

2016 **PRODUCT** **GUIDE**

140 MODELS

'OO', 'N'
AND 'O'

Full listings for **EVERY** new ready-to-run locomotive, carriage and wagon for 2016 and beyond

HORNBY

magazine

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FIRST REVIEW!

Heljan releases Gresley 'O2' 2-8-0 for 'OO'



HOW TO...



- Resin kit construction
- Digital sound in 'N'
- Modelling coal in detail



LAYOUTS



OLD ELMS ROAD

Western and Southern Region main line action in 'OO'

PLUS...

25 FORMATIONS

Tank engine trains for 'OO'



OXFORD RAIL REVEAL: DEAN GOODS AND MK 3s

KING COAL

Built for show: Scottish coal circuit operation at Maxwell Colliery



30 PRODUCTS REVIEWED

KEY



03 >

9 771753 246069

Cobalt Alpha

By DCCconcepts



Alpha-Power

Cobalt Alpha-Power is a top quality Power supply for use with DC or DCC systems and it is also perfect for the Accessory power bus.

Alpha-Power has fast-acting overload protection that will instantly turn power off in the case of significant overload, giving you both audible and visible indication of overload or wiring problems and a reset is simple - Just turn the power switch off and on again.

Properly regulated for consistent results it will deliver a stable 18v DC at 5 amps irrespective of your local mains power levels.

CE and FCC approved and usable with mains voltages from 100 to 240v AC, Alpha Power is suitable for use in most parts of the world.

The natural partner for Alpha-Box, Alpha-Power has both DC output plug and screw terminal connections, so it is also an ideal choice for most DCC systems as well as DC users needing more power.



Alpha-Box

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box really IS something special. In fact we think that Alpha-Box is the best power booster available!

We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann EZ command to other train-set DCC controllers as well as those from more specialised brands.

NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!

Cobalt Alpha products are DCC compliant & are carefully designed from the ground up to make the wiring of your control panels very simple. Using them can reduce wiring between the control panel and layout to a single cable.

The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty Ltd. Our products are also distributed in the UK by Gaugemaster Controls Ltd.



Alpha Central



It just does NOT get any easier than this!

Cobalt Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box!

It's so simple instructions could read "Unpack-Plug in-Change points"

Alpha Central can be connected directly to any model NCE system - however the other brands are not forgotten. Alpha central will work well with any DCC system at all if used in combination with the very clever Alpha-Box, with the combination adding 5A of clean power AND full digital accessory control to the most basic of starter sets. With Alpha-Box it improves the power & performance of basic systems such as Prodigy & Prodigy Express. They also add the luxury of almost wire-free manual control-panel operation to systems from EZ Command to Z21 or ECoS.

Multiple Alpha-Central units can be linked together to control up 2000+ Accessories and addressing your Accessory decoders becomes incredibly simple once you have installed Cobalt Alpha in ANY of its forms as your DCC control interface.

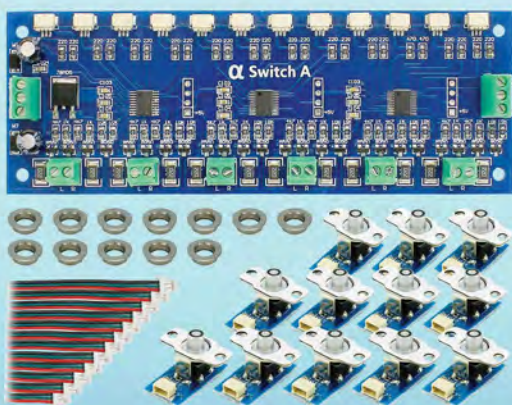
Alpha

The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal.

Cobalt Alpha allows you to connect ANY form of switch from "Stud and Probe" to a simple push-button. Alpha is of course also ideally suited for Cobalt-S Levers and the sophisticated, "Easy-to-connect" Alpha-Switch-D shown below.

No matter what choice you make for your switches, the wiring is greatly simplified and reduced as Alpha will digitise all of the switch commands, meaning that nothing needs long direct wiring. Because of this your ENTIRE Control panel could then need as little as ONE cable to connect it to the layout.

For quality "Mimic" panels without soldering and no complex wiring if any kind, we recommend that you take a look at Cobalt Alpha and Alpha-Switch-D. It really IS as easy as using LEGO!



Alpha-Switch-D

Cobalt Alpha-Switch-D is a sophisticated but super-easy to install switching system for Mimic panel control of DCC Accessories.

Usable on its own with Accessory decoders that have added switch connections or just combined with Cobalt Alpha itself, it is the SIMPLEST form of Accessory switch wiring you'll find anywhere.

Each switch includes its own indicator LED and connects simply and directly to the control PCB.

Wiring a panel takes no time at all and it really IS as simple as assembling Lego! Full instructions are supplied - we even show you a simple way to create a top quality control panel for them!

The little things really CAN Make a big difference!

A 6-wire curly Cord is often supplied with the appropriate Cobalt Alpha models.

This 6-wire cord is also available as a separate item of course. (The part number is DCD-ACL).

NCE / ROCO users will love it as it can easily replace inconvenient flat cables that are supplied with those DCC system brands as it is much more convenient to use.



Cobalt Alpha makes the wiring of control panels quick and easy!

DCC thinking outside the square
concepts

HORNBY magazine

March 2016

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LATEST OFFERS

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A finescale 'OO' gauge layout set in the Forest of Dean.



WE SHOW YOU HOW!

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WORKBENCH

Utilising a hammer, a selection of sieves and a lump of coal Tim Shackleton demonstrates how to create graded scale coal, realistic wagon loads and authentic-looking steam locomotive tenders.

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LOCH DHU PART 4

Nigel Burkin embarks on a key element of his 'OO' gauge distillery project - constructing a diminutive steam locomotive to shunt the yard using a readily available and simple to assemble resin kit.

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DIGITAL SOUND

Continuing his quest to install DCC sound in small spaces, Paul Chetter shows how to fit Zimo's latest micro sound decoder into a pair of Bachmann 'N' gauge Class 20s.

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**FIRST
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Mike Wild reflects on a busy month and looks forward to the new projects for the year ahead.

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Oxford Rail unveils 2016 plans, Heljan adds a new diesel locomotive for 'OO', Bachmann reveals new 'N' gauge technology and all the latest model railway news.

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OLD ELMS ROAD

Set on a fictitious BR Western Region secondary line out of London in the late 1950s and early 1960s, Bodmin and District Model Railway Club's award-winning 'OO' gauge exhibition layout incorporates plenty of joint Western and Southern steam, diesel and electric traction.

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UPDATE SPECIAL

The 2016 Great Electric Train Show launches with announcement of the first six layouts for this not to be missed event. Find out more in this introduction to the October event.

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TRAIN FORMATIONS

Tank engines played an important role on Britain's railways. Mark Chivers looks at some of their duties and presents a selection of suitable train formations that you can model off-the-shelf in 'OO'.

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HORNBY POST

Your views, opinions and responses from the *Hornby Magazine* postbag.

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WATERMILL HALT

A desire to go Digital inspired Peter Midwinter when creating this stunning slice of the Western operated Forest of Dean in 'OO'.

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2016 NEW PRODUCTS

A massive 140 brand-new items of rolling stock are currently in development, with more anticipated as the year unfolds. Mike Wild takes stock and looks at what has been promised so far.

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REALITY CHECK

Designed for hauling long coal trains at accelerated speeds, Evan Green-Hughes recalls Gresley's impressive '02' 2-8-0s.

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MAXWELL COLLIERY

Inspired by Scottish coal traffic in his youth, Max Fowler reveals his 'OO' gauge take on these impressive operations set in South Ayrshire during the 1980s-2000s era.

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RAILWAY REALISM

At 40 years old British Rail's Mk 3 carriage design is still going strong in daily front line service, as Evan Green-Hughes reports.

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SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.

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www.sulzertype2.com



"Quite simply the best ready-to-run diesel loco I have seen."

"The detail and running qualities are excellent, and the sound is the best I have heard on any DCC loco."

"The detailing is excellent - easily the best I've seen on any UK diesel (and better than most US or Continental models)"

I had absolutely ZERO interest in sound-fitted DCC locomotives until I heard one of these!"

SLW customer quotations

Search YouTube for 'SLW Class 24', 'SLW D5000' & 'Sutton's Locomotive Works'. Try these links for starters:



<https://youtu.be/pV3jGxJ869Q>
<https://youtu.be/LWJOKEKruEC>
<https://youtu.be/RkSgyzn6A0>

Welcome

THE EDITOR'S PAGE



WHEN OXFORD Rail launched in 2015 with its plan for the Adams '0415' 4-4-2T the company said from the start that it had a range of models in mind. At the London Toyfair in January the manufacturer

showed us more of what is has lined up for production with the announcement of a new locomotive, three new wagons and new set of carriages.

The announcements are all great news. We are getting a new GWR 'Dean Goods' 0-6-0 as well as an LNER cattle wagon, a NER six-plank open wagon and a North British Railway four-plank open wagon. And the carriages - well, surprisingly its a brand new set of BR Mk 3s.

This announcement is perfectly timed. 2016 marks the 40th anniversary of the production High Speed Trains entering traffic on the Western Region, but you might consider that the Mk 3s don't fit in with the current crop from Oxford Rail. Even so, on our return from the Toyfair conversation inevitably turned to what

they could produce to go with the Mk 3s! A Class 87 is perhaps a real omission in terms of top drawer models with the Class 86 having been released in recent times by Heljan and the Class 90 in the design office with Bachmann. Only time will tell if an 'electric scot' will come to fruition.

This brings us neatly on to a special feature this issue which lists all of the new ready-to-run models announced. Covering 'OO', 'N' and 'O' gauge this feature has been exciting to bring together - not least because it has shown just how much there is to look forward to with over 130 new models in development as this issue closed for press.

The model railway hobby never stands still for long and even though the list is current it will soon be time for the annual Bachmann catalogue launch with the prospect of the list expanding still further.

Launching this month is the annual Great Electric Train Show which is already developing rapidly. The venue is about to be relaunched too as the British Motor Museum and as well as the all-star cast of model railway exhibits there will also be fresh displays and more vehicles on show than ever before at the museum.

To launch the show this issue has two special layout features, both with very

different takes on railway modelling: with Old Elms Road (pages 16-25) and Maxwell Colliery (pages 98-105) being two of the exhibits booked to attend. Old Elms models the Western and Southern Region in the 1950s and is travelling from Cornwall while Maxwell Colliery is set post-1990 and models coal operations. It is travelling all the way from Scotland to the event, offering layouts which haven't been seen in the area before.

We are looking forward to the show and if you haven't already got it in your diary we'll have lots more to persuade you! Check out our introduction to the 2016 show on pages 28-29.

As always the *Hornby Magazine* team has been hard at work developing how to guides, reviews, modelling tips and more to help you get the most from your own projects. We hope you enjoy the issue.

Happy modelling!

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

ISSUE GUIDE

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REVIEWED

72 Heljan's new Gresley '02' 2-8-0 headlines this month's reviews - could this be one of the most powerful steam models yet?

HOW TO

We show you how to build a resin kit, install DCC sound in 'N' gauge, accurately model coal in miniature and more.
SEE PAGES 36, 44 & 94

LAYOUT FEATURES

Old Elms Road - The Western and Southern side by side in 'OO' scale.
Watermill Halt - The Forest of Dean under digital control in 'OO' gauge.

