Contact: 01403 266689
Features: Club layouts, demonstrations, refreshments, parking and disabled access.

5 WEYBRIDGE MODEL RAILWAY EXHIBITION
Hosts: Dakota Dibben
Location: Heathside School, Brooklands Lane, Weybridge, Surrey KT13 8UZ
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

5/6 LEAMINGTON AND WARWICK MRS MODEL RAILWAY EXHIBITION
Hosts: Leamington and Warwick Model Railway Society
Location: NEW VENUE: Royal Leamington Spa College, Warwick New Road, Leamington Spa CV32 5JE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £1, family (2+2) £15

Website: www.wmrs.co.uk
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

5/6 MANSFIELD MODEL RAILWAY CLUB EXHIBITION
Hosts: Mansfield St Peters Model Railway Group
Location: St Peters Centre, Churchside, Mansfield, Nottinghamshire
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £1
Website: www.mansfieldmodelrailway.co.uk
Contact: 01623 469068
Features: 12 layouts, trade support, demonstrations and refreshments.

5/6 PRESTON MODEL RAILWAY EXHIBITION
Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £4, family (2+2) £18
Website: www.prestonanddistrictmrs.org.uk
Contact: 07776 438933
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 RAINHILL MODEL RAIL 2016
Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £3, family (2+2) £12
Website: www.rainhillmrc.org.uk
Contact: 01925 226266
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

6 CHESHAM MODEL RAILWAY CLUB EXHIBITION
Hosts: Chesham Model Railway Club
Location: White Hill Centre, White Hill, Chesham, Buckinghamshire HP5 1AG
Times: 10am-4pm
Prices: Adults £4, children £2.50, family (2+2) £10
Website: www.chesham-mrc.co.uk
Contact: 01494 785865
Features: 12 layouts, trade support, refreshments and disabled access.

12 SWINDON MODRAIL 2016
Host: Swindon Model Railway Club
Location: STEAM Museum, Firefly Avenue, Kemble Drive, Swindon, Wiltshire SN2 2EY
Times: 10am-5pm
Prices: Adults £5, accompanied children free
Website: www.swindonmodelrailwayclub.com
Features: Layouts, trade support, refreshments and disabled access.

12/13 BASINGSTOKE MODEL RAIL 2016
Host: Basingstoke and North Hampshire Model Railway Society
Location: Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: www.bnhmrs.hampshire.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access. Heritage bus link between venue and Basingstoke railway station.

12/13 EAST ANGLIAN MODEL RAILWAY EXHIBITION
Host: St Neots Model Railway Club
Location: Britten Arena, Wood Green Animal Charity Centre, Huntingdon, Cambridgeshire PE29 2NH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £4, family £20
Website: www.stneotsmrc.com
Features: More than 30 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access. Free heritage bus link between venue and Huntingdon railway station.

12/13 EAST GRINSTEAD MODEL RAILWAY EXHIBITION
Host: East Grinstead Model Railway Club
Location: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £3.50, children £3.50, family (2+2) £15
Website: www.egmrc.org.uk

Contact: 01342 314228
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access. One free child entry with each paying adult on Sunday only.

12/13 MACCLESFIELD MODEL RAILWAY EXHIBITION
Hosts: Macclesfield Model Railway Group
Location: Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, accompanied children free
Website: www.macclesfieldmrg.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

12/13 MIDLANDS GARDEN RAIL SHOW
Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, near Leamington Spa, Warwickshire CV31 1XN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8.50 (£7.50), concessions £7.50 (£6.50), children £3 (£2) – online prices in brackets
Website: www.largescalemodelrail.co.uk
Features: Large scale layouts, trade support, live steam models, refreshments and parking.

12/13 PERTH GREEN (JARROW) MODEL RAILWAY EXHIBITION
Hosts: Perth Green Model Railway Club
Location: Perth Green Community Association, Inverness Road, Jarrow NE32 4AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.perthgreennmrc.org
Features: Layouts, trade support, demonstrations, refreshments and parking.

19 ABINGDON MODEL RAILWAY EXHIBITION
Host: Abingdon and District Model Railway Club
Location: White Horse Leisure and Tennis Centre, Audlett Drive, Abingdon, Oxfordshire OX14 3PJ
Times: 10am-5pm
Prices: TBA
Website: www.admrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

19 BAWDESWELL MODEL RAILWAY SHOW
Hosts: 32A Model Railway Club and Whitwell Model Railway Club
Location: Bawdeswell Village Hall, Reephams Road, Bawdeswell, Norfolk NR20 4RU
Times: 10.30am-4.30pm
Prices: Adults £4, concessions £3, children £2
Website: www.32amrc.co.uk
Contact: 01692 598464
Features: Layouts, trade support, demonstrations, refreshments and parking.

19 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION
Hosts: Rotary Club of Newton Aycliffe
Location: The Youth Centre, Burn Lane, Newton Aycliffe, County Durham DL5 4HT
Times: 10am-5pm
Prices: Adults £4, concessions £3, children 50p
Website: www.newtonaycliffe Rotary.org.uk
Contact: 07870 210269
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access.

19 TADWORTH SPRING MODEL RAILWAY EXHIBITION
Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Website: www.ndmrc.info/Home/Tadworth.htm
Contact: 07758 458827
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

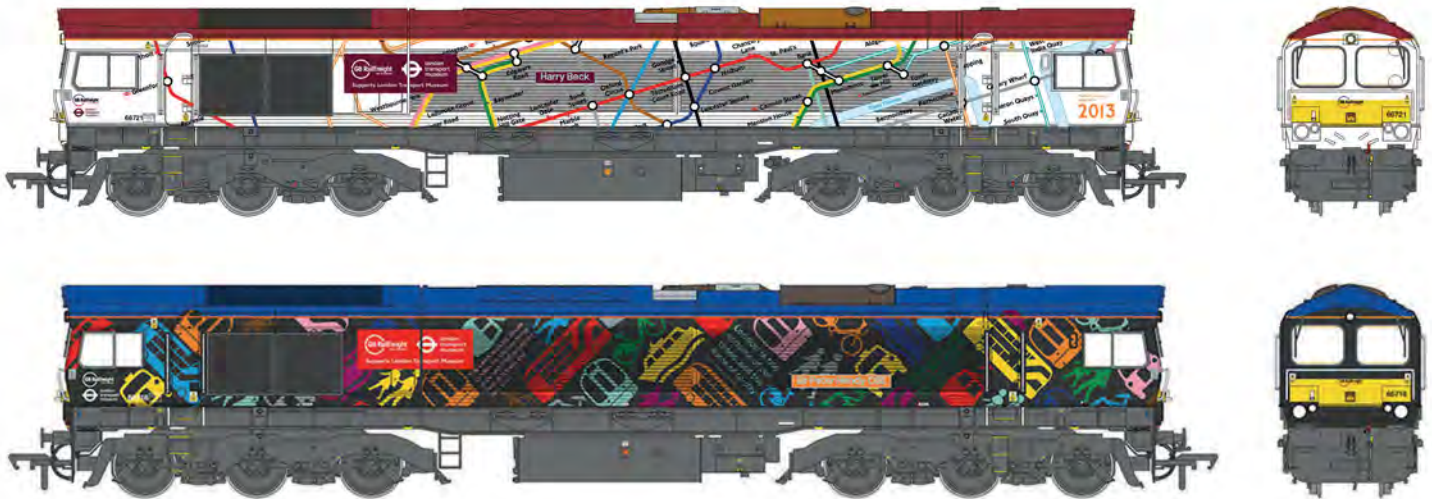
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London Transport Museum announces two
new Bachmann Class 66 diesel locomotives

66718 Sir Peter Hendy and 66721 Harry Beck



London Transport Museum in association with Bachmann Europe plc announces two exclusive new Electro-Motive Diesel Inc. Type JT42CWR Class 66 diesel locomotive models due for release during Summer 2016.

To mark the 150th anniversary of the London Underground in 2013, and to celebrate GB Railfreight's partnership with London Transport Museum, two Class 66 locomotives with new liveries and names were dedicated to the former Transport for London Commissioner, Sir Peter Hendy CBE (No. 66718), and Harry Beck (No. 66721), the designer of the 1930's diagrammatic Tube map.

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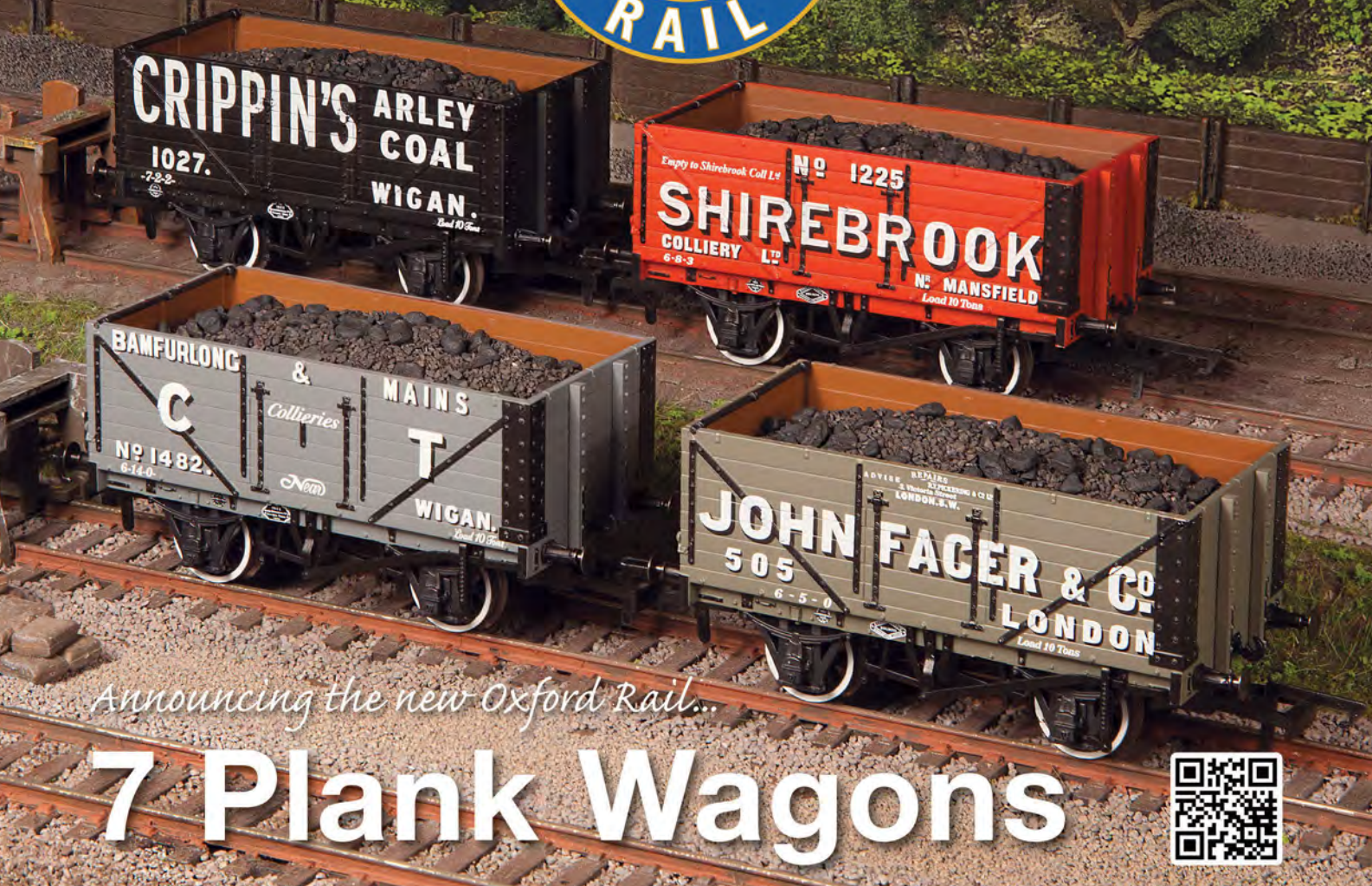
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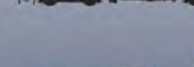