TRAIN FORMATIONS

30 We present 25 trains you can model to operate with tank engines for all types of layout.

FULL LISTING

140 MODELS

Full listings for **EVERY** new ready-to-run locomotive, carriage and wagon for 2016 and beyond
SEE PAGE 62

MAXWELL COLLIERY

Taking inspiration from Scottish coal circuit operation in the 1990s and early 2000s, Max Fowler built this impressive layout which measures 28ft x 16ft. Featuring a main line, two branch lines and a working coal loading tower this exhibition layout is sure to impress. Read the full story on Maxwell Colliery on pages 98-105!

PLUS!

30 of the latest products are reviewed in this feature packed issue as well as all the latest model railway news, reader layouts, your letters, Show Guide, Reality Check and Railway Realism.

Oxford Rail reveals 2016 range

DEAN GOODS AND MK3S

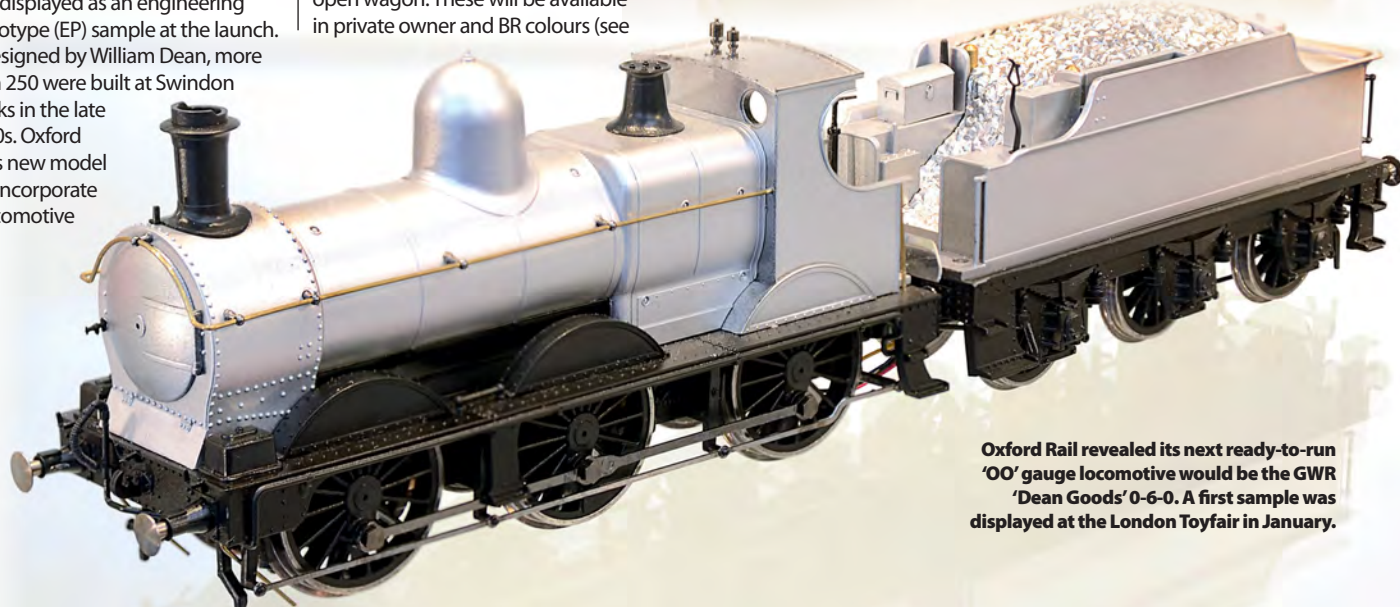
OXFORD RAIL is adding a new locomotive, three new wagons and a selection of BR Mk 3 carriages to its range of 'OO' gauge ready-to-run models.

Unveiling the new products at the London Toyfair in January, headlining the list of new tooling is the Great Western Railway (GWR) 'Dean Goods' 0-6-0. The 0-6-0 was displayed as an engineering prototype (EP) sample at the launch.

Designed by William Dean, more than 250 were built at Swindon Works in the late 1800s. Oxford Rail's new model will incorporate a locomotive

drive chassis, five-pole motor, all-wheel pick up, metal buffers, NEM coupling pockets and a DCC decoder socket in the tender.

Engineering prototype samples were also on display for three new wagon types: a London and North Eastern Railway (LNER) cattle wagon, a North British Railway (NBR) four-plank open wagon and North Eastern Railway (NER) six-plank open wagon. These will be available in private owner and BR colours (see



Oxford Rail revealed its next ready-to-run 'OO' gauge locomotive would be the GWR 'Dean Goods' 0-6-0. A first sample was displayed at the London Toyfair in January.

Oxford Diecast plans

14 NEW ROAD VEHICLES



OXFORD DIECAST'S prolific range of scale model vehicles will be bolstered this year with fourteen newly tooled 1:148 and 1:76 scale releases. Announced at the London Toyfair in January, over 100 new models have been added across the entire Oxford Diecast range including new colours for existing vehicles.

Highlights include the Ford Cortina Mk III and a range of agricultural trailers for 'N' and a Hillman Imp and MGB GT for 'OO' (see Table 2).

● Visit www.oxforddiecast.com for full details of the 2016 range.

TABLE 2: OXFORD DIECAST 2016 'N' AND 'OO' VEHICLES

CAT NO.	SCALE	DESCRIPTION	PRICE	RELEASE
NCOR3001	1:148	Ford Cortina Mk III gold	£4.25	Q3 2016
NFARM001	1:148	Livestock trailer	£4.25	Q3 2016
NFARM002	1:148	Farm trailer	£4.25	Q3 2016
NFARM003	1:148	Baler	£4.25	Q3 2016
NSHL01CT	1:148	Scania Highline D-TEC Combitrailer	£13.95	Q3 2016
NVOL4001	1:148	Volvo FH4 Curtainside Eddie Stobart	£11.95	Q3 2016
NDSC001	1:148	Daimler Dingo 23 rd Armoured Brigade	£4.25	Q3 2016
76BMW28001	1:76	BMW 328 Mille Miglia 1938 Fane/James	£4.95	Q2 2016
76HI001	1:76	Hillman Imp willow green	£4.95	Q3 2016
76MGBT001	1:76	MGB GT tartan red	£4.95	Q2 2016
76QLT001	1:76	Bedford QLT Post Office Telephones	£12.95	Q2 2016
76FHP001	1:76	Fordson Heavy Pump Unit NFS	£11.95	Q3 2016
76SHL01ST	1:76	Scania Highline Nooteboom trailer	£23.95	Q3 2016
76QLR001	1:76	Bedford QLR First Infantry Division	£12.95	Q2 2016



HEADLINE 'OO' PROJECTS



Table 1). Each will have metal buffers and wheels and small tension lock couplings in NEM pockets.

Oxford Rail's 'OO' gauge London and South Western Railway '0415' 4-4-2T (HM103) has also undergone chassis and wheel flange alterations to improve its running characteristics. Three new variants have been added

for 2016 with detail differences including a Drummond boiler. The new identities are 30582 in lined BR black with late crests (OR76AR004), 5 in East Kent Railway lined green (OR76AR005) and 3520 in Southern Railway lined olive green (OR76AR006). Prices are £104.95 each with delivery expected in mid 2016.

TABLE 1: OXFORD RAIL NEW PRODUCTS 2016

CAT NO.	DESCRIPTION	PRICE	RELEASE
OR76DG001	GWR '2301' 0-6-0 2309 GWR lined green	£112.95	Q2 2016
OR76DG002	GWR '2301' 0-6-0 2409 BR black early crests	£112.95	Q3 2016
OR76DG003	GWR '2301' 0-6-0 2475 GWR plain green	£112.95	Q3 2016
OR76MW4001	Four-plank open NBR, grey	£9.95	Q2 2016
OR76MW4002	Four-plank open R Taylor and Sons Ltd	£9.95	Q2 2016
OR76MW4003	Four-plank open Wilsons and Clyde	£9.95	Q3 2016
OR76MW4004	Four-plank open Hamilton Palace Colliery	£9.95	Q3 2016
OR76MW6001	Six-plank open LNER, grey	£9.95	Q3 2016
OR76MW6002	Six plank open BR, grey	£9.95	Q2 2016
OR76CAT001	BR cattle wagon, bauxite	£10.95	Q3 2016
OR76CAT002	LNER cattle wagon, bauxite	£10.95	Q3 2016

Finally, a new range of BR Mk 3 carriages is planned to include High Speed Train (HST) and locomotive hauled variants. Prototype differences are being accommodated in the design including options for door

indicator lights, interior fittings and buffers (where appropriate). Currently in the early stages of development, prices and release dates have yet to be announced. ● Visit www.oxfordrail.com for more information.



New technology for Grafar 'Castle'



Bachmann's new Graham Farish 'N' gauge GWR 'Castle' 4-6-0 is set to feature new technology for British outline locomotives by being the first equipped with a 'Next18' Digital Command Control (DCC) decoder socket.

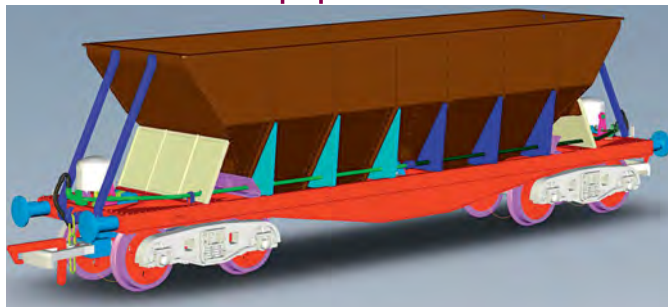
This new technology for the British market, which increases operational capability of functions and features a lower profile decoder connection with 18 pins, is also being built into Bachmann's new 'N' gauge Class 40 diesel. The new 'Castle' will be 'sound enabled' as well and

feature a locomotive drive chassis, all wheel pick-up, coreless motor, options for steam chest pipe, steam chest cover, smokebox doors and other variations.

Three models form the initial releases as 5044 *Earl of Dunraven* in GWR lined green (Cat No. 372-030), 5041 *Tiverton Castle* in BR lined green with early crests (372-031) and 5070 *Sir Daniel Gooch* in BR lined green with late crests (372-032).

Prices are set at £139.95 with a delivery date yet to be confirmed. ● Visit www.bachmann.co.uk

'OO' ICI hoppers advance



Hatton's has revealed the first CAD/CAM images of its developing 'OO' gauge model of the ICI bogie hopper, which is being produced exclusively for the retailer by Oxford Rail.

Currently at an early stage of its development, 20 versions

of the model are planned for release covering pristine and weathered finishes. Prices start from £24 for pristine vehicles, with delivery anticipated during the second quarter of 2017.

● Visit www.ehattons.com for more details.

MORE OXFORD PO WAGONS

■ Oxford Rail has added two new versions of its seven-plank open wagon for 'OO' gauge, following the popularity of the first releases. Anticipated for delivery during

February and priced at £8.95, the wagons will be in Bamfurlong and Mains Collieries and Crippin's Arley Coal livery with grey and black base colours respectively.

BACHMANN STANIER NEARS PRODUCTION



BACHMANN has received the first engineering prototype (EP) of its 'OO' gauge London,

Midland and Scottish Railway (LMS) Stanier 'Mogul'.

Bachmann's new model features a locomotive drive chassis, all wheel

pick-up, options for riveted and flush tenders, Automatic Warning System (AWS) equipment on later models, NEM coupler pockets

and a 21-pin Digital Command Control (DCC) decoder socket.

Three models will be available initially: 2965 in lined LMS black

IN BRIEF

■ David Haarhaus has been appointed Managing Director of Bachmann Europe plc following the recent retirement of Graham Hubbard, the company's founder and MD since its launch in 1989. David previously held the posts of Sales Manager and Sales and Marketing Director at the company.

■ Exclusive First Editions (EFE) is hosting a collectors' open day on March 19 at its warehouse in Woodall Road, Enfield EN3 4LG. The event will feature examples of the latest EFE die-cast model releases, printing demonstrations and special on-the-day prices across a selection of catalogue models. Admission is free.

● www.exclusivefirsteditions.com

■ Bachmann Europe Plc has added Pocketbond and Toyway to its range of model and hobby related products, following the acquisition of both brands in January. The purchase includes Pocketbond's Classix and Scenix ranges of 1:76 scale die-cast model vehicles and buildings.

● www.bachmann.co.uk

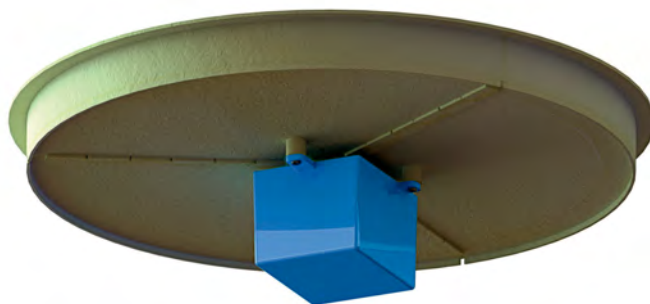
Peco announces 'OO' bullhead track

New code 75 bullhead track for 'OO' with more accurate sleeper spacing is being introduced by Peco.

Announced at the Nurnberg Toyfair in Germany the manufacturer took the opportunity to announce a line up of new products for 2016.

The bullhead track will be available initially as yard lengths of flexible track only (Cat No. SL-108F), but the company says it will consider producing points in the same style if there is sufficient interest. The new bullhead rail is compatible with Peco's existing code 75 flat bottom rail products.

The manufacturer has also announced a new turntable motorising kit (PL-55) in the



Peco Lectrics range together with tooling revisions to its turntable kit to provide fixing points for the new mechanism.

New 4mm scale palisade fencing (SSM316) in the Wills range and a 'OO' Nissen Hut (558) from Ratio will also appear. For narrow

gauge modellers three new 'OO' ready-to-run vehicles are planned including an additional Lynton and Barnstaple bogie carriage, a generic slate wagon and a side tipping skip wagon.

● Visit www.peco-uk.com for more details.

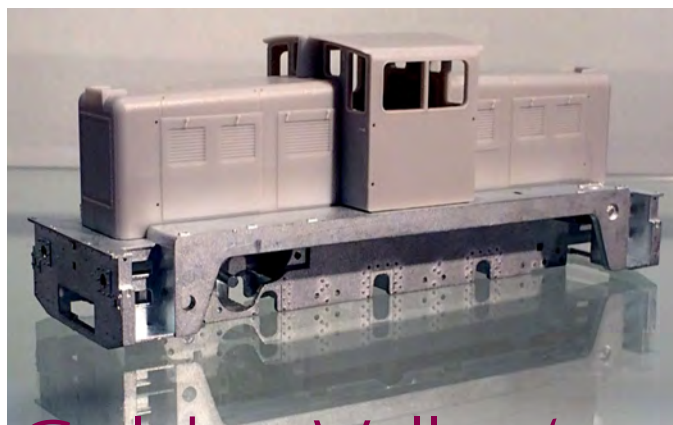


'MOGUL' IN 'OO'



(Cat No. 31-960), 42969 in BR lined black with early crests (31-691) and 42968 in as preserved BR lined black with late crests (31-692).

Prices are set at £154.95, with delivery anticipated in autumn 2016. ● Visit www.bachmann.co.uk for more information.



Golden Valley 'Janus' progresses

The first engineering sample of Golden Valley Hobbies' (GVH) new 'OO' gauge model of the Yorkshire Engine Company 'Janus' 0-6-0 diesel shunter has been revealed. The model is being produced exclusively for GVH by Oxford Rail and was announced at the Warley National Model Railway

Exhibition in November 2015. The first sample consists of loosely assembled main components for the body and chassis and was displayed at the recent London Toyfair. Prices and delivery dates have yet to be confirmed.

● For more information visit www.goldenvalleyhobbies.com.

Drax appoints Hatton's for biomass hoppers



Hatton's has been appointed as the exclusive retailer for sales of the specially-commissioned 'OO' gauge Drax biomass hopper wagons (HM104).

Two versions are available with just 500 of each wagon released for general sale, priced at £83 each.

● Visit www.ehattons.com for more information.

LIMITED EDITION HWD MRS COAL WAGON

■ High Wycombe and District Model Railway Society has commissioned a limited edition 'OO' gauge Dapol seven-plank coal wagon in the colours of

coal merchant JJ Saunders Ltd of Loudwater. Priced at £14.50 each the wagons are available now. Visit www.hwdmrs.org.uk for more details.

Scalescenes releases TERRACE HOUSES



Scalescenes has released a new downloadable kit for terrace houses in 'OO' and 'N' scales.

The new kit (Cat No. T022a) allows construction of a row of terraced houses on level and sloped baseboards.

Compatible with Brassmasters' etched range of brass window

frames, it can also be used in conjunction with Scalescenes' Low Relief House Backs kit (T008).

The new terrace houses kit is available now for £4.99 together with an additional pack of wall finishes (T022b) for £1.99.

● Visit www.scalescenes.com

Invicta receives LMR samples

Invicta Model Rail has received a decorated sample of commissioned Bachmann 'OO' gauge BR Mk 1 Suburban Brake Second (BS) in Longmoor Military Railway (LMR) livery. This limited edition model represents former ARMY

3031 with LMR branding (Cat No. 34-625Y), as used on the full-size instructional military railway between Bordon and Liss in Hampshire. Priced at £34.99 each and limited to 512 examples, delivery is anticipated later this year.



● Visit www.invictamodelrail.com for more information.

Heljan announces CLASS 07 FOR 'OO'



HELJAN is to produce the Ruston and Hornsby 0-6-0 diesel-electric shunter for 'OO' gauge with release expected in 2017.

Introduced in 1962 as a replacement for the Southern Railway (SR) USA 'S100' 0-6-0Ts, the fleet of 14 Class 07s was designated for use on trip and shunting duties within Southampton Docks. Some entered industrial use after withdrawal by BR.

Heljan's plans include tooling the model both in as built and the later modified condition with additional waist height air brake connections. Pricing and specification for the model are due to be announced by Heljan as the project develops.

● Visit www.heljan.dk for more information.

HATTON'S MOVES TO WIDNES

Liverpool retailer Hatton's has relocated its public shop to the 'Hatton's Hub' near Widnes following the closure of its Smithdown Road premises in Liverpool.

Hatton's new 'temporary' store can be found at 17 Montague Road, Widnes, WA8 8FZ and is part of a plan to introduce a new and modern shop at the location over the next three months.

Hatton's phone number remains unchanged as 0151 733 3655.

● Visit www.ehattons.com for more information.

NEW CAMBRIDGE CUSTOM TRANSFERS

Cambridge Custom Transfers has produced two new transfer packs. First is a bufferbeam lettering transfer packs which cover BR Scottish Region (Cat No. BL160a) and Eastern Region (Great Central) steam locomotives (BL160b). Packs are priced at £7 for 2mm, 3mm, 3.5mm, 4mm and 7mm scales, while the same pack for Gauge 1 is £14.

Next is a pack for BR (ex-GWR) 'Siphon' vans (BL159), also available in 2mm, 3mm, 3.5mm and 4mm scales. It covers BR operated 'Siphon G', 'Siphon H' and 'Siphon J' vans and costs £14 per sheet.

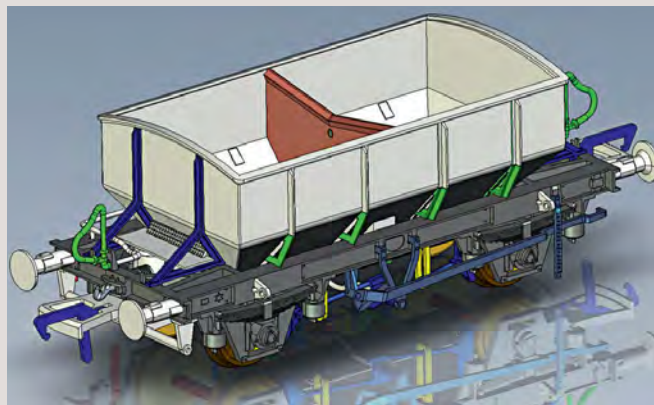
● Visit www.cctrans.org.uk for more information.

Irish ballast wagons prove popular

Irish Railway Models says the initial batch of its forthcoming 4mm scale ready-to-run Irish ballast hopper wagons has proved popular, selling out on pre-orders during January.

This comes as the company released the latest CAD/CAM images of the new model which is being manufactured by DJ Models. It will feature etched steel factory fitted parts, small tension lock couplings in NEM pockets, 'OO' gauge metal wheel sets and DJ Models' removable ballast load.

Delivery is anticipated later this year with prices set at €110 for each three-wagon



pack. Expressions of interest are now being invited for a second batch of models with

new running numbers.

● For more information visit www.irishrailwaymodels.com.

Kernow commissions Cornish '37'

Kernow Model Rail Centre has released an exclusive 'OO' gauge model of Class 37/5 37672

Freight Transport Association in BR Railfreight Distribution (RfD) triple grey with a weathered finish. Produced by Bachmann it is limited to 512 pieces.

Featuring the incomplete RfD sector logo carried by the prototype whilst based in the West of England in the early 1990s, the model is also supplied with etched nameplates,



St Blazey 'Lizard' depot plaques and limited edition certificate.

It is available DCC ready for £139.99 (Cat No 32-384Z), DCC fitted

for £164.99 (32-384ZDC) and DCC sound fitted £249.99 (32-384ZDS).

● For more details visit www.kernowmodelrailcentre.com.

Alloa (HM60) by the Scottish Region Study Group, modelled in 4mm scale.
Scottish Region Study Group.



MODEL RAIL SCOTLAND

MODEL RAIL SCOTLAND celebrates its 50th anniversary this year with its annual exhibition on the weekend of February 26-28. It is held at the Scottish Exhibition and Conference Centre, Glasgow.

More than 50 layouts are booked to attend, including the Scottish Region Study Group's 'OO' gauge Alloa (HM60), Hewisbridge in 'OO' from the 57 Study Group (HM78), Greenock and District Model Railway Club's 'OO' gauge Inverboyndie (HM98) and David John's beautiful 7mm scale narrow gauge layout, Rhyd (HM101).

As in previous years, a good selection of layouts depicting Scottish operations will be on display including Glenburn and Law Junction in 'N', Glenfinnan and Luib in 'OO' and Harviestoun in 'O' gauge. Wansbeck Road in 2mm scale, Victoria in 'EM', Blackgill in 'P4', Bere Banks in 'OO' and Craster in 'O' gauge represent just a few of the layouts depicting other parts of the UK. In addition, a selection of European and American layouts has been gathered with Wortersee (German 'N'), Obervaz (Swiss HOm), Purgatory Peak (USA On30) and Highland

Palms (USA HO) amongst those booked for the weekend.

The *Hornby Magazine* team will be there too, with special show-only subscription offers and its range of exclusive limited edition models, including Key Publishing's new 'OO' gauge diesel brake tenders.