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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5P4F	ehattons.com/5p4f	£131.70 (EST)	Mar 2013							
Class 90 Electric	ehattons.com/c90	£119.00 (EST)	Jul 2014							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							
Class 117 3-Car DMU	ehattons.com/c117	£170.00 (EST)	Sep 2015							
Class 121 "Bubble Car"	ehattons.com/c121	£127.50 (EST)	Sep 2015							

Birdcage coaches, Class 24/1, 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							
Class 68	ehattons.com/c68	£118.00 (EST)	April 2014							
GWR Railcar	ehattons.com/gwrrc	£102.00	July 2014							

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
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							
Class 02 Tango	ehattons.com/02	£148.00	Nov 2013							

Class 4700, 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
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							
Class Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							
SR Maunsell Coaches	ehattons.com/exsmaun	£39.99	Jun 2015							

Collet coaches - view these projects at www.ehattons.com/projectupdates

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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. TBC: Price is yet To Be Confirmed (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

Class 117 3-Car DMU
Pre-order for £170.00



35-500 Class 117 3 car suburban DMU in BR green with speed whiskers

35-501 Class 117 3 car suburban DMU in BR blue & grey
35-502 Class 117 3 car suburban DMU in Network SouthEast livery

Class 121 "Bubble Car"
Pre-order for £127.50



35-525 Class 121 'Bubble Car' single car DMU in BR green with speed whiskers

35-526 Class 121 'Bubble Car' single car DMU in BR blue & grey
35-527 Class 121 'Bubble Car' single car DMU in Network SouthEast livery

See the entire range at ehattons.com/bachmann2015

(Prices estimated - we will notify you if price rises & offer option to cancel)

Limited Edition J94s & Austerities, Class 14xx & Kings from Hatton's, being produced by DJ Models

Class 14xx
Pre-order for £99



Pristine

H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

www.ehattons.com/j94

Austerities & J94 Limited Editions of 200
Pre-order for £99



Pristine

J9401 "Robert" in NCB Bold Colliery lined green
J9402 71515 in Mech Navvies maroon
J9407 4 in NCB Backworth Colliery lined black
J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green
J9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 17663 NCB Peckfield Colliery lined maroon with chevrons
J9406 8 in NCB Mountain Ash Colliery lined green

www.ehattons.com/14xx

Class 6000 King
Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel
HK02 6019 "King Henry V" in GWR lined green with shield
HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VIII" in GWR un-lined wartime green
HK05 6018 "King Henry VI" in GWR lined green
HK06 6025 "King Henry III" in BR ultramarine blue
HK07 6027 "King Richard I" in BR/GWR lined green
HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest
HK11 6017 "King Edward IV" in BR lined green with late crest
HK12 6026 "King John" in BR lined green with late crest
HK13 6005 "King George II" in BR lined green with late crest
HK14 6024 "King Edward I" in BR lined green with late crest

DCC Fitted versions also available for £179
HK01DCC - HK14DCC

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OO Gauge (1:76 Scale)

Steam locos

R3292 BR Black 0-4-0 loco 56011 - Hornby Collectors Club special edition (Hor) **NEW** £26



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) **BARGAIN** £89



31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) (list £159.95) **BARGAIN** £89



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89
R3213 Class 101 Holden 0-4-0T 3102 in SR olive green - Hornby 2013 Collectors club limited edition (Hor) **NEW** £26
R3106 Class 2800 2-8-0 steam loco 2807 in GWR as preserved (Hor) £120



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) **BARGAIN** £80



31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) £118.96



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) **NEW** £80.71



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) **NEW** £72.21



R2882 Class 3P Jinty 0-6-0 tank loco 24 in S&DJR (Hor) (list £32.49) **BARGAIN** £21
R3229 Class 4000 Star 4-6-0 4021 'British Monarch' BR green early crest (Hor) £125.10



R3301 Class 4073 Castle 4-6-0 5043 'Earl of Mount Edgumbe' in BR green early emblem (Hor) £134.25
R3189 Class 4900 4-6-0 Hall 5972 'Oton Hall' in GWR (Railroad range). New tooling for 2013 (Hor) £67



R3313 Class 4F 0-6-0 4323 in LMS black (Hor) **NEW** £92.58
R3314 Class 4F 0-6-0 44341 in BR black early crest (Hor) **NEW** £92.58



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



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06



31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (Bac) £90.06
R3224 Class 52XX 2-8-0 5239 in BR black late crest (Hor) £111.20
32-065 Class 50XX 0-6-2 0639 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 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



R3331 Class 6000 4-6-0 'King James' GWR (Hor) **NEW** £159.99



R3332 Class 6000 King 4-6-0 'King Edward VIII' BR Late Crest (Hor) **NEW** £159.99



R3370TTS Class 6000 King 4-6-0 'King Richard II' BR Early Crest featuring TTS sound (Hor) **NEW** £179.99



R3330 Class 6000 King 4-6-0 6000 'King George V' in Early BR green (as preserved) (Hor) **NEW** £148.14



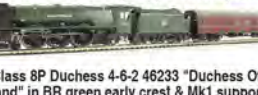
R3278 Class 6P Patriot 4-6-0 45518 'Bradshaw' in BR green early crest - Railroad range (Hor) £84.80



R3226 Class 72XX 2-8-2 7218 in BR black early crest (Hor) £120.50



R3244TTS Class 8 4-6-2 71000 'Duke Of Gloucester' in BR green late crest - TTS Sound (Hor) (list £139.99) **BARGAIN** £94



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



R3086 Class A1 'Flying Scotsman' in LNER Apple green. (Railroad range) (Hor) (list £84.99) **BARGAIN** £55



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green TTS Sound - Railroad range (Hor) £92.70



32-5508A 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) (list £89.99) **BARGAIN** £56



31-528A Class A2 4-6-2 60529 'Pearl Diver' in BR lined green late crest (Bac) **NEW** £144.45



31-531 Class A2 4-6-2 60536 'Trimbrush' in BR lined green early emblem (Bac) £144.45
R3132 Class A3 4-6-2 2599 'Book Law' in LNER green (Hor) £141.80



R3371 Class A4 4-6-2 'Mallard' Locomotive - Railroad range (Hor) **NEW** £74.06



R3307 Class A4 4-6-2 2510 'Quicksilver' in LNER silver - The Silver Jubilees Collection (Hor) **NEW** £134.25



R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR blue early crest (Hor) **NEW** £134.25



R3004X Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem (Hor) **NEW** £122



R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem (Hor) **NEW** £106



31-146 Class D11/1 4-4-0 62663 'Prince Albert' in BR black early emblem (Bac) £101.96



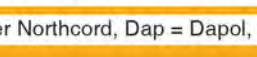
R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BRITISH RAILWAYS black (Hor) £101.90



R3303 Class D16/3 4-4-0 62581 in BR black early emblem - weathered (Hor) £101.84



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) **BARGAIN** £80



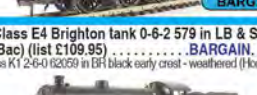
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) **BARGAIN** £80



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) (list £109.95) **BARGAIN** £80



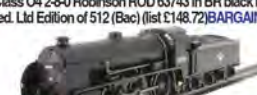
35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN** £80
R3305 Class K1 2-6-0 02059 in BR black early crest - weathered (Hor) £120.36



R3227 Class O1 2-8-0 63663 in BR black late crest (Hor) £121.60



31-0012 Class O4 2-8-0 Robinson ROD 63743 in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** £119



R3329 Class S15 4-6-0 30830 in BR black late crest (Hor) £124.99



R3328 Class S15 4-6-0 30843 in BR black early emblem (Hor) £124.99



R3327 Class S15 4-6-0 824 in Southern Railway olive green (Hor) £124.99



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR black early emblem & tender (Hor) (list £139.99) **BARGAIN** £105



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** £82



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £89
32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £114.71



32-260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) (list £152.95) **BARGAIN** £109



Train packs

R3302 '1940: Return from Dunkirk 75th Anniversary Train Pack 700 dies (4-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) £231.47
30-326 Ambulance Train No.40 Train Pack GWR Class 370 No.3711 'City of Birmingham' in WWI livery, 2 x coaches in olive green & 6 x WWI figures (Bac) £140.20
30-575 The Railway Children Train Pack GWR 57xx Panier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71
30-525 The Shakespeare Express Train Pack Hall Class 4965 'Hood Ashton Hall' in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45
R3220 Tynesley Connector train pack Hall Class 'Plethorid Hall' in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) (list £199.99) **BARGAIN** £149

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Diesel Locos

10001HAP - 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (list £105) BARGAIN £94
1513 Class 15 ADB98003 (Carriage pro-head unit) in Sherwood green full yellow ends (Hel) £94
2503 Class 05 Hunslet shunter 'Cider Queen' green wasp stripes (industrial) (Hel) £100
2501 Class 05 Hunslet shunter D2578 BR green wasp stripes (preserved) (Hel) £100



2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) £100
2522 Class 05 Hunslet shunter D2565 BR blue wasp stripes (preserved) (Hel) £100
2521 Class 05 Hunslet shunter D2600 BR green wasp stripes (Hel) £100
1510 Class 15 D8208 in green small yellow panels & additional yellow panel on 'B' end (Hel) £94



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) (list £134.95) BARGAIN £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN £72



1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN £72



1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN £72
32-038DS Class 20 20124 in BR blue with indicator discs - weathered. DCC Sound (Bac) £195.46