Model railway manufacturers confirmed include Bachmann, Hornby, Oxford Rail and Peco together with a wide range of traders including Cheltenham Model Centre, DCC Supplies, Digitrains, Durham Trains of Stanley, Harburn Hobbies, Locomotion Models, Pennine Models, Ten Commandments, Train-Tech and many more.

Hints, tips and techniques will be on offer from the many demonstration and society stands also attending.

In celebration of the exhibition's anniversary, a limited edition Bachmann 'OO' gauge Class 08 diesel shunter has also been commissioned exclusively for the show – 08823 in Malcolm Rail livery. Priced at £89.95 each, it is anticipated the models will be available for collection at the event.

● Visit www.modelrail-scotland.co.uk for more information.



David John's delightful Rhyd (HM101) will be attending Model Rail Scotland.
Nigel Burkin.



The 57 Study Group's 1950s period Hewisbridge (HM78). Mike Bisset.

GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL



DCC01 Prodigy Express System £149.95



DCC02 Prodigy Advance2 System £279.95



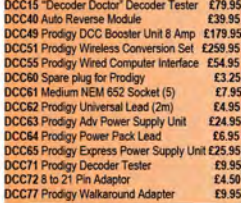
DCC03 Prodigy Advance2 Wireless System £479.95



DCC04 Prodigy Adv2 Backlit Walkaround £129.95



DCC05 Prodigy Wireless Conversion Set £259.95



DCC06 Prodigy Universal Lead £24.95



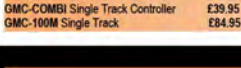
DCC07 Prodigy Walkaround Adapter £9.95



DCC08 Prodigy Express Power Supply Unit £25.95



DCC09 Prodigy Decoder Tester £9.95



DCC10 Prodigy Walkaround £129.95

DCC CONTROL



DCC01 Prodigy Express System £149.95



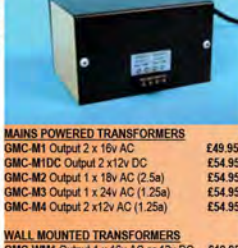
DCC02 Prodigy Advance2 System £279.95



DCC03 Prodigy Advance2 Wireless System £479.95



DCC04 Prodigy Adv2 Backlit Walkaround £129.95



DCC05 Prodigy Wireless Conversion Set £259.95



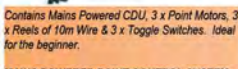
DCC06 Prodigy Universal Lead £24.95



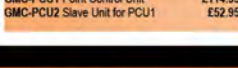
DCC07 Prodigy Walkaround Adapter £9.95



DCC08 Prodigy Express Power Supply Unit £25.95



DCC09 Prodigy Decoder Tester £9.95



DCC10 Prodigy Walkaround £129.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95



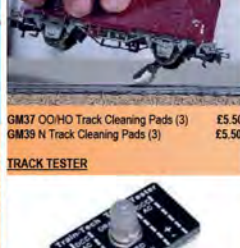
GMC-MCU Motor No Switch £24.95



GMC-PM1 Motor with Built-In Switch £5.35



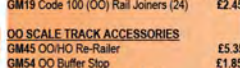
GMC-PM4 Motor Latching Mechanism £6.25



GMC-EM1 N Electro Magnetic Uncoupler £8.95



GMC-EM2 Coupling Adaptor Fret (20) £4.95



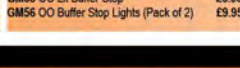
GMC-TLU OO Tension Lock Uncoupler £10.95



GMC-EM1 N Electro Magnetic Uncoupler £8.95



GMC-EM2 Coupling Adaptor Fret (20) £4.95



GMC-TLU OO Tension Lock Uncoupler £10.95

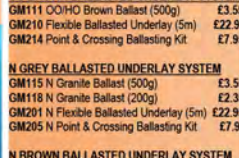
PAIR OF LEADS (Joiners/Bare Wire)



GM18 Code 80 (N) Rail Joiners (24) £2.35



GM53 N Scale Buffer Stop £4.50



GM57 N Lit Buffer Stop on Track £9.25



GM114 OO/HO Granite Ballast (500g) £3.55



GM117 OO/HO Granite Ballast (200g) £2.35



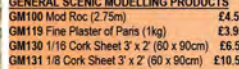
GM200 Flexible Ballasted Underlay (5m) £22.95



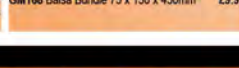
GM204 Point & Crossing Ballasting Kit £7.95



GM115 N Granite Ballast (500g) £3.55



GM118 N Granite Ballast (200g) £2.35



GM201 N Flexible Ballasted Underlay (5m) £22.95

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GM20 Spring Grass Mat 100cm x 75cm £7.95



GM21 Summer Grass Mat 100cm x 75cm £7.95



GM22 Autumn Grass Mat 100cm x 75cm £7.95



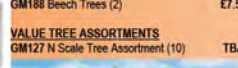
GM23 Gravel Mat 100cm x 75cm £5.95



GM38 Spring Grass Mat 240cm x 120cm £29.95



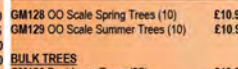
GM140 Meadow Mat - Spring 6mm Grass £8.95



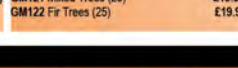
GM141 Meadow Mat - Meadow 6mm Grass £8.95



GM142 Meadow Mat - Spring 12mm Grass £11.95



GM143 Meadow Mat - Spring 12mm Grass £11.95



GM144 Meadow Mat - Beige 6mm Grass £8.95

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GM195 Sealant for Tree Making £19.95



GM156 Light Green Scenic Leaves (50g) £3.65



GM157 Mid Green Scenic Leaves (50g) £3.65



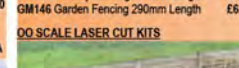
GM158 Dark Green Scenic Leaves (50g) £3.65



GM139 Flowerbeds £11.95



GM175 OO/HO Garden Flowers £9.25



GM176 OO/HO Water Plants £9.25



GM177 OO/HO Garden Plants £9.25



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STRUCTURES

OO SCALE LASER CUT KITS (Cld.)



GM453 Garden Shed Kit £6.00

OO SCALE 'FORDHAMPTON' PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



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GM402 Fordhampton Signal Box £10.50



GM403 Fordhampton Footbridge £17.50



GM404 Fordhampton Level Crossing £11.50



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95

Look out for more additions to Fordhampton as and when planning permission is granted!

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- GMKD03 Bungalow £3.50
- GMKD04 Church with Porch £5.75
- GMKD05 House/Shop Unit with Glazing £5.50
- GMKD06 Two Shop Unit with Glazing £5.50
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- GMKD40 Modern Fire Station £7.00
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- GMKD42 Platform Ramps Wide (2) £2.75
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- GMKD1000 Town Station £16.95
- GMKD1001 Old Factory with Chimney £19.95

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The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

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- GM50 OO/HO Locomotive Wheel Cleaner £39.95
- GM47 N Gauge Wheel Cleaner £34.95
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- GM49 Spare Pads for GM47 £17.95
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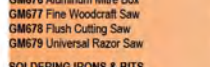
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- GM633 Glass Fibre Pencil 4mm £4.75
- GM634 4mm G/Fibre Refills (10) £7.50
- GM635 2mm Glass Fibre Refills £9.50
- GM636 2mm G/Fibre Refills £6.50
- GM638 Cutting Broaches 0.6-2.0 £15.50
- GM640 Archimedian Drill Stock £9.95
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- GM642 HSS Jobbers Drills 0.8 (5) £3.95
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- GM644 HSS Jobbers Drills 1.2 (5) £3.95
- GM645 HSS Jobbers Drills 1.5 (5) £3.95
- GM646 HSS Jobbers Drills 1.8 (5) £3.95
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- GM649 Microbore HSS Twist Drill Bits 61-80 £10.95
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- GM652 HSS Jobbers Drills 0.6 (5) £3.95
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- GM655 Spare Blades for GM616 £2.50
- GM656 Spare Blades for GM616 £2.50
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- GM681 25W 230V Soldering Iron £18.95
- GM682 40W 230V Soldering Iron £18.95
- GM685 15W No.8 Tip £3.50
- GM686 15W No.8 Tip £3.50
- GM687 25W No.8 Tip £3.75
- GM688 25W No.7 Tip £3.75
- GM689 25W No.8 Tip £3.75
- GM690 40W No.8 Tip £3.75
- GM691 40W No.7 Tip £3.75
- GM692 40W No.8 Tip £3.75

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- GM508 Mini-Toggle SPDT £2.40
- GM509 Mini-Toggle SPDT (Cioff) £2.40
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Old Elms road

Bodmin and District MRC could have looked very close to home for a joint WR/SR layout, but as the Old Elms Road team reveals, they drew inspiration for their 'OO' exhibition layout from much further up the line.

**PHOTOGRAPHY,
TREVOR JONES.**



Churchward

'47XX' 2-8-0 4704

thunders towards Old Elms Road with a Travelling Post Office working.

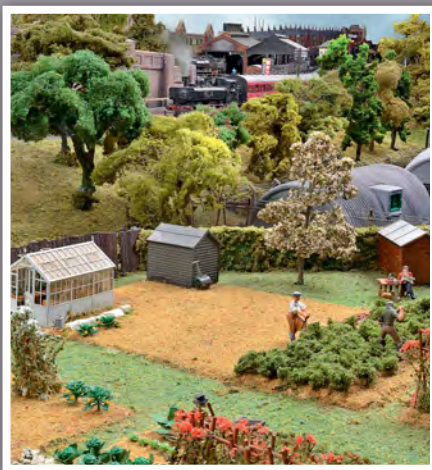


STATISTICS

Owner:	Bodmin and District MRC
Scale:	'OO'
Length:	32ft
Width:	14ft
Track:	SMP code 75 (scenic section)
Control:	Analogue
Period:	BR Western/Southern Region, 1956-1962

WHEN BUILDING A large club layout one of the key objectives is to try and create something that will draw interest from the whole club and enable all members to contribute within their own individual skill sets in some way. It is also desirable to be able to run locomotives and rolling stock that appeal to as many members as »





Detailing of the allotments is one of many cameos on Old Elms Road.

possible in terms of type, location and period. If it is shown at exhibitions then it also needs to provide interest to the viewing public and be enjoyable to operate. Old Elms Road appears to have met all these requirements for us in many ways.

Most of our members originate from outside Cornwall and have a variety of railway interests and preferences that we wanted to try and cater for, so the first key decision to make, as with any layout, was where should the layout be based and in what time period?

Much discussion around suitable locations during the construction phase ultimately led to Old Elms Road being based somewhere

“There should nearly always be something of interest going on.”

BODMIN AND DISTRICT MRC

near Reading on a fictitious Western Region secondary main line linking the former Western and Southern Region lines out of London. Furthermore, by basing it between 1956 and 1962 we would be able to run a variety of steam locomotives in service

during that period whilst giving us the option of running a few early diesel locomotives together with a handful of early diesel and electric multiple units.