32-034A Class 20 20141 in BR green full yellow ends - weathered (Bac) £97.71



32-044 Class 20 D8028 in BR green indicator discs & tablet catcher (Bac) £93.46



32-045 Class 20 diesel 20118 "Saltburn-by-the-Sea" in BR Railfreight red stripe (Bac) £93.46



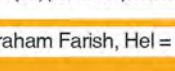
4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103
D10000 Class 22 B-B Diesel Hydraulic D6328 (Nov A) BR blue full yellow ends (Dap) £104



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £59



2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN £59



2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) (list £129.95) BARGAIN £59
2302* Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN £79

32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) NEW £89.21



32-408 Class 25/3 diesel 25286 in BR blue (Bac) £93.46



2800* Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) BARGAIN £80



2809* Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) BARGAIN £89
2807* Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) BARGAIN £89
3434 Class 330 diesel 33033 Railfreight Conductor Sector triple grey (Hel) £95
3431 Class 330 diesel 6544 in BR blue full yellow ends (Hel) £95
3414 Class 330 diesel D6506 in BR blue full yellow ends (Hel) £95
3414 Class 330 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) £95
3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) £94



32-786 Class 37/0 37174 in EWS domino headcode - weathered (Bac) £106.21
32-784 Class 37/0 37242 Mainline blue centre headcode - weathered (Bac) £106.21



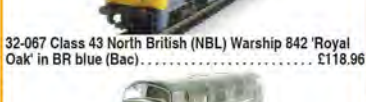
32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) £203.96



32-370 Class 37/4 diesel 37405 in DRS Compass (Bac) £101.96



32-067 Class 43 North British (NBL) Warship 842 'Royal Oak' in BR blue (Bac) £118.96



32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR green small yellow panel (Bac) £118.96



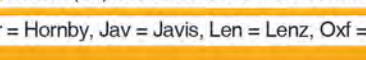
32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR maroon small yellow panel (Bac) £118.96



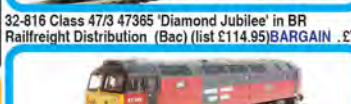
32-680 Class 45 45036 in BR blue split centre headcode (Bac) £101.96



32-681 Class 45 D108 in BR green split centre headcode - weathered (Bac) £110.46



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution (Bac) (list £114.95) BARGAIN £72



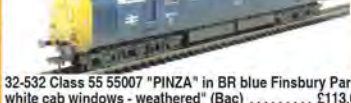
32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) BARGAIN £72



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) (list £114.95) BARGAIN £78
4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) £119
4D-003-006 Class 52 diesel D1005 'Western Consort' in BR maroon small yellow panels (Dap) £119
4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap) £109
4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap) £109



32-532 Class 55 55007 'PINZA' in BR blue Finsbury Park white cab windows - weathered (Bac) £113.01



R2879 Class 55 Deltic diesel 55001 'St Paddy' in BR blue (Hor) (list £52.49) BARGAIN £43
32-762DS Class 57/3 57312 'The Hood Virgin Trains' - weathered. DCC Sound (Bac) £203.96
5822 Class 58 58006 Railfreight Redstripe Livery (Hel) £125
5823 Class 58 58036 Railfreight Redstripe Livery Orange Central Strip (Hel) £125
5825 Class 58 58038 Mainline Blue Livery (Hel) £125



R3267X Class 60 60005 'Skiddaw' in Transrail triple grey - Sound fitted (Hor) £229.90



R3266 Class 60 60090 'Quinag' in Railfreight Coal sector (Hor) NEW £146



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99) BARGAIN £112
R3272 Class 67 67006 Royal Sovereign (Hor) (list £139.99) BARGAIN £110
R3448 Class 67 67016 in EWS (Hor) £129.62
R3449 Class 67 67024 in EWS (Hor) £129.62



31-588 Class 70 PowerHaul diesel 70005 in Freightliner - weathered (Bac) £127.46



4D-006-001 Class 73 electro-diesel 73105 in BR blue large logo (Dap) NEW £119.51



4D-006-002 Class 73 electro-diesel 73124 in BR blue full yellow ends (Dap) NEW £119.51



4D-006-000 Class 73 Intercity 73102 'Airtour Suisse' (Dap) NEW £119.51



31-996 Class D/16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £101.96



1509 D8204 in plain green numbers on front & rear (Hel) £94

1718 D8523 in blue full yellow ends (Hel) £94

1719 D8558 in green small yellow panels (Hel) £94

1720 D8594 in green small yellow panels (Hel) £94

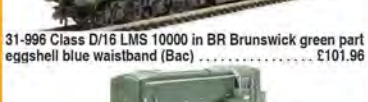
4010 - English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75

4011 - English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70

NEW 4D-006-004 Class 73/0 electro-diesel E6003 in BR green lower grey panels (Dap) NEW £119.51
31-995 Class D/16 LMS 10000 BR Brunswick green lined orange & black (Bac) £101.96



31-996 Class D/16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £101.96



1509 D8204 in plain green numbers on front & rear (Hel) £94



1718 D8523 in blue full yellow ends (Hel) £94



1719 D8558 in green small yellow panels (Hel) £94



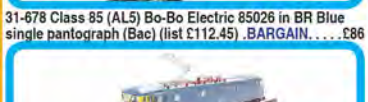
1720 D8594 in green small yellow panels (Hel) £94



4010 - English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75



4011 - English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) BARGAIN £86



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN £79



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) £118.96



9002 Metropolitan Bo-Bo electric 1 in wartime grey (Hel) £107



9000 Metropolitan Bo-Bo electric 20 in Metropolitan (Hel) £107



9001 Metropolitan Bo-Bo electric 9 'John Milton' in Metropolitan (Hel) £107

R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) £194.70

HSTs

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R3366 Network Rail Measurement Train Drive Units (Hor) £189.99

DMUs
32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) £135.96
32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £135.96
32-286A Class 101 2 Car DMU BR green yellow panel - weathered (Bac) £144.46



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN... £78



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) BARGAIN... £72.50
32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN... £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) BARGAIN... £86



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) BARGAIN... £69



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52
8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN... £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55987 (Hel) (list £119.95) BARGAIN £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) BARGAIN £69



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69
32-937 Class 150/2 2-car DMU 150202 in Centro blue stripe (Bac) £140.21
R3351 Class 153 153538 in Northern Rail (Hor) £83.32



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) BARGAIN... £290
32-515A Derby Lightweight 2 Car DMU BR green half yellow ends (Bac) £123.21
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21



8752 Park Royal Railbus M79971 in BR green speed whiskers (Hel) £97



8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97
8704 Railbus W&M E79942 in green large yellow panel - weathered (Hel) (list £129.95) BARGAIN... £79
8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel) £94
8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) £94
8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94



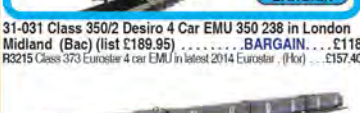
R3341 Class 2-HAL 2 Car train pack in BR blue (Hor) £120.80
R3340 Class 2-HAL 2 Car train pack in BR green yellow front (Hor) £120.80



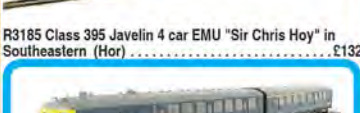
31-030A Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN... £99



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN... £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN... £118
R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar (Hor) £157.40



R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) £132



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £30.25) BARGAIN... £74
R162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) (list £123.99) BARGAIN... £69



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN... £72



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) BARGAIN... £64
31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) (list £104.95) BARGAIN... £64



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN... £64



8800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) £50.96



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) BARGAIN... £79

Track cleaning fluid
B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) £7



Train sets - analogue
R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) BARGAIN... £59
R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) £49
R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120
R1183 Master of the Glens 1 train set (Hor) £166.66
R2284 Percy and the Mail Train Set (Hor) NEW £72
30-170 Thomas Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71
30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46
30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shuntbox green & GWR Tooted brake van & shunters truck in GWR gr (Bac) £84.96
R285 Thomas Passenger and Goods Train Set (Hor) NEW £90



R9283 Thomas the Tank Engine Train Set (Hor) NEW £54

Train sets - DCC
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £120
30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255



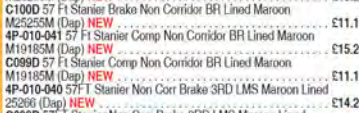
Coaches
R4672 Railford SR4 4 Wheel Coach (Hor) £13.88
R1171 Coaches 2 x LNER composite coaches and 1 x LNER Brake coach - Teak (unboxed) Split from the Flight of The Mail train set (Hor) £45



39-001 2 x Mk1 coaches in 'Works Test Train' in BR blue & grey - weathered (Bac) £72.21
4F-010-042 57 FT Stanier Brake Non Corridor BR Lined Maroon £11.10
4F-034-108 21T Hopper Simpson 78 (Dap) NEW £9.90
4F-034-109 21T Hopper Simpson 78 Weathered (Dap) NEW £10.80



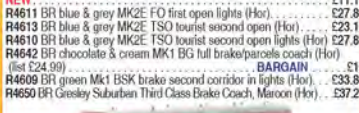
4F-052-029 5 Plank 9 Ft Wheelbase Marshall 5 (Dap) NEW £9.70
4F-052-030 5 Plank 9 Ft Wheelbase Marshall Weathered (Dap) NEW £10.60
4F-010-042 57 FT Stanier Brake Non Corridor BR Lined Maroon £11.10
M2525M (Dap) NEW £15.20
C1000 57 FT Stanier Brake Non Corridor BR Lined Maroon £11.10
4F-010-041 57 FT Stanier Comp Non Corridor BR Lined Maroon £15.20
M19185M (Dap) NEW £11.10
C0990 57 FT Stanier Comp Non Corridor BR Lined Maroon £11.10
4F-010-040 57 FT Stanier Non Corri Brake 3RD LMS Maroon Lined £14.20
C0980 57 FT Stanier Non Corri Brake 3RD LMS Maroon Lined £11.10
2526B (Dap) NEW £11.10



4F-010-039 57 FT Stanier Non Corridor Comp LMS Maroon Lined 19185 (Dap) NEW £14.20
C0970 57 FT Stanier Non Corridor Comp LMS Maroon Lined 19185 (Dap) NEW £11.10
R4611 BR blue & grey MK2E FO first open (Hor) £27.80
R4613 BR blue & grey MK2E TSO tourist second open (Hor) £23.10
R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) £27.80
R4642 BR chocolate & cream MK1 BG full brake/parrels coach (Hor) (list £24.99) BARGAIN... £19
R4609 BR green Mk1 BSK brake second corridor in lights (Hor) £33.80
R4659 BR Gireley Suburban Third Class Brake Coach, Maroon (Hor) £37.27



4F-010-039 57 FT Stanier Non Corridor Comp LMS Maroon Lined 19185 (Dap) NEW £14.20
C0970 57 FT Stanier Non Corridor Comp LMS Maroon Lined 19185 (Dap) NEW £11.10
R4611 BR blue & grey MK2E FO first open (Hor) £27.80
R4613 BR blue & grey MK2E TSO tourist second open (Hor) £23.10
R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) £27.80
R4642 BR chocolate & cream MK1 BG full brake/parrels coach (Hor) (list £24.99) BARGAIN... £19
R4609 BR green Mk1 BSK brake second corridor in lights (Hor) £33.80
R4659 BR Gireley Suburban Third Class Brake Coach, Maroon (Hor) £37.27



39-577 BR Hawksworth Auto Trailer Crimson (Bac) £58.61



39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61



39-576 BR Hawksworth Auto Trailer Maroon (Bac) £58.61
39-228E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £33.96

39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN... £24
39-126B BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £34.96
39-133D BR Mk1 FK First Corridor (SR) Green (Bac) NEW £33.11



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN... £24
39-274A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered - NKA E93736 (Bac) (list £39.95) BARGAIN... £21
39-274A Pack of 4 (Bac) (list £159.80) BARGAIN... £80



39-026J BR Mk1 SK 2nd Corridor Maroon. Running number TBA (Bac) NEW £33.11



39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN... £24
39-027H BR Mk1 SK Second Corridor (WR) crimson & cream - weathered (Bac) £29.71



39-025G BR Mk1 SK Second Corridor Blue & Grey E25898 (Bac) NEW £33.11
39-500 BR Mk1 SLF Sleeper Car in maroon (Bac) £36.50
39-500 Pack of 4 (Bac) (list £171.80) BARGAIN... £136
39-502 BR Mk1 SLF Sleeper Car in maroon (Bac) £33
39-502 Pack of 4 (Bac) (list £155.80) BARGAIN... £120
39-053F BR Mk1 SO Second Open (SR) Green (Bac) NEW £33.11



39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN... £26



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN... £18
R4621A BR Mk1 Tourist Second Open Coach, Maroon (Hor) £23.14
39-363 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) £33.96
R4611A BR Mk2E First Class Open Coach, BR Blue & Grey, Working Lights (Hor) £27.77
R4616A BR Mk2E Standard Open Coach (Hor) £23.14
R4676 BR Mk3 Inter-City 125 blue & grey coach pack x 3 (Hor) (list £39.99) BARGAIN... £64
R4678A BR Non-Corridor 57' Third Class Brake Coach (Hor) £37.27



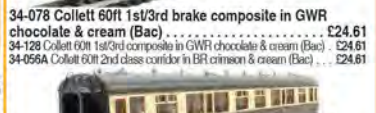
R4659 BR Non-Corridor 57' Third Class Coach (Hor) £37.27
R4651 BR Thompson Suburban (Lavatory) Composite Coach, Maroon (Hor) £37.27
R4653 BR Thompson Suburban Third Class Brake Coach, Maroon (Hor) £37.27
R4652 BR Thompson Suburban Third Class Coach, Maroon (Hor) £37.27
34-081A Collett 60ft 1st/2nd brake composite BR crimson & cream (Bac) £24.61
34-131A Collett 60ft 1st/2nd composite in BR crimson & cream (Bac) £24.61



34-078 Collett 60ft 1st/3rd brake composite in GWR chocolate & cream (Bac) £24.61
34-128 Collett 60ft 1st/3rd composite in GWR chocolate & cream (Bac) £24.61
34-056A Collett 60ft 2nd class corridor in BR crimson & cream (Bac) £24.61



34-053 Collett 60ft 3rd class corridor in GWR chocolate & cream (Bac) £24.61



39-528 Ex-Southern CCT Covered Carriage Truck BR Blue (Bac) £24.61
R4597B FGW Night Riviera Mk3 sleeper (Hor) £26.40
R4370D First Great Western Mk3 Standard Open Coach (Hor) £26.38
R4518A Gireley (Non Weathered) suburban 3rd class brake LNER teak (Hor) £36
R4617 Intercity MK2E FO first open (Hor) £23.10
R4616 Intercity MK2E TSO tourist second open (Hor) £23.10



76LRT007 Leyland Royal Tiger Coach North Western (Oxf) NEW £13



76LRT007 Leyland Royal Tiger Coach North Western (Oxf) NEW £13



76LRT007 Leyland Royal Tiger Coach North Western (Oxf) NEW £13

Prices valid until 10/02/16

Orders received after this date for products that have increased in price will be given a refund



39-460 LMS 57 ft Porthole Corridor Brake 3rd in BR Crimson & Cream (Bac) £33.96
39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) £33.96



39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac) £33.96
39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96
R4677 LMS Non-Corridor 57 Third Class Brake Coach (Hor) £37.27
R4677A LMS Non-Corridor 57 Third Class Brake Coach (Hor) £37.27
R4657 LMS Non-Corridor 57 Third Class Coach (Hor) £37.27
R4355 Mk1 BSK brake corridor second BR chocolate & cream (Hor) £17
R4354 Mk1 SK corridor second BR chocolate & cream (Hor) £17
34-609 Mk1 Suburban 2nd in BR crimson - weathered (Bac) £25.46
R4526 Night Mail Operating Mail Coach GWR - Railroad Range (Hor) (list £23.99) £19



34-330 Period III 50ft parcels van in BR crimson & cream (Bac) £22.91
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91
R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) £46.29
R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) £46.29
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) £46.29
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) £46.29



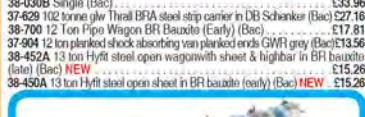
39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) £24.61

Wagons

38-502 'Covlop' covered hopper British Industrial Sand bauxite & black (Bac) £18.28
38-502 Pack of 4 (Bac) (list £91.80) £66
38-502 Megapack of 8 (Bac) (list £183.60) £126
37-478 1 plank wagon in BR bauxite (Lain) (Bac) £9.46
38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac) £38.51



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) £135.83
38-030B Single (Bac) £33.96
37-629 10 tonne glw Thral BSA steel strip carrier in DB Schenker (Bac) £27.16
38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) £17.81
37-904 12 ton plank wagon with plank ends GWR grey (Bac) £13.56
38-452A 12 ton Hyfi steel open wagon with sheet & higher in BR bauxite (late) (Bac) NEW £15.26
38-450A 13 ton Hyfi steel open sheet in BR bauxite (early) (Bac) NEW £15.26



37-654A Pack of 4 14 Ton Tank Wagon 'Ronuk' (Bac) (list £63.80) £34
37-654A Single (Bac) (list £15.95) £9
37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) £11.01
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 (Lain) - 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
38-602 21 Ton Grain Hopper BR Bauxite (Lain) (Bac) £19.51
4F-034-012 21 T Hopper NCB 131 - weathered (Dap) £11



38-750 22 Ton STV Tube Wagon BR Bauxite (TOPS) Weathered (Bac) £22.91
37-508 24 ton ore hopper wagon in BR grey - weathered (Bac) £12.71
38-145 29 ton VDA sliding door box van in BR bauxite - weathered (Bac) £21.21
38-044 31 tonne OBA open wagon in BR Railfreight brown (Bac) £18.66



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) £116
38-041B Single (Bac) £16.53
38-041B Pack of 4 (Bac) (list £67.80) £60
38-125A 35 Ton VBA box van sliding door EWS (Bac) £14
38-125A Pack of 4 (Bac) (list £55.80) £54
38-125A Megapack of 8 (Bac) (list £191.00) £102
33-902 45 ton bogie well wagon in BR Departmental black (Bac) £16.96
38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac) £13.56
38-007 45 tonne FNA nuclear flask barrier wagon (Bac) £16.96
37-064 5 plank wagon wooden floor in Fandon (Bac) (list £12.66) BARGAIN £12.39
37-064 Pack of 4 (Bac) (list £51.80) £30
33-436 51 tonne SSA scrap wagon in blue (Bac) £13.56

R6473 BR Brown mineral wagon x3 (Railroad Range) (Hor) (list £17.90) £12
38-427 Bulk grain bogie hopper in Traffic Services Limited (Bac) £46.71
38-427 Pack of 4 (Bac) (list £239.80) £172
38-427 Megapack of 8 (Bac) (list £479.80) £350



37-951B Pack of 4 Conflat wagon in BR bauxite BD container in BR crimson B709076 (Bac) (list £63.80) BARGAIN £54.23
37-951B Single (Bac) £13.56
4F-044-001 Feab Container Twin Pack OO Filline 640707 + 640708 (Dap) £31
38-346A* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Fleck 21 (Bac) (list £29.95) BARGAIN £22
38-346A* Pack of 4 (Bac) (list £119.80) £88
38-346A* Megapack of 8 (Bac) (list £229.60) £162
R6366 Fuel wagon pack Shell, Texaco & Total tankers (Hor) £15
4F-045-003 IOA Network Rail bogie ballast wagon 3170 5992 065-6 (Dap) £17
4F-045-004 IOA Network Rail bogie ballast wagon 3170 5992 061-3 (Dap) £17
38-250A IPA twin double dock car transporter STVA red - weathered (Bac) £42.46



38-200A Megapack of 8 JPA bogie cement hopper 'VTG Lafarge Cement' (Bac) (list £287.60) BARGAIN £166
38-200A Single (Bac) (list £35.95) £25
38-200A Pack of 4 (Bac) (list £143.80) £82
B910C KOAKTA Pocket wagon & container (Dap) £25.25
B910D KOAKTA Pocket wagon & container (Dap) NEW £23
4F-046-001 Megafret Twin Pack - weathered - 2 x 45 ft High Cube Containers (Dap) NEW £31
38-052 MTA open box ballast wagon in EWS (Bac) £16.11
37-963 Pack of 2 Conflat wagons in BR bauxite (Bac) £22.46



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) £28
37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors weathered (Bac) £33.96
38-059 ZDA Bass dropside open wagon BR grey & yellow - weathered (Bac) £19.51

Analogue controllers

36-506 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54

DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10



BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x127x104 mm) x5 (Gau) £71



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
BPDDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88
R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £32

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32



R8214 DCC Elite unit digital controller (Hor) £205
R8213 DCC Select unit (boxed) (Hor) £90



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68



36-500 EZ Command DCC controller - boxed (Bac) £76.46



36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71



R8243 Surface Mounted point motor (Hor) £7

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £68

Lighting equipment

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17

Accessories

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Spares

SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

SL-110 Finescale rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

SL-110 Finescale rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
GM50 Locomotive wheel cleaner (Gau) £24

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
36-030 Mk2 Couplings NEM shaft (straight pocket x 10) (Bac) £8

TT4561 Tidy Track Rolo Wheel Cleaner OO/HO Gauge (Woo) £21.75

TT4561 Tidy Track Rolo Wheel Cleaner OO/HO Gauge (Woo) £21.75

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8086 Metal disc wheels on axles (10 axles) (Hor) £5.50
36-014 Metal spoked wheels on 10 metal axle - Pack of 20 (Bac) £8.46