A typical exhibition operating pattern consists

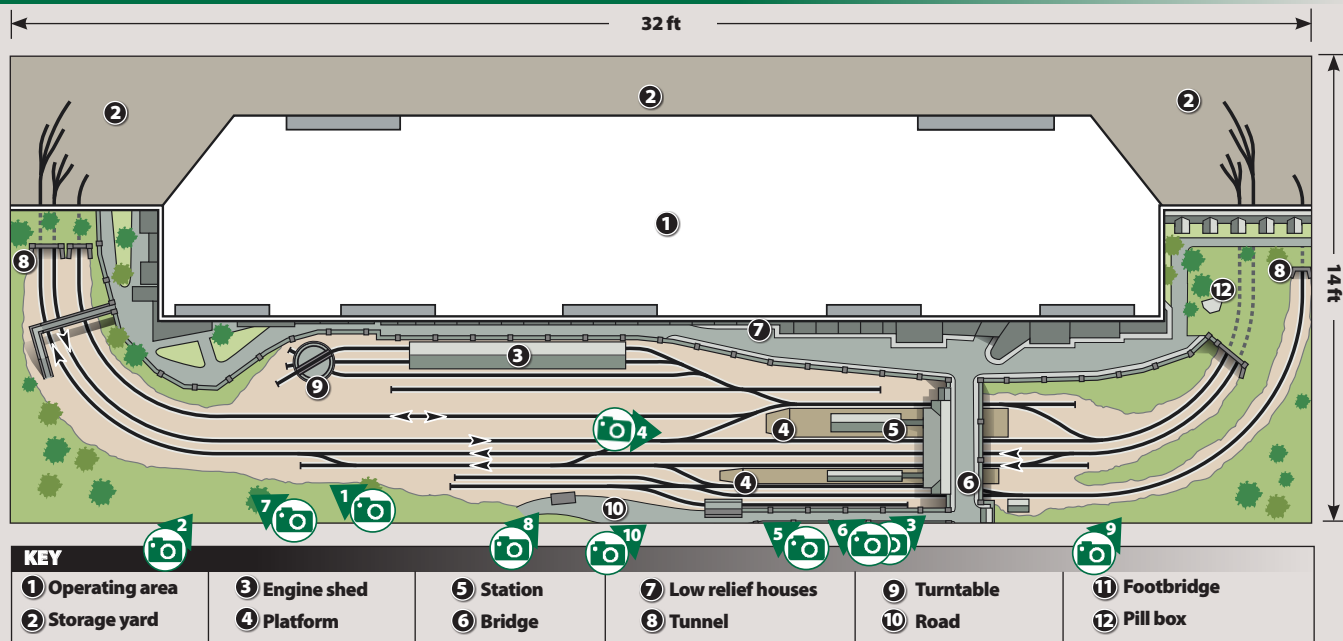
of a handful of inter regional services of Western and Southern Region origin which are supplemented by a range of local passenger services. Long distance and local goods trains also use the line.

A further quest for additional viewing »



SEE IT AT
THE
GREAT ELECTRIC
TRAIN SHOW
OCTOBER 8/9 2016

OLD ELMS ROAD TRACK DIAGRAM (NOT TO SCALE)



Old Elms Road measures 32ft x 14ft and has a storage yard capable of holding 45 trains.



3 An air-smoothed Bulleid 'West Country' takes the fast line through the station as an Adams 'O2' 0-4-4T departs with a 'Gatestock' push-pull set.

4 A Maunsell 'N' 2-6-0 enters the station with a set of 'Birdcage' stock as an 'S15' 4-6-0 leads a ballast train. On the left a pair of 2-BIL EMUs await departure time on the electrified line.

and operational interest led to an early decision to incorporate a modest locomotive depot which serves the fictitious Old Elms marshalling yards which are out of view a mile up the line.

OPERATION

Our operational philosophy is that there should nearly always be something of interest going on somewhere on the layout to keep the viewer interested. Added interest is also provided by the layout having working road vehicles that run along the road that stretches the length of the layout – a feature that usually creates a great deal of interest at exhibitions.

Our exhibition locomotive fleet consists of a mixture of scratchbuilt, kit built and detailed ready-to-run examples of Great Western Railway (GWR) and Southern Railway (SR) origin together with a few appropriate BR Standard designs. However, the odd rare visitor from further afield may appear from time to time too.

Kit built locomotives are from a variety of manufacturers such as Crownline, DJH, PDK, and Falcon Brass together with a few resin bodied examples from Silver Fox



and Golden Arrow. Examples of kits are the Churchward '47XX' 2-8-0, Maunsell 'Q' 0-6-0 and Urie 'S15' and 'H15' 4-6-0s. Off the shelf models are all detailed for use on the layout with the fitting of screw link couplings, real coal and differing degrees of weathering. Additional electrical pickups are fitted where we feel appropriate in order to ensure smooth, trouble free running. Likewise, multiple units are also a mixture of both kit built versions and modified ready-to-run examples.

The passenger stock consists of a combination of kit built and ready to run

items. At an exhibition the fiddle yard can contain in excess of 120 different coaches, half of which will have been built from kits from the likes of Comet, 247 Developments, Slaters and Roxey Mouldings. These are complimented by detailed ready-to-run variants from Bachmann and Hornby. Like many other exhibition layouts the wagon fleet is a mixture of kits and off the shelf types. All rolling stock is subject to a rigorous maintenance regime before each exhibition to ensure smooth and efficient running.

The scenery on the layout was built up >>



Rebuilt Bulleid 'Merchant Navy' 4-6-2 35025 *Brocklebank Line* restarts from Old Elms Road as a Class 22 hydraulic pilots a GWR 'Hall' 4-6-0 past the newly installed signalbox.





Left: A pair of Autotrailers sandwich a GWR '14XX' 0-4-2T on the Western Region branch as a Bulleid 'West Country' races through with an express.

Right: The Nissen hut is busy with metalwork repairs as Bulleid 'West Country' 4-6-2 34002 Salisbury heads towards the station.

RAILWAY FEATURES

The track in the viewable scenic part of the layout is all SMP finescale with handbuilt points using SMP components. This is laid on cork strip for smoother and quieter running, and has been ballasted with Woodland Scenics ballast materials secured by the tried and trusted method of diluted PVA glue. The track formation has been spray painted to remove that 'new' look.

The fiddle yard track needs to be robust and reliable to cater for the sheer volume of train movements and point changes that take place over a two day exhibition. We have therefore used Peco code 100 throughout the storage yard and this has served us well over the years.

Tortoise point motors operate the points in the viewable section of the layout providing a smooth and gentle blade movement. However these are now gradually being replaced by the smaller and slightly more reliable Cobalt devices. In the storage

using polystyrene foam sheets cut and moulded to shape and then covered in plaster soaked bandages. This was then smoothed off with a mixed coating of builder's plaster and PVA glue before being painted and then covered with appropriate scenic materials. This has produced a light but incredibly durable scenic base capable of coping with the majority of bumps and knocks when being transported to exhibitions.

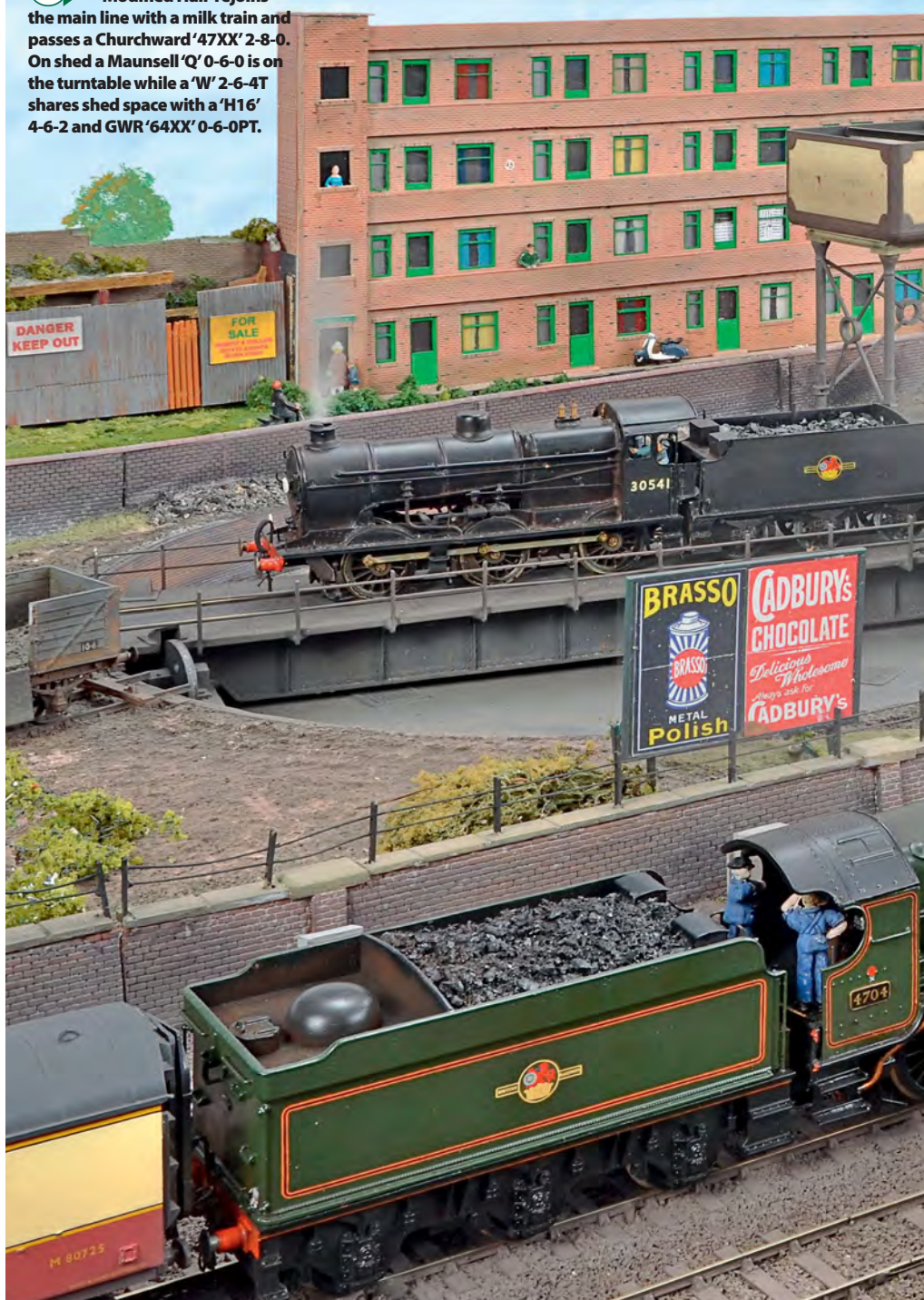
The working road vehicles are modified from the excellent Faller range. We were inspired many years ago after observing a Faller vehicle layout at the Warley exhibition and subsequently incorporated them on our previous layout. Such was the interest they generated with the public at exhibitions that we simply had to use them again on Old Elms Road. The vehicles are heavily modified including fitting replacement bodies that are appropriate for 1950s Britain (some of which are scratchbuilt). For those not familiar with the Faller system, the vehicles are battery powered to the rear axle and a magnet attached to the front axle follows a steel wire buried just below the road surface.

The layout is served by an extensive storage yard which had served our last layout and which gives us the ability to run up to 45 different train formations at exhibitions. Trains can vary from 10 coach expresses down to single car Diesel Multiple Units in length.

Old Elms Road is an analogue DC layout. Consideration had been given to whether we should go over to Digital Command Control during the planning stage. However, implementing DCC on our existing storage yard would have been a considerable challenge, as would the prospect of modifying the 100+ locomotives and multiple units that we have available for use on the layout at exhibitions.

The layout is currently operated using handheld Gaugemaster controllers. These have had to be strengthened internally to overcome the problem of occasionally being dropped on cold/hard exhibition hall floors.

Below: A Haworth 'Modified Hall' rejoins the main line with a milk train and passes a Churchward '47XX' 2-8-0. On shed a Maunsell 'Q' 0-6-0 is on the turntable while a 'W' 2-6-4T shares shed space with a 'H16' 4-6-2 and GWR '64XX' 0-6-0PT.



yard, the points are all operated by surface mounted Peco motors for simple reliability and ease of maintenance.

The working semaphore signals are scratchbuilt using a range of components including brass tubing and handrail wire together with a few accessories from Ratio kits. They are operated using servo control. This type of operation provides a slower and more realistic signal arm operation which also has the considerable benefit of reducing wear and tear through continued use during exhibition weekends. Tiny surface mounted clear LEDs are fitted behind the coloured spectacle plates in the signals. The signals on the approach to points are locked into the pointwork so that the correct signal arm is operated depending on the route set.

The Southern Region branch line is operated with three-aspect colour light signals which are a mixture of handbuilt products together with a couple of examples from the excellent Roger Murray range. »



BUILDINGS AND STRUCTURES

The buildings on the layout have virtually all been scratchbuilt by club members. The station building was always going to be a prominent feature as it straddles the station platforms on a road bridge. This building was constructed from Wills brick and tile embossed sheets with the windows painstakingly cut from plasticard with further details added from Wills detailing accessories. The building is based on the GWR station building at Tyseley. The two GWR style station canopies were handbuilt and consist of a brass framework together with Wills embossed sheets and Ratio valances.

The layout features a continuous brick retaining wall that effectively runs the length of the layout together with a large number of scratchbuilt low relief terraced houses, flats and shops that run along the high street parallel to the railway. These were very time consuming to construct but very rewarding in the end. Many of the businesses are named after current and previous club members as a sort of roll of honour.

There are other bespoke buildings located around the layout inspired by various real life examples and these have been adapted to fit the spaces available. The process of adding buildings is ongoing with the large scratchbuilt GWR signalbox having only been completed and installed in the last few weeks of 2015. This replaced a long serving but life expired Ratio kit that was simply too small for a station of this size. Other recent developments include building a series of terraced houses with back gardens that face towards the Western Region branch line.

Most of the buildings start life as mock cardboard prototypes which are initially put into place to give an overall impression of how it would fit into its surroundings. Once opinions and suggestions have been gained from club members a basic clear styrene structure is then created followed by layers of Slater's embossed sheet of brick, stone or tile (as appropriate). After painting, the final touches of signage and other details and weathering are completed. Pride of place in the high street goes to a scratchbuilt art deco style Odeon cinema.

The overall scene is completed with smaller details such as allotments, a play area, street market, junk yards and more - all contributed by various members in order to fill various gaps and to bring the town to life.

The main line tunnel mouth includes a purpose built smoke generation unit. This enables us to create the effect of smoke/steam from locomotives as they enter or leave the tunnel. This is another feature we had previously used on our last layout. Once again, the positive reaction of the viewing public meant that we just had to reuse it on Old Elms Road. Our plan is to ultimately introduce a few more units on Old Elms Road in strategic locations such as the engine shed yard.

ON SHOW

Old Elms Road has enjoyed considerable success having been exhibited at a handful of shows around the country over the last four years or so and it has been fortunate



A GWR '64XX' 0-6-0PT coasts down the branch line towards the station as a 'W' 2-6-4T emerges from the tunnel on a fitted freight.



Diesel and steam operate side by side at Old Elms Road. A Class 08 shunts the yard while a 'Hymek' and Class 47 are held waiting the passing of an express. In the background a BR '9F' 2-10-0 waits to depart after leaving the shed.

enough to have won a few awards on its journeys. It is interesting to operate and like most layouts it continues to evolve as club members take on individual projects to add further points of interest. It certainly receives very favourable comments from the viewing public at exhibitions.

It is worth pointing out at this stage

that as a club we have been incredibly fortunate to have had a great group of members past and present who have contributed towards the construction and operation of this layout, and others, over the last few years. It has very much been a team effort and what you see on these pages is tribute to all their efforts. [Elms](#)



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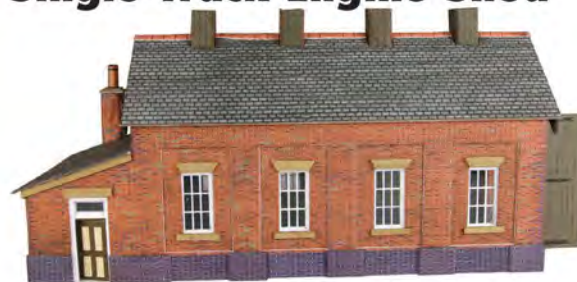


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The two walls in this kit can be made into a ramp for use with the bridge as shown.

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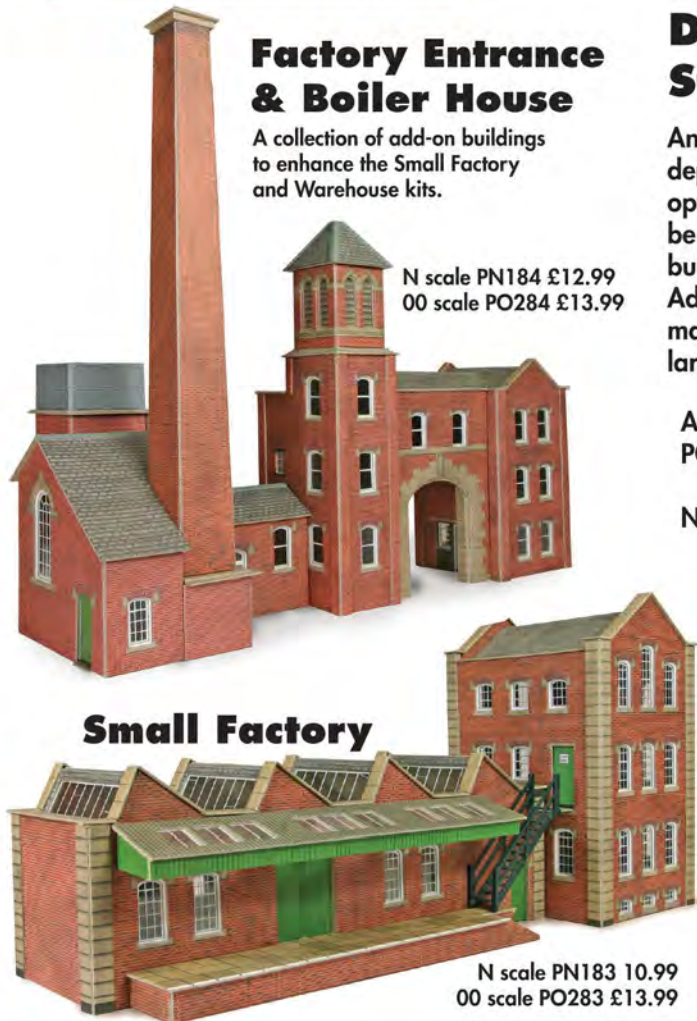
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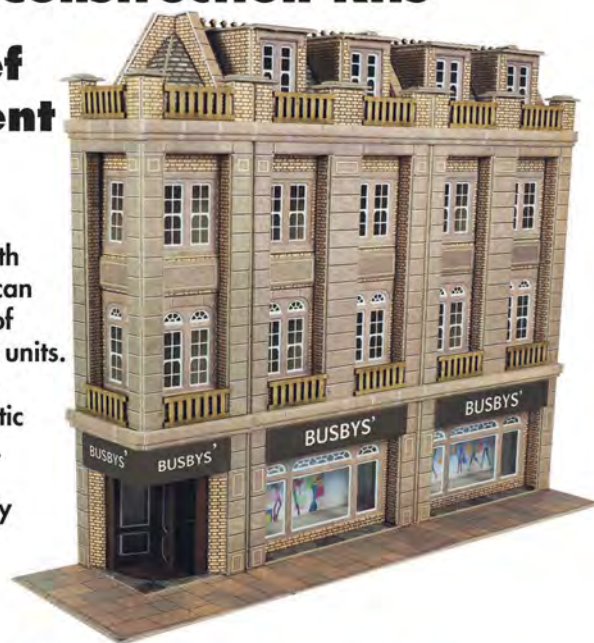
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THE GREAT ELECTRIC TRAIN SHOW OCTOBER 8/9 2016

Hornby Magazine prepares for fourth exhibition at the relaunched British Motor Museum.



Old Elms Road by the Bodmin and District MRC – see feature on pages 16-25.

THE 2016 GREAT ELECTRIC TRAIN SHOW sponsored by *Hornby Magazine* will take place on the weekend of October 8/9 at the newly relaunched British Motor Museum in Warwickshire.

25 layouts and 30 traders are expected to take part in the fourth year of this popular weekend of railway modelling together with a range of demonstrations.

Tickets to the show include full access to the expanded and remodelled British Motor Museum together with onsite parking and the option to use a free courtesy bus running from Leamington Spa station to the event on the Saturday only.

Launching the show is the announcement of six exhibits from the line-up. Heading the roster so far is Bodmin and District Model Railway Club's BR Southern Region 'OO' layout Old Elms Road - see feature on pages 16-25 - plus Max Fowler's inspirational 1990s Scottish coal field layout Maxwell Colliery - see feature on pages 98-105. Also confirmed for the event is Wayne Webb, Tony Frazer and Bob Taylor's Settle and Carlisle based 'N' gauge model Dentdale (HM95), Ian Harper's Eastern Region 'OO' digital operated steam depot Haymarket Cross (HM59) and Simon and Hannah Denham's RailMaster controlled model of the North Yorkshire Moors Railway's Goathland in 'OO' (HM99).

Hornby Magazine will also be exhibiting one of the magazine's layouts with a rare public outing





Above: *Hornby Magazine's* St Stephens Road will be making its first public outing since 2014.



Left: Travelling in from Scotland is Max Fowler's Maxwell Colliery – see feature on pages 98-105.

Above right: Simon and Hannah Denham's Goathland (HM99).

Below: Dentdale in 'N' gauge modelling the Settle and Carlisle line (HM95).



THE GREAT ELECTRIC TRAIN SHOW 2016

When:	October 8/9 2016
Where:	British Motor Museum, Gaydon, Warwickshire CV35 0BJ
Times:	Sat 10am-5pm, Sun 10am-4pm (9.30am advance tickets entry)
Highlights:	25 layouts, 30 trade stands plus demonstrations, redeveloped museum
Facilities:	Refreshments, disabled access, free parking plus free courtesy bus from Leamington Spa station (Saturday only).
Contact:	01780 755131
Website:	www.grealelectrictrainshow.com

for Western/Southern Region based St Stephens Road planned for the show. The layout has been in storage since February 2014 and will be positioned at the entrance to the show to welcome visitors to the event.

The British Motor Museum – rebranded from the Heritage Motor Centre in November 2015 – is undergoing a multi-million pound refurbishment to better showcase its collection of British cars. The museum is set to reopen on February 13 together with the new Collections Centre building

and will feature a new look, the entire reserve collection of over 200 cars on show for the first time together with new facilities on show such as the restoration workshops.

Ticket sales for the Great Electric Train Show will launch in the coming months allowing advance purchase of tickets for the event. Full details will be published in *Hornby Magazine* and online at www.grealelectrictrainshow.com once available. **Hornby**

● For more information, past event galleries, videos and more, visit www.grealelectrictrainshow.com



Tank engine TRAINS

On shorter distance journeys tank locomotives invariably predominated in the steam age. **MARK CHIVERS** examines some of their duties and the trains they hauled.

WHILST THEY MAY not have carried the same prestige as main line express locomotives, tank engines formed an important part of British Railways' motive power fleet. From humble 0-4-0 saddle tanks to imposing 2-6-4Ts these versatile engines played a critical role in keeping Britain's railways moving - whether it was hauling the final portion of a main line express to its destination or acting as a station pilot, shunting rolling stock ready for its next service.