36-005A Pair of BR Mk1 coach bogies. (Bac) £6.76

36-005A Pair of BR Mk1 coach bogies. (Bac) £6.76
36-007A Pair of Bulleid bogies (Bac) £6.76
36-008A Pair of Commonwealth coach 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

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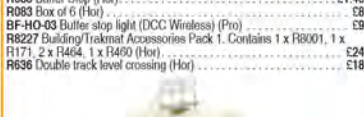
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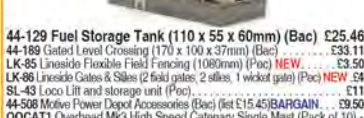
89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199



LK-55 76ft Well type turntable (Pec) £38
R883 Butler Shop (Hor) £1.40
R883 Box of 6 (Hor) £8
BF-HO-83 Butler shop light (DCC Wireless) (Pro) £9
R8227 Building/Trackmat Accessories Pack 1. Contains 1 x R8001, 1 x R171, 2 x R464, 1 x R460 (Hor) £24
R636 Double track level crossing (Hor) £18



44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46
44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) £33.11
LK-85 Lineside Flexible Field Fencing (1080mm) (Pec) NEW £3.50
LK-86 Lineside Gates & Sides (2 field gates, 2 sides, 1 widest gate) (Pec) NEW £4
SL-43 Loco Lift and storage unit (Pec) £11
44-508 Motive Power Depot Accessories (Bac) (list £15.45) BARGAIN £9.50
OO/CATT Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm easy-fit mounting system (Dap) £8
R514 Platform Canopy x 2 (Hor) £12
R402 Straight Platform (Hor) £3.50



R169 Home junction signal (Hor) £10
DS1 One Touch DCC Signal Home (FVG) (Tra) £22

Buildings - general

R8820 Skaledale Diesel Fuel Tank (Hor) NEW £12.95
R8809 Skaledale Garage Outbuilding (Hor) NEW £17.58
R8819 Skaledale High Brooms Platform Building (Hor) NEW £33.32

NEW

R9818 Skaledale High Brooms Station (Hor) NEW £46.29
R9814 Skaledale Platform Signal Box (Hor) NEW £22.21
R9813 Skaledale Platform Subway (Hor) NEW £17.58
R9824 Skaledale Station Office (Hor) NEW £33.32
R9822 Skaledale Steam Shed (Hor) NEW £46.29
44-0030 Farmhouse (Bac) £29.71
44-025 Hampton Heath colliery - Pit Head Lift - Scenecraft range (comes in plain white box) (Bac) £23
44-265 Low Relief Block of flats (Bac) £53.51
44-269 Low Relief Conant Board Warehouse (Bac) NEW £21.21
44-282 Low Relief Cinema (Bac) £33.96
44-280 Low Relief Local Garage (Bac) NEW £23.76
44-259 Low Relief Office Block (Bac) NEW £23.76
44-261 Low Relief Station Hotel (Bac) £36.51
44-257 Low relief Victorian school (249 x 39 x 92mm) (Bac) £33.96
PO281 Pair of red brick terraced houses (Card Kit) (Met) £8
44-005 Portable office (16 x 42 x 34mm) (Bac) £16.96
44-027 Rural Bus Depot (Bac) £50.96



44-0021 Rural Workers Cottages (Bac) NEW £38.21
R8622 Terrace house (right hand) - Skaledale (Hor) £12
44-0040 Toilet Block (Bac) NEW £21.21
PO282 Warehouse - low relief or stand-alone (Met) £12

Man-made scenic structure - non-railway

44-505 Security fences x 10 - Scenecraft range (Bac) £5

Bridges, Tunnels & Walls

44-225 Low Relief Retaining Walls (168 x 10 x 65mm) (Bac) £14.41
R8641 Platform footbridge - Skaledale 'Railside' range (Hor) £22
44-588 Quayside walls (Bac) £33.96
44-569 Quayside walls Stepe (Bac) £33.96

PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11

PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

Grass, Ground, Lichen, Hedges & Foliage

R05125 Ready Grass - Desert Sand - Large Roll (50' x 100') (Woo) NEW £24.50
R05135 Ready Grass - Desert Sand - Medium Roll (33' x 50') (Woo) NEW £10
R05145 Ready Grass - Desert Sand - Project Sheet - (14' x 25' x 12.5') (Woo) NEW £3.25
R05175 Ready Grass - Desert Sand - Small Roll (25' x 33') (Woo) NEW £8

Minerals, Water & Rocks



Opening hours
Store: 09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun

07:00 - 20:30 Mon-Fri
07:00 - 18:00 Sat 09:00 - 17:00 Sun

ST-204 Setrack Quad Straight (Pec) £3.50
ST-204 Box of 24 (Pec) £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 (Pec) £3



SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver
concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3



SL-99 3 way medium radius point insulfrog (Pec) £25



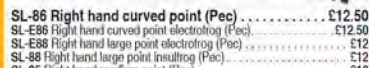
SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-87 Right hand curved point (Pec) £12.50
SL-89 Left hand large point electrofrog (Pec) £12
SL-89 Right hand large point electrofrog (Pec) £12
SL-96 Left hand medium point (Pec) £10



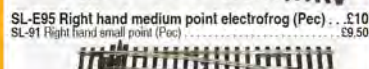
SL-E96 Left hand medium point electrofrog (Pec) £10
SL-E92 Left hand small point (Pec) £9.50



SL-E92 Left hand small point electrofrog (Pec) £9.50



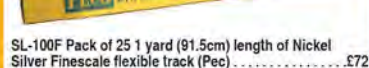
SL-86 Right hand curved point (Pec) £12.50
SL-E96 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point electrofrog (Pec) £12
SL-E88 Right hand large point electrofrog (Pec) £12
SL-95 Right hand medium point (Pec) £10



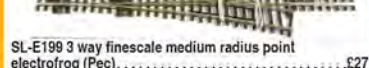
SL-E95 Right hand medium point electrofrog (Pec) £10
SL-E91 Right hand small point (Pec) £9.50



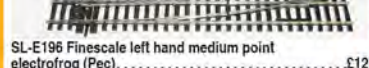
Track - Code 75 FineScale Streamline
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-
sleeper flexible track (Pec) £3
SL-102F Pack of 25 (Pec) £72



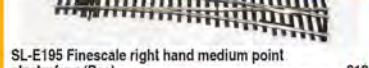
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel
Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



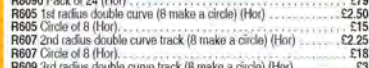
SL-E199 3 way finescale medium radius point
electrofrog (Pec) £27
SL-E199 Double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12
SL-E189 Finescale left hand large point electrofrog (Pec) £12



SL-E196 Finescale left hand medium point
electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12

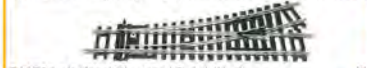


SL-E195 Finescale right hand medium point
electrofrog (Pec) £12
SL-E191 Finescale right hand small point electrofrog (Pec) £10



Track & Points
R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R805 1st radius double curve (8 make a circle) (Hor) £2.50
R805 Circle of 8 (Hor) £15
R807 2nd radius double curve track (8 make a circle) (Hor) £28
R807 Circle of 8 (Hor) £15
R809 3rd radius double curve track (8 make a circle) (Hor) £33
R809 Circle of 8 (Hor) £22
ST-2031 3rd radius Double Curve Track (ST-231 x 4) (Pec) £11

R8262 Double 4th radius curve (8 make a circle) (Hor) £3
R801 Double Straight (Hor) £2.25
R801 Box of 24 (Hor) £49
ST-2001 Double Straight Track (ST-201 x 10) (Pec) £16
R8222 Extension Pack B. Contains 1 x R8073, 2 x R8000, 4 x R8007, 1 x R8004, 1 x R8083 (Hor) £21
R8223 Extension Pack C. Contains 1 x R8073, 2 x R8000, 4 x R8007, 1 x R8006 (Hor) £21
R8077 Left hand Express point (Hor) £16



R8072 Left Hand Standard Point (Hor) £9
36-872 Left-hand standard point (Bac) £7.52
R803 Long Straight (Hor) £3.25
36-603 Long straight track nickel silver (same as R803) (Bac) £2.76
36-603 Box of 10 (Bac) (Set £24) BARGAIN £24.80
R8075 Right hand curved point (Hor) £14.40
R8078 Right hand Express point (Hor) £16



R8073 Right Hand Standard Point (Hor) £9
36-873 Right-Hand Standard Point (Bac) £7.52
R821 Single 970mm length of flexible track (Hor) £3
R821 Pack of 24 (Hor) £66
R800 Standard Straight (Hor) £1.40
R800 Box of 24 (Hor) £33
ST-100 Starter Track Set (Pec) £54



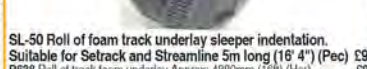
Track underlay
ST1474 24" O/OH Gauge Track Underlay In A Continuous Roll - 5mm
x 1.75" x 24" (Woo) £7.40



GM200 5 metres of realistic grey ballasted OO gauge
underlay (Gau) £19
GM210 Brown ballasted underlay x 5 metres (Gau) £19



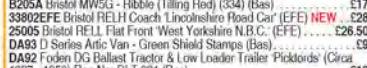
SL-50 Roll of foam track underlay sleeper indentation.
Suitable for Setrack and Streamline 5mm (16") (Pec) £9
R638 Roll of track foam underlay Approx. 480mm (18") (Hor) £9



Buses
76WB011 Bedford OVB MacBraynes (Oxf) NEW £12
B206B Bristol MW SD - United Counties (365 Fie) (Bas) £17
B205B Bristol MW5G - Ribbles (Hibble Rod) (B23) (Bas) £17
B205A Bristol MW5G - Ribbles (Tilling Rod) (B24) (Bas) £17
33020EF Bristol RELH Coach - Lincolnshire Road Car (EFE) NEW £26.50
25005 Bristol RELL Flat Front West Yorkshire N.B.C. (EFE) £28
DA93 D Series Artic Van - Green Shield Stamps (Bas) £9
DA92 Foden DG Ballast Tractor & Low Loader Trailer Pickdolls (Circ) 1937 - 1950 Reg.No. DLT 331 (Bas) £28
28068 GM Standard Aftersale First Greater Manchester (EFE) £28