Tank locomotives had many advantages over their larger main line counterparts as they were able to operate easily in either direction and were ideal for use on branch line services as they could simply run round their train at its destination, as opposed to requiring the use (and expense) of a turntable. This saved time and reduced the overheads for many

such routes. Their smaller size also helped at many of the goods yards and headshunts across the rail network as well as making them ideal for shunting and empty coaching stock movements at major stations and termini.

Not all tank engine duties were lightweight short distance runs. They were often used to pilot or assist main line services, as well as operating high-density commuter trains and multiple duties on secondary routes with tight timings.

The breadth of tank engine design was enormous. At one end of the scale tiny 0-4-0STs would work around yards and depots shunting wagons but rarely straying onto the main line. That said there were some impressively large shunting engines including the Urie 'G16' 4-8-0Ts built for the London and South Western Railway (LSWR). In the middle level were 0-6-0s in side tank, saddle tank and pannier tank formats which

covered a wide range of design criteria. The GWR was particularly prevalent in building 0-6-0PTs for its goods and passenger services with different breeds featuring combinations of boiler and wheel diameter to suit their specific duty.

A range of medium sized locomotives such as the GWR '45XX' 2-6-2Ts, LSWR 'M7' 0-4-4Ts and LBSCR 'E4' 0-6-2Ts filled in mid level duties while at the top of the scale were the GWR's heavy freight tanks of 2-8-0 and 2-8-2 wheel arrangement - the latter tasked with heavy coal trains in South Wales and on the Great Western Main Line. Not to be forgotten were the large passenger tanks of the 2-6-4 wheel arrangement. The more modern of these - Stanier, Fairburn and Riddles designs - were created to suit the need for rapid acceleration and fast turn around times and packed plenty of power into their tank engine frame.

A Fairburn 2-6-4T leads a typical London Midland Region stopping train formed of a trio of Hornby Stanier 57ft non-corridor stock on Topley Dale.



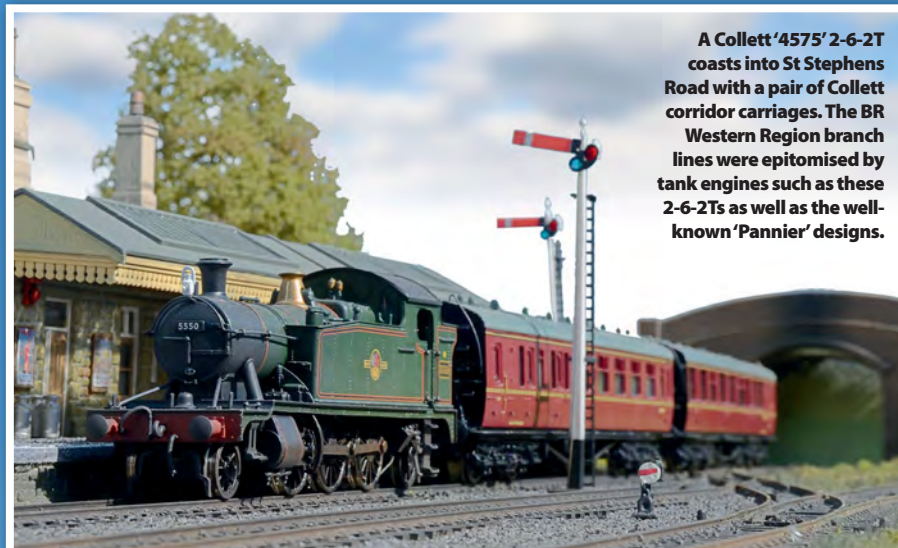
READY-TO-RUN TANKS

From a modeller's perspective, we are well served to replicate some of these train formations in miniature from branch line operations to station pilots and pick-up goods to transfer freights and more.

The main model railway manufacturers have long recognised the importance of tank locomotives with a wide variety of suitable motive power available off the shelf. Bachmann's extensive range of 'OO' gauge models include the Great Western Railway (GWR) '57XX' and '64XX' 0-6-0PTs, London, Brighton & South Coast Railway (LBSCR) 'E4' 0-6-2T, Midland Railway (MR) '1F' 0-6-0T, London Midland & Scottish Railway (LMS) 'Jinty' 0-6-0T, London and North Eastern Railway (LNER) 'J72' 0-6-0T, Lancashire and Yorkshire Railway (LYR) 'Aspinall' 2-4-2T, GWR '45XX' and '4575' 2-6-2Ts, LMS Ivatt '2MT' 2-6-2T, LNER 'V1' and 'V3' 2-6-2Ts and LMS Fairburn '4P' 2-6-4T. In addition, BR 'Standard' tank locomotives include '3MT' 2-6-2Ts and '4MT' 2-6-4Ts.

Hornby's 'OO' range also includes an impressive line-up covering the LYR 'Pug' 0-4-0ST, GWR '14XX' 0-4-2T, London & South Western Railway (LSWR) 'M7' 0-4-4T, GWR '2721' 0-6-0PT, LBSCR 'Terrier' 0-6-0T, LMS 'Jinty' 0-6-0T, LNER 'J52' 0-6-0ST, LNER 'J83' 0-6-0T, LNER 'J94' /Hunslet 'Austerity' 0-6-0ST, LNER 'N2' 0-6-2T, GWR 'Large Prairie' 2-6-2T, LMS Fowler and Stanier '4P' 2-6-4Ts, LNER 'L1' 2-6-4T, GWR '42XX' and '52XX' 2-8-0Ts and GWR '72XX' 2-8-2T.

Kernow Model Rail Centre has also produced its highly-acclaimed 'OO' gauge LSWR '0298' 2-4-0WT, manufactured initially by Dapol and more recently through an agreement with DJ Models. Rolling stock hasn't been forgotten with a good selection of pre-nationalisation carriages available together with an extensive



A Collett '4575' 2-6-2T coasts into St Stephens Road with a pair of Collett corridor carriages. The BR Western Region branch lines were epitomised by tank engines such as these 2-6-2Ts as well as the well-known 'Pannier' designs.

selection of BR Mk 1 carriages from the main manufacturers (see table on page 39).

NEW ARRIVALS

Recent new 'OO' gauge releases include Hornby's LNER 'J50' 0-6-0T (HM104), Kernow Model Rail Centre's LSWR '02' 0-4-4T (HM100) and Oxford Rail's LSWR '0415' 4-4-2T (HM103). There are still plenty of 'OO' gauge projects under development with highlights including Bachmann's London & North Western Railway (LNWR) 'Coal Tank' 0-6-2T, Dapol's LSWR 'B4' 0-4-0T, Hatton's GWR '14XX' 0-4-2T together with Hornby's LSWR Adams '0415' 4-4-2T and Peckett 0-4-0ST. In addition, Bachmann continues its policy of upgrading the chassis on its older models with improved mechanisms and Digital Command Control decoder sockets - its

Ivatt '2MT' 2-6-2T, Worsdell 'J72' 0-6-0T and Gresley 'V3' 2-6-2T are currently undergoing makeovers.

New carriages suitable for haulage by tank engines soon to be released are currently focused on the Southern Railway/Region. These include South Eastern and Chatham Railway (SECR) 'Birdcage' coaches from Bachmann, LSWR 'Gate Stock' push-pull sets from Kernow Model Rail Centre together with SR 58ft rebuilt Maunsell carriages from Hornby.

The following is a small selection of suitable train formations utilising tank locomotives which are formed using ready-to-run 'OO' gauge stock researched from prototypical operations. Whilst the list is far from exhaustive, each of the formations shown can be modelled using off-the-shelf products. [Hornby](#)



The formations

WESTERN



GWR '42XX' 2-8-0T BR black, early crests (Hornby), 20 13ton five-plank china clay wagons (no hoods), GWR 20ton 'Toad' brake van.

YEAR: 1955 **LOCATION:** Par **SERVICE:** China clay empties



GWR '57XX' 0-6-0PT BR black, late crests (Bachmann), GWR Suburban 'B-Set' – BR maroon.

YEAR: 1959 **LOCATION:** Radstock **SERVICE:** Bristol-Frome local



GWR '4575' 2-6-2T BR lined green, late crests (Bachmann), GWR 20ton 'Toad' brake van, 22 16ton steel mineral wagons, BR 20ton brake van.

YEAR: 1961 **LOCATION:** Truro **SERVICE:** Goods train



GWR '64XX' 0-6-0PT BR black, late crests (Bachmann), BR Hawksworth Autotrailer – BR maroon.

YEAR: 1963 **LOCATION:** Kidderminster **SERVICE:** Bewdley local

SOUTHERN



LSWR 'O2' 0-4-4T BR lined black, early crests (Kernow), Maunsell BSK, BCK – BR carmine and cream.

YEAR: 1955 **LOCATION:** Wadebridge **SERVICE:** Local service



LSWR '0298' 2-4-0WT BR black, late crests (Kernow), five-plank open wagon, 16ton steel mineral wagon,

BR 20ton brake van. **YEAR:** 1961 **LOCATION:** Hellandbridge **SERVICE:** Pick-up goods



BR '3MT' 2-6-2T BR green, late crests (Bachmann), BR Mk 1 BSK, SO, CK, CK, SO, BSK – BR green.

YEAR: 1966 **LOCATION:** Clapham Junction **SERVICE:** Empty Coaching Stock

MIDLAND



LYR '2P' 2-4-2T BR black, early crests (Bachmann), Stanier 57ft non-corridor BS, Thompson non-corridor CL, Stanier 57ft non-corridor BS – BR maroon. **YEAR:** 1960 **LOCATION:** Southport Chapel Street **SERVICE:** Empty Coaching Stock



LMS Stanier '4P' 2-6-4T BR lined black, late crests (Hornby), Stanier 57ft non-corridor BS, C, BS – BR maroon.

YEAR: 1964 **LOCATION:** Blackpool **SERVICE:** Blackpool-Bolton Central



ATIONS



GWR '14XX' 0-4-2T BR green, early crests (Hornby), BR Hawksworth Autotrailer – BR maroon. **YEAR: 1960 LOCATION: Churston SERVICE: Brixham local**



USEFUL LINKS	
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Invicta Model Rail	www.invictamodelrail.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
Key Publishing	www.keypublishing.com
Oxford Rail	www.oxfordrail.com
Replica Railways	www.replicarailways.co.uk



LSWR 'M7' 0-4-4T BR lined black, late crests (Hornby), Maunsell pull-push SO, BCK – BR green.
YEAR: 1962 LOCATION: Brockenhurst SERVICE: Lymington Pier local



LMS Ivatt '2MT' 2-6-2T BR lined black, early crests (Bachmann), BR Mk 1 BSK, CK, BSK – BR green.
YEAR: 1963 LOCATION: Shalford SERVICE: Horsham local



Fairburn '4P' 2-6-4T BR lined black, late crests (Bachmann), Stanier Period III BSK, Stanier 57ft non-corridor C, BS – BR maroon.
YEAR: 1960 LOCATION: Bolton SERVICE: Local service



LMS Stanier '4P' 2-6-4T BR lined black, late crests (Hornby), BR Mk 1 BG, LMS Stove R, BR 12ton ventilated van* – BR maroon except * BR bauxite. **YEAR: 1967 LOCATION: Low Moor SERVICE: Empty parcels vans**



LMS 'Jinty' 0-6-0T BR black, late crests (Bachmann), 12 16ton steel mineral wagons (grey), BR 20ton brake van (bauxite).
YEAR: 1965 LOCATION: Gunnersbury SERVICE: Mineral wagons

VEHICLE DESIGNATIONS	
BS	Brake Second
BG	Gangwayed Brake
BCK	Corridor Brake Composite
BFK	Corridor Brake First
BSK	Corridor Brake Second
BTK	Corridor Brake Third
BSO	Open Brake Second
C	Composite
CCT	Covered Carriage Truck
CL	Composite with lavatory
CK	Corridor Composite
F	First
FK	Corridor First
FO	Open First
GUV	General Utility Van
RB	Restaurant Buffet
RMB	Miniature Buffet
RU	Restaurant Unclassed
S	Second
SK	Corridor Second
SO	Open Second

The formations

EASTERN



LNER 'L1' 2-6-4T BR black, early crests (Hornby), Thompson non-corridor BS, S – BR crimson.