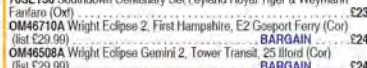
76WB011 Bedford OVB MacBraynes (Oxf) NEW £12
B206B Bristol MW SD - United Counties (365 Fie) (Bas) £17
B205B Bristol MW5G - Ribbles (Hibble Rod) (B23) (Bas) £17
B205A Bristol MW5G - Ribbles (Tilling Rod) (B24) (Bas) £17
33020EF Bristol RELH Coach - Lincolnshire Road Car (EFE) NEW £26.50
25005 Bristol RELL Flat Front West Yorkshire N.B.C. (EFE) £28
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DA92 Foden DG Ballast Tractor & Low Loader Trailer Pickdolls (Circ) 1937 - 1950 Reg.No. DLT 331 (Bas) £28
28068 GM Standard Aftersale First Greater Manchester (EFE) £28



76PD2001 Leyland Titan PD2/12 Maidstone &
District (Oxf) £16
76SET38 Southdown Centenary Set Leyland Royal Tiger & Weymann
Fairlane (Oxf) £23
OM46710A Wright Eclipse 2, First Hampshire, E2 Gosport Ferry (Cor)
(list £29.99) BARGAIN £24
OM46508A Wright Eclipse Gemini 2, Tower Transit, 25 Ilford (Cor)
(list £29.99) BARGAIN £24



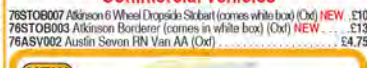
Cars
76AUS001 Austin 1300 Bronze Yellow (Oxf) £4.75
76AAD06 Austin A40 MkII Glen Green - Snowberry White (Oxf) NEW £5
76ACF001 Austin Cambridge Periana blue/white (Oxf) £5
76CAP006 Ford Capri MkII Caspian Blue/Strato Silver (Oxf) NEW £5
76JAG005 Jaguar MKVII Twilight Blue (Oxf) NEW £5
76RAN001 Range Rover 2013 Luxor (Oxf) NEW £49.95
76RS005 Sunbeam Rapier MkII Powder Blue (Oxf) NEW £5
76VWY005 Vauxhall Wyvern Morocco Red (Oxf) NEW £4.50



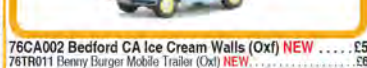
Cars - racing
76DTP003 Jaguar D Type Winner Lime Rock 1957 - Walt Hansgen (Oxf)
NEW £4.75



Commercial vehicles
76ST08007 Adkins 6 Wheel Dropside Stab (comes white box) (Oxf) NEW £13
76ST08003 Adkins Borderer (comes in white box) (Oxf) NEW £10
76ASV002 Austin Seven RN Van AA (Oxf) £4.75



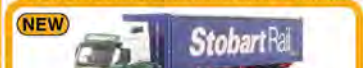
NEW
76CA002 Bedford CA Ice Cream Walls (Oxf) NEW £5
76TR011 Benny Burger Mobile Trailer (Oxf) NEW £8
76DAP002 DAF-105 Skeleton Trailer Freightliner (Oxf) £18
76ST08027 DAF 2800 Curtainside (Oxf) NEW £17
76ST08025 DAF FTGX105 Curtainside (Oxf) NEW £17
76ST08040 Eddie Stobart MAN TGX XLX Curtainside (Oxf) NEW £18
76ST08035 Eddie Stobart MAN TGX XXL Curtainside (Oxf) NEW £18
76ST08009 Eddie Stobart Scania 110 Flatbed Trailer (comes white
box) (Oxf) NEW £13
76ST08012 Eddie Stobart Scania 94 6 Wheel Curtainside (comes white
box) (Oxf) NEW £13



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76ST08012 Eddie Stobart Scania 94 6 Wheel Curtainside (comes white
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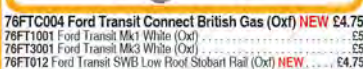
NEW
76ST08039 Eddie Stobart Scania Highline
Curtainside (Oxf) NEW £18
76ST08013 Eddie Stobart Scania Highline Tanker (comes white
box) (Oxf) NEW £18
76ST08011 Eddie Stobart Scania Horsebox (comes white box) (Oxf) NEW £14
76ST08037 Eddie Stobart Scania R143M Curtainside (Oxf) NEW £18
76ST08034 Eddie Stobart Scania R1420 Topline Fridge (Oxf) NEW £18
76ST08041 Eddie Stobart Scania Steady Eddie (Oxf) NEW £18
76ST08010 Eddie Stobart Scania T Cab Curtainside (comes white
box) (Oxf) NEW £17
76ST08015 Eddie Stobart Scania Walking Floor (Oxf) NEW £18
76ST08033 Eddie Stobart Volvo FH Curtainside (Oxf) NEW £18



NEW
76ST08038 Eddie Stobart Volvo FH Walking Floor Trailer (Oxf) NEW £20
76ST08031 ERF E14 Olympic Curtainside (comes white box) (Oxf) NEW £17
76ST08023 ERF LV Flatbed Trailer (comes in white box) (Oxf) NEW £17
76FDE001 Ford 400E Van British Rail (Oxf) £5
76FCG003 Ford Cargo Box Van Harris (Oxf) NEW £11
76SET37 Ford Transit 20th Anniversary Mk1, Mk3, Mk5 White (Oxf) NEW £13



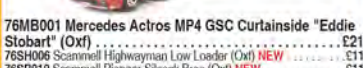
NEW
76FT004 Ford Transit Connect British Gas (Oxf) NEW £4.75
76FT001 Ford Transit Mk3 White (Oxf) £5
76FT002 Ford Transit SWB Low Roof Stobart Rail (Oxf) NEW £4.75
76FT012 Ford Transit SWB Low Roof Stobart Rail (Oxf) NEW £4.75
76FB002 Fowler B6 Showmans Locomotive (Dorset) Supreme (Oxf) £13
76ST08020 Conqueror Tank Stacker - Eddie Stobart (Oxf) NEW £18
76ST08024 Leyland DAF FT83CF Curtainside (comes white box) (Oxf) NEW £17
DA36 Leyland F.G. Flatbed M.G. Williams - Coal Merchant's load of coal &
coke sacks (circa 1965 - 1975) (Bas) £8.99
76ST08030 MAN 12000 (comes in white box) (Oxf) NEW £13
76ST08018 MAN 12000 Box Van (comes in white box) (Oxf) NEW £11



NEW
76FT004 Ford Transit Connect British Gas (Oxf) NEW £4.75
76FT001 Ford Transit Mk3 White (Oxf) £5
76FT002 Ford Transit SWB Low Roof Stobart Rail (Oxf) NEW £4.75
76FT012 Ford Transit SWB Low Roof Stobart Rail (Oxf) NEW £4.75
76FB002 Fowler B6 Showmans Locomotive (Dorset) Supreme (Oxf) £13
76ST08020 Conqueror Tank Stacker - Eddie Stobart (Oxf) NEW £18
76ST08024 Leyland DAF FT83CF Curtainside (comes white box) (Oxf) NEW £17
DA36 Leyland F.G. Flatbed M.G. Williams - Coal Merchant's load of coal &
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76ST08030 MAN 12000 (comes in white box) (Oxf) NEW £13
76ST08018 MAN 12000 Box Van (comes in white box) (Oxf) NEW £11



NEW
76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie
Stobart" (Oxf) £21
76SH006 Scammell Highwayman Low Loader (Oxf) NEW £11
76SP010 Scammell Pioneer Silcock Buses (Oxf) NEW £11
76S14002 Scania 113 Tiger Pairs of Minishunt (Oxf) £18
76S14301 Scania 143 40t Curtainside Pollock (Oxf) £18
76ST08019 Scania 140 6 Wheel Box Van (Oxf) NEW £13
76ST08028 Scania 140 6 Wheel Box Van (Oxf) NEW £13
76SCL003 Scania Crane Lorry Eddie Stobart (Oxf) £14
76SHL00WF Scania Highline - Eddie Stobart - A.P. McCoy (Oxf) £18
76SHL01CT Scania Highline Container & Container Eddie Stobart (Oxf) £18
76ST08008 Scania Highline Horsebox (comes in white box) (Oxf) NEW £14
76ST08022 Scania Highline Skeletal Trailer & Container (comes white
box) (Oxf) NEW £20
76ST08032 Scania R440 Drawbar (Oxf) NEW £22
76ST08003 Scania Topline Drawbar Unit Eddie Stobart (Oxf) NEW £23
76DBU001 Scania Topline Drawbar Unit Eddie Stobart (Oxf) £22
76SHL00WF Stobart - Frankie Detton (Oxf) NEW £18
76SHL07WF Stobart - Paul Hanson (Oxf) NEW £18



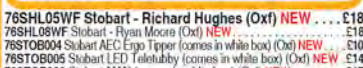
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76S14301 Scania 143 40t Curtainside Pollock (Oxf) £18
76ST08019 Scania 140 6 Wheel Box Van (Oxf) NEW £13
76ST08028 Scania 140 6 Wheel Box Van (Oxf) NEW £13
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76SHL01CT Scania Highline Container & Container Eddie Stobart (Oxf) £18
76ST08008 Scania Highline Horsebox (comes in white box) (Oxf) NEW £14
76ST08022 Scania Highline Skeletal Trailer & Container (comes white
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76ST08032 Scania R440 Drawbar (Oxf) NEW £22
76ST08003 Scania Topline Drawbar Unit Eddie Stobart (Oxf) NEW £23
76DBU001 Scania Topline Drawbar Unit Eddie Stobart (Oxf) £22
76SHL00WF Stobart - Frankie Detton (Oxf) NEW £18
76SHL07WF Stobart - Paul Hanson (Oxf) NEW £18



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76DBU001 Scania Topline Drawbar Unit Eddie Stobart (Oxf) £22
76SHL00WF Stobart - Frankie Detton (Oxf) NEW £18
76SHL07WF Stobart - Paul Hanson (Oxf) NEW £18



NEW
76SHL00WF Stobart - Richard Hughes (Oxf) NEW £18
76SHL00WF Stobart - Ryan Moore (Oxf) NEW £18
76ST08004 Stobart AEC Ergo Tipper (comes in white box) (Oxf) NEW £10
76ST08005 Stobart LED Tipper (comes in white box) (Oxf) NEW £14
76ST08006 Stobart MAN (comes in white box) (Oxf) NEW £17
76ST08007 Stobart Scania Topline (Oxf) NEW £17
76ST08011 Volvo FH Box Trailer (Oxf) NEW £17



NEW
76SHL00WF Stobart - Richard Hughes (Oxf) NEW £18
76SHL00WF Stobart - Ryan Moore (Oxf) NEW £18
76ST08004 Stobart AEC Ergo Tipper (comes in white box) (Oxf) NEW £10
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76ST08006 Stobart MAN (comes in white box) (Oxf) NEW £17
76ST08007 Stobart Scania Topline (Oxf) NEW £17
76ST08011 Volvo FH Box Trailer (Oxf) NEW £17



NEW
76VOL4001 Volvo FH4 Curtainside Eddie Stobart (Oxf) £19
76ST08029 Volvo FH400 Walking Floor Trailer (Oxf) NEW £19



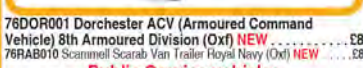
Farming & Construction
76SET38 3 Piece Farm Trailers (Oxf) £14
76MF001 Massey Ferguson 135 in Rod (Oxf) £4.75
76DBU001 Scania Topline Drawbar Unit Eddie Stobart (Oxf) £22
76SHL00WF Stobart - Frankie Detton (Oxf) NEW £18
76SHL07WF Stobart - Paul Hanson (Oxf) NEW £18



Military ground vehicles
76TL009 Austin Tilly Bomb Disposal (Oxf) NEW £5
76MWD006 Bedford MWD 10th Armoured Div 41st (Oxf) (Oxf) Royal Tank
Regiment as per Tunisia 1943 (Oxf) NEW £8
76LB002 Bedford QLB 42 LAA Regt, Libya 1942 (Oxf) NEW £11



NEW
76LB001 Bedford OLB 41st Infantry, UK 1942 (Oxf) NEW £12
76LB002 Bedford QLB 42 LAA Regt, Libya 1942 (Oxf) NEW £11



NEW
76LB001 Bedford OLB 41st Infantry, UK 1942 (Oxf) NEW £12
76LB002 Bedford QLB 42 LAA Regt, Libya 1942 (Oxf) NEW £11



76TN001 Thornycroft Nubian Major City of
Birmingham AFS (Oxf) £12
N Gauge
Steam locos

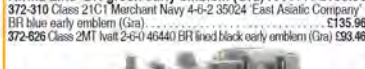
ND095a Britannia Pacific 4-6-2 70000 "Britannia" in BR Green late crest
and original smoke deflectors (Dap) £107



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-
Africa 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
372-826 Class 2MT Ivatt 4-6-0 46440 BR lined black early emblem (Gra) £93.46



2S-015-004 Class 2MT Ivatt 2-6-2 in BR black early
emblem - weathered (Dap) £57
372-061 Class 4F 0-6-0 3851 in MS 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 43924 BR black late crest &
Fowler tender (Gra) £93.46
372-750 Class 4MT Fairburn 2-6-4 tank 2691 in LMS black (Gra) £97.71



372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black
late crest (Gra) £97.71
2S-007-005D Class 5700 Pannier 0-6-0 L97 London Transport macon -
DCC Fitted (Dap) £82
2S-007-007 Class 5700 Pannier #4007 in BR black early crest (Dap) £61
2S-007-012 Class 5700 Pannier 0-6-0 5704 in Great Western green (Dap) £61
2S-007-005 Class 5700 Pannier tank steam loco #L97 London Transport
macon (Dap) £61



372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black
late crest (Gra) £97.71
2S-007-005D Class 5700 Pannier 0-6-0 L97 London Transport macon -
DCC Fitted (Dap) £82
2S-007-007 Class 5700 Pannier #4007 in BR black early crest (Dap) £61
2S-007-012 Class 5700 Pannier 0-6-0 5704 in Great Western green (Dap) £61
2S-007-005 Class 5700 Pannier tank steam loco #L97 London Transport
macon (Dap) £61

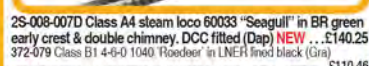
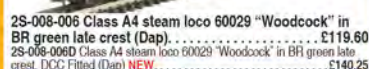


2S-019-002 Class 6800 4-6-0 6802 "Bampton Grange" in
GWR green 'G & W' lettering (Dap) £100
2S-019-006 Class 6800 4-6-0 6803 "Buckley Grange" in BR lined
green late crest (Dap) £100
2S-019

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Train packs



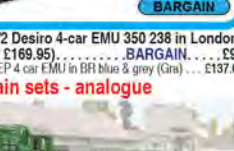
Electric locos



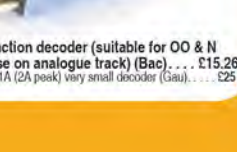
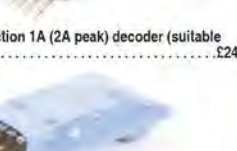
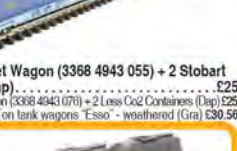
HSTs



DMUs



Coaches



DCC decoders



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Lighting equipment

HC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 150/Mill/ Plug&Play) (Dap) £8

Spare

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-NSP/ATC) - 5 pairs (Dap) £17

Signals

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2
TT4560 Tidy Track Photo Wheel Cleaner N Gauge (Woo) £18.25

Buildings - general

42-297 Low Relief Cooling Tower (105x210x290mm) (Gra) £59.46

Track - Code 80 Setrack

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) £2
236 5mm/11.75" radius double curve (Pec) £1.50
ST-12 No.1 radius double curve (Pec) £1.50
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
ST-1 Standard straight track (Pec) £1.30

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-E396 Right hand medium point electrofrog (Pec) £9
SL-E396 Right hand medium point electrofrog (Pec) £9

SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible 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-E396F 3-way finescale turnout (Pec) £26
SL-E397F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E397F 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-E388F Finescale right hand large point electrofrog (Pec) £11
SL-E395F Finescale right hand medium point electrofrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9

379-460 Left Hand Standard Point (Gra) £7
379-461 Right Hand Standard Point (Gra) £7
ST-45 Setrack N Gauge Curved Turnout L/R (Pec) £14
ST-44 Setrack N Gauge Curved Turnout R/L (Pec) £14
379-451 Straight Track 97mm (Gra) £0.95
379-451 Pack of 12 (Gra) £9

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18

Buses

NPE008 Plaxton Elite Stagecoach Coaster (Oxf) NEW £7

Commercial vehicles

NLAN188019 Land Rover Series 1 86" Hard Top AA (Oxf) NEW £4
NTRAIL002 Mobile Trailer RAC (Oxf) NEW £3.95

HO Gauge (1:87 Scale)

Electronic components

DCC40 Reverse loop control module (Gau) £32

Cars

87MU65003 1965 Ford Mustang Convertible Wimbledon White Guardsman Blue (Oxf) NEW £4.95

O Gauge (1:43 Scale)

Diesel locos

6001 Class 60 diesel in Loadhaul (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499
6000 Class 60 diesel in Railright triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

DMUs

8890 AC Cars Railbus W79976 in BR light green speed whiskers (Hel) £400
8891 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel) £400

Coaches

7F-051-023 5 Plank ICI Lime 75742 (Dap) NEW £36.30
7F-051-023W 5 Plank ICI Lime 75742 Weathered (Dap) NEW £36.30
7F-071-028 7 Plank SR 40045 (Dap) NEW £36.30
7F-071-028W 7 Plank SR 40045 Weathered (Dap) NEW £36.30
4820 BR Mk1 BSK trailer 2nd corridor coach in chocolate & cream (Hel) £250
4914 BR Mk1 SD 2nd open in SR green (Hel) £250

Wagons

1042 200xx VAA sliding door van in Railright red & grey (Hel) £63

1005 33xx class B tank in Mobil Charrington red (Hel) £63
1003 33xx class B tank in Flagant black (Hel) £63
7F-031-001 6-wheel milk tanker in Express Dairies' (Dap) £62
7F-031-000 6-wheel milk tanker in United Dairies' (Dap) £62
4375 BR black DB983021 - Dogfish (Hel) £79
4376 BR green DB983238 - Dogfish (Hel) £79
7F-100-004 SR 25T 'Pilotbox' Brake van 55583 in BR blue & grey right hand ducklet (Dap) £62
7F-100-003 SR 25T 'Pilotbox' Brake van 556108 BR grey right hand ducklet (Dap) £62

Track - Code 124 Bullhead Streamline

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 16 make a circle (Pec) £6

Cars

43AH1002 Austin-Healey 100 BN1 (Tonneau) (Oxf) NEW £20
VA13702 BMW 318i (E30) 'Design' Convertible, Neon Green (Cor) (list £19.99) NEW BARGAIN £16
VA14022A BMW 325i Coupe (E30), Sport M-Tech 1, Dolphin Grey, RHD (UK) (Cor) (list £19.99) NEW BARGAIN £16
43DSP002 Daimler SP225 Royal Red (Oxf) £20
VA04116 Ford Cortina Mk2 1300 De Luxe, Manchester & Salford Police Ford Demonstration Car (Cor) (list £24.99) NEW BARGAIN £20

VA09518 Ford Escort Mk1 1300E, Amber Gold (Cor) (list £19.99) NEW BARGAIN £16
43JH008 Jensen Interceptor MkIII Oakland Green (Oxf) NEW £20
VA10207 Leyland Princess 2, 2.0 HL, Snapdragon Yellow, 40th Anniversary (Cor) (list £19.99) NEW BARGAIN £16
VA14002B Opel Omega 3000 GSI, Carmine Red, LHD, German Registration (Cor) NEW £19.99
VA14002A Vauxhall Carlton 3000 GSI, Carmine Red, RHD (Cor) NEW £19.99
VA14004A Vauxhall Carlton GSI 3000, Starline Black, RHD (UK) (Cor) (list £19.99) NEW BARGAIN £16
VA13604A Volkswagen Golf Mk2 GTI 16V, Oak Green, RHD (UK) (Cor) (list £19.99) NEW BARGAIN £16

Commercial vehicles

43ASV005 Austin Seven Van Daniel Doncaster (Oxf) NEW £12.50
43WM005 Whitley Mondial Ice Cream Vinos Ice (Oxf) NEW £12

G Scale

Steam locos

91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £205

Train sets - analogue

90068 Thomas Annie & Clarabel train set (loco moving eyes) Thomas the Tank range (Bac) £199

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30
DS Double power controller brake simulator (Gau) £119

D Double/Twin track power controller (Gau) £69

Q Quadruple 4 circuit power controller (Gau) £130
SS-1 Super shuttle controller (Gau) £24
W Walkabout circuit controller (Gau) £29

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £37
T1 Uncased 2 x 16V AC Transformer (Gau) £18

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

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

DCC decoders

DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99
DCR-8PIN-HarnessMini Single (Hat) £11
DCR-8PIN-HarnessMini 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

DCC controllers

50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509

524-042 NCE Power Cab controller 12V 1.5A (NCE) £136

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £215

DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369

DCC49 Prodigy 8 Amp booster unit (Gau) £144

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99

DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC01 Wireless (Gau) £124
524-027 SSS Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

Point motors

PL-9.5 Mounting Plates for use PL-10E (Pec) £2.50
PL-10E Point Motor (Switch Machine) (Pec) £6
PL-10E Bag of 6 (Pec) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
BPPM10 Seep Classic solenoid point motor - Pack of 5 (Gau) £26

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/surface mounted point motor (Pec) £7.50

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 PL-10 (Pec) £3
PL-22 Lever Operated On/Off Switch (Pec) £5
PL-26R Passing Contact Switch - Black Lever (Pec) £5.50
PL-26R Passing Contact Switch - Red Lever (Pec) £5.50

HF-2 Electronic twin track cleaner (Gau) £37

WJP5700 LIGHTS & HUB SET (Woo) £16.50
WJP5772 POWER SUPPLY-UK (Woo) £18.50

SL-14 Track Fixing Pins (Pec) £1.50

TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25

TR3591 2" 3" Classic Apple Trees (4Pk) (Woo) NEW £8
TR3592 2" 3" Classic Flowering Trees (4Pk) (Woo) NEW £8
TR3592 2" 3" Classic Orange Trees (4Pk) (Woo) NEW £8
TR3597 3" 3/4" Sm Palm Trees 5/Pk (Woo) NEW £11.50
TR3598 4 3/4-5 1/4 Lg Palm Tree 5/Pk (Woo) NEW £11.50

GM130 Cork sheet - 1/16 thickness 3 x 2 (600 x 900mm) approx (Gau) £5.50
JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £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

PM-202 A Compendium of Track Plans - For Layouts to suit all locations (Pec) NEW £3.95
CAT-3 Poco Catalogue - September 2015 (Pec) £4.75

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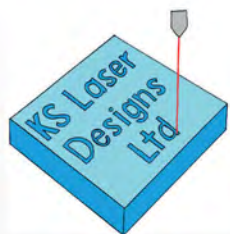
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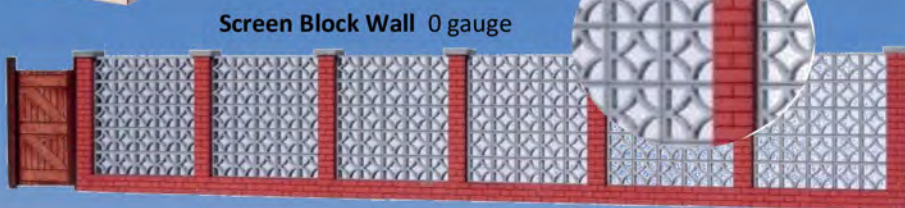
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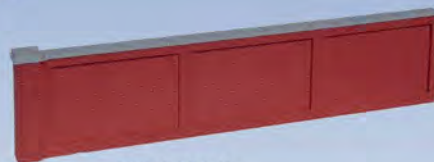
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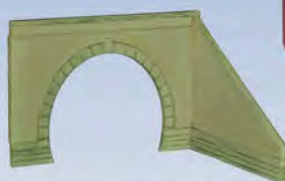


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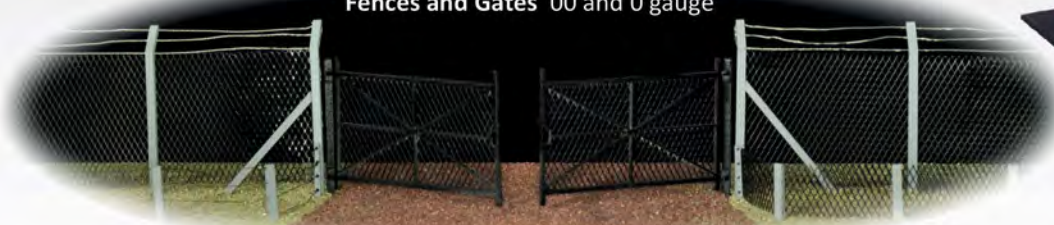
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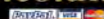
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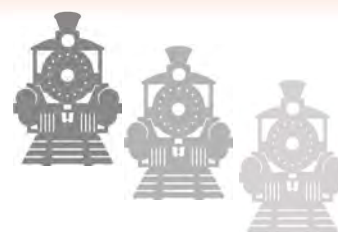
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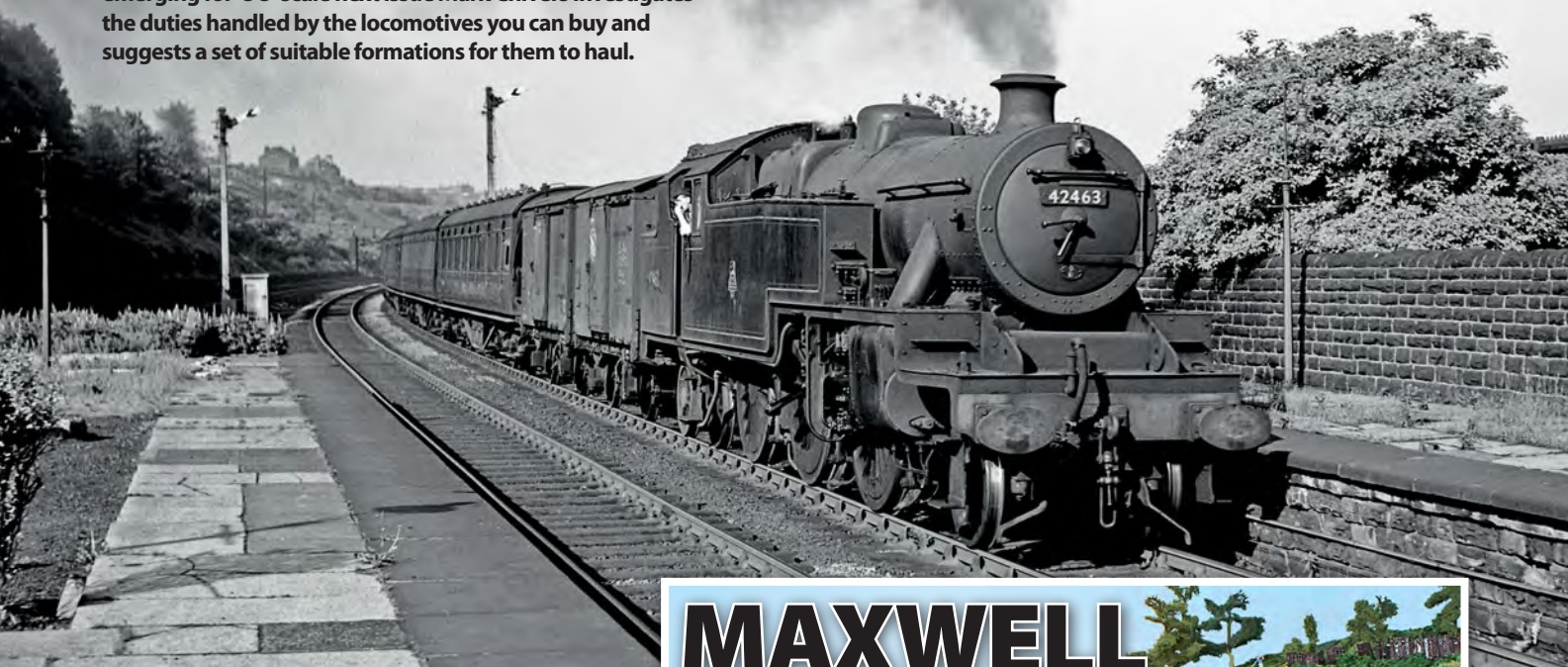
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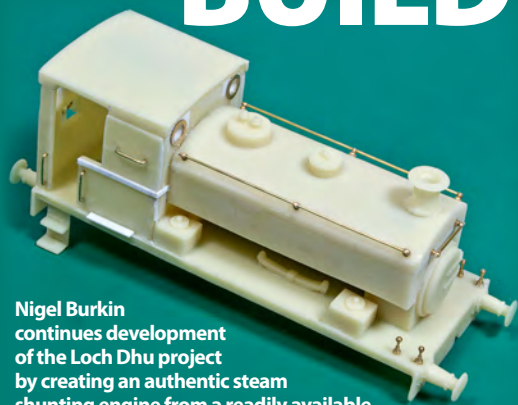
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TANK ENGINE FORMATIONS

With an increasing range of ready-to-run tank engines emerging for 'OO' scale next issue Mark Chivers investigates the duties handled by the locomotives you can buy and suggests a set of suitable formations for them to haul.

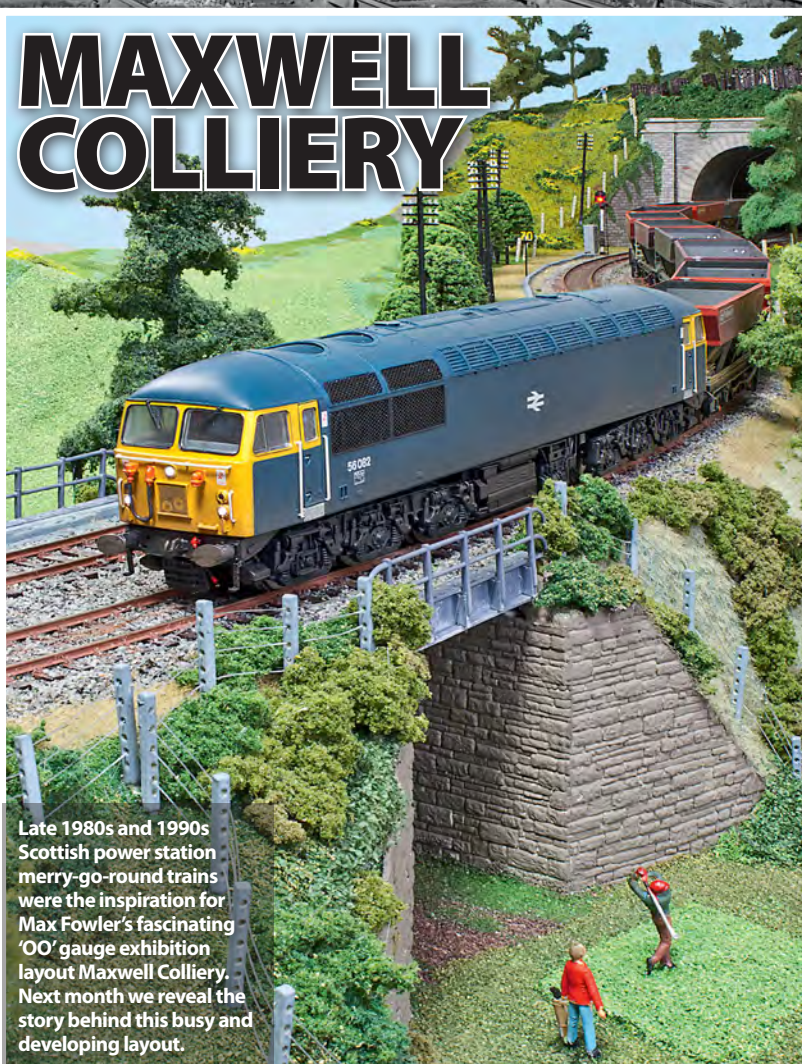


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