YEAR: 1956 **LOCATION:** Whitby **SERVICE:** Local service



LNER 'J50' 0-6-0T BR black, early crests (Hornby), BR 12ton ventilated van, LNER 12ton ventilated van, BR 20ton brake van.

YEAR: 1954 **LOCATION:** Holloway Bank **SERVICE:** Pick-up goods



LNER 'L1' 2-6-4T BR lined black, late crests (Hornby), Thompson non-corridor S, BS, S – BR maroon.

YEAR: 1959 **LOCATION:** Hertford East **SERVICE:** Suburban service



BR '3MT' 2-6-2T BR lined black, late crests (Bachmann), Gresley non-corridor BS, CL, BS – BR maroon.

YEAR: 1961 **LOCATION:** Levisham **SERVICE:** Malton-Whitby



LNER 'J72' 0-6-0T BR black, early crests (Bachmann), BR Mk 1 CCT, CCT, SR PMV* – BR maroon except *BR green.

YEAR: 1961 **LOCATION:** Newcastle Central **SERVICE:** Station pilot

SCOTTISH



BR '4MT' 2-6-4T BR lined black, early crests (Bachmann), Stanier Period III CK, BSK, two 12ton ventilated vans* - BR maroon except* BR bauxite.

YEAR: 1959 **LOCATION:** Maud Junction **SERVICE:** Peterhead-Aberdeen mixed train



BR '4MT' 2-6-4T BR lined black, late crests (Bachmann), Gresley non-corridor BS, Thompson non-corridor CL, BS – BR maroon.

YEAR: 1960 **LOCATION:** Dunkeld **SERVICE:** Blair Atholl-Perth local



BR '4MT' 2-6-4T BR lined black, late crests (Bachmann), two 12ton ventilated vans*, BR Mk 1 CK, BG – BR maroon except* BR bauxite.

YEAR: 1960 **LOCATION:** Aboyne **SERVICE:** Aberdeen-Ballater mixed train



BR '4MT' 2-6-4T BR lined black, late crests (Bachmann), 12ton ventilated van, two 16ton steel mineral wagons, 20ton Midland brake van.

YEAR: 1965 **LOCATION:** Kirkcudbright **SERVICE:** Trip freight working



LMS Fairburn '4P' 2-6-4T BR lined black, late crests (Bachmann), 16ton steel mineral wagon, seven-plank open, five-plank open, three 16ton steel mineral wagons, two five-plank open wagons, eight 16ton steel mineral wagons, 21ton hopper wagon, 30ton bogie bolster wagon, 16ton steel mineral wagon, BR 20ton brake van.

YEAR: 1963 **LOCATION:** Motherwell **SERVICE:** Mixed freight

ATIONS

SELECTION OF 'OO' GAUGE FREIGHT ROLLING STOCK

TYPE	LIVERY	MANUFACTURER	CAT NO.
13ton high sided steel open	BR bauxite	Bachmann	38-326
16ton steel mineral with top flap doors	BR grey	Bachmann	37-225G
16ton steel mineral no top flap doors	BR grey	Bachmann	37-250H
16ton steel mineral pressed end door	BR grey	Bachmann	37-378
30ton bogie bolster C	BR grey	Bachmann	33-856D
BR 12ton planked ventilated van	BR bauxite	Bachmann	38-161B
BR 12ton planked vent van ply doors	BR bauxite	Bachmann	38-231A
BR 12ton plywood ventilated van	BR bauxite	Bachmann	38-171C
BR 12ton plywood fruit van	BR bauxite	Bachmann	38-181C
BR 12ton shock absorbing van	BR bauxite	Bachmann	37-903A
BR 20ton brake van	BR bauxite	Bachmann	37-537A
BR 20ton brake van	BR grey	Bachmann	37-530
BR 20ton brake van	BR bauxite	Hornby	R6508
BR 21ton hopper wagon	BR grey	Hornby	R6675
BR 'Weltrol' well wagon	BR grey	Bachmann	33-901E
'Conflat A' wagon with AF container	BR bauxite	Bachmann	37-960
'Conflat A' wagon with BD container	BR bauxite	Bachmann	37-951C
Five-plank open wagon	BR grey	Bachmann	37-016C
Five-plank china clay wagon w/o hood	BR bauxite	Bachmann	33-083
GWR 20ton 'Toad' brake van	BR grey	Bachmann	33-306C
GWR 20ton 'Toad' brake van	BR bauxite	Bachmann	33-307
Midland 20ton brake van	BR grey	Bachmann	38-550
Seven-plank end door open wagon	BR grey	Bachmann	37-081F
Seven-plank fixed end open wagon	BR grey	Bachmann	37-107
SR 12ton 2+2 planked vent van	BR bauxite	Bachmann	38-082C
SR 12ton 2+2 planked vent van	BR grey	Hornby	R6267
SR PMV van	BR green	Bachmann	39-527
Three-plank wagon with container	BR bauxite	Bachmann	37-930C

'OO' GAUGE PASSENGER AND PARCELS STOCK

TYPE	MANUFACTURER
BR Auto Trailer	Bachmann
BR Mk 1 carriages	Bachmann/Hornby/Replica
BR Mk 1 CCT	Invicta Model Rail
GWR Auto Trailer	Hornby
GWR 60ft Collett carriages	Bachmann
GWR Centenary carriages	Hornby
GWR Hawksworth carriages	Hornby
GWR Suburban 'B-Set' carriages	Hornby
SR Bulleid carriages	Bachmann
SR Maunsell carriages	Hornby
SR Bogie Van B	Hornby
SR Van C	Hornby
SR PLV, PMV, CCT	Bachmann
LMS Stanier 57ft non-corridor carriages	Hornby/Dapol
LMS Stanier Period III carriages	Dapol
LMS Stanier Period III carriages	Hornby
LMS Porthole carriages	Bachmann
LMS 'Stove R'	Key Publishing
LNER Gresley 61ft 6in carriages	Hornby
LNER Thompson non-corridor carriages	Hornby
LNER Thompson corridor carriages	Bachmann
LNER Gresley non-corridor carriages	Hornby



ON MODEL RAILWAYS

COAL IS STILL KING

In recent years, coal traffic on Britain's rail network has been cut back dramatically – but there'll always be a place for it on our layouts. **TIM SHACKLETON** looks at the best ways of modelling it.

Below: Few layouts replicate the endless rhythms of coal traffic as convincingly as Roy Jackson's magnificent Retford (HM100). Loads travel one way, empties the other throughout the working day. Here the 4,000hp prototype *Kestrel* – looking absolutely filthy – is trialled on a Worksop-Scunthorpe run. Though mostly used on passenger trains, both *Falcon* and *Lion* also appeared on coal turns over this difficult route.



The old order changes. In August 1967, Newton Heath Stanier '8F' 2-8-0 48090 plods down the Calder Valley with a long rake of empty 16ton minerals heading back to the Yorkshire coalfield. This was by far the most numerous wagon type ever constructed in this country and for many years the staple of coal traffic on British Railways.




FOLLOWING wholesale changes in energy policy, for the first time in nearly 200 years coal is no longer the principal freight traffic on our railways. Until recent years, key junctions

such as South Milford in Yorkshire funnelled a round the clock flow of power station coal to Drax, Ferrybridge, Eggborough and beyond, but today pretty much the only fuel passing through is biomass shipped in from abroad.

All the deep mines have closed, major import terminals are fast losing work, and the big users – principally power generators and the cement industry – have increasingly gone over to other energy sources. Barely halfway through their anticipated design life, Freightliner is storing or even scrapping significant numbers of coal hoppers while DB Schenker is turning much of its fleet over to aggregate traffic.

On model railways, however, coal will always be king. At almost any exhibition you'll see coal moving in lengthy bulk trains or in single wagonloads along bucolic country branches. At the head of the train there could be anything from a shiny Class 66 to an ancient, wheezing 0-6-0 steam locomotive. There'll be collieries, coaling stages and even power stations. There's almost no limit to the number of ways in which coal can feature strongly.

In this article I want to look at how the railway transports and uses coal and, in particular, at coal loads and how best we can model them. Private owner wagons, rusting 16ton minerals, Merry Go Round (MGR) coal hoppers, steam locomotive tenders and tank engine bunkers – each needs an individual treatment if it's to be convincing.

As with so many aspects of modelling, it's horses for courses, and finding ways of matching different types and grades of coal to their intended purpose. A modern, high capacity hopper loaded with best quality steam coal would look ridiculous whereas an elderly steam locomotive coaled with something little better than slack could be extremely convincing. It's just as easy to get it right as to get it wrong, so in this piece we'll focus on how things should be done in our bid to keep the home fires burning! 

STEP BY STEP LOADING WAGONS WITH COAL

Beginner **SKILL LEVEL** Intermediate Advanced

1

Coal and coke from the domestic hearth – I've always had open fires at home so I'm never short of fuel either for burning or to use as wagon loads. Even the dust in the bottom of the scuttle finds a use eventually.



2

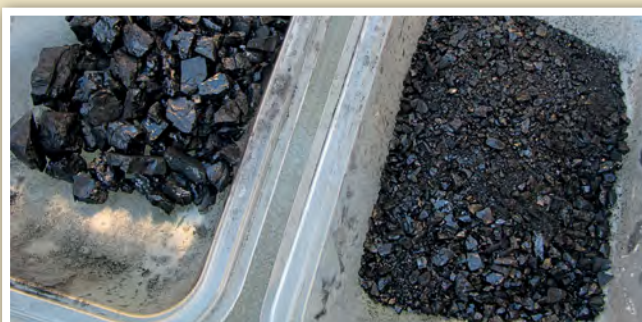
Tools of the trade – a big hammer for crushing coal and a selection of sieves with which to grade it. The first step is to wrap the coal in a double thickness of plastic bags and then whack it hard on the hearthstone or the back step. Give it a good bashing to break the lumps down.



3



I start the process of grading by sieving the crushed coal in an old colander. After the first assault I have a plastic tray full of small coal ready to be sifted to suit different applications.



4

Further sieving gives me the tray of mixed coal seen on the right, which would be ideal for locomotive coal just as it is. To be used in wagonloads, however, it needs sifting a second time. The large lumps on the left can be recycled through the process – they're too big to have any use even in 7mm scale.

5



The two extremes – on the right, big lumps of steam coal destined for locomotive depots and on the left extremely fine coal for industrial use. Domestic coal ('cobbles' and 'trebles') used to feature healthy lumps about the size of your fist but the bagged stuff we buy nowadays ('doubles') is much smaller, as are the anthracite 'peas' and 'beans' used in solid fuel central heating boilers.

6

It's probably a lot easier for most people just to buy ready-sieved coal from suppliers such as Geoscenics – the sizes will be much more consistent for a start and there isn't the mess. Here we see four separate grades, ranging from large coal intended for 7mm scale through to a fine coal suitable for 'N' gauge. I prefer to think of them as types of coal, rather than anything gauge specific.



8



7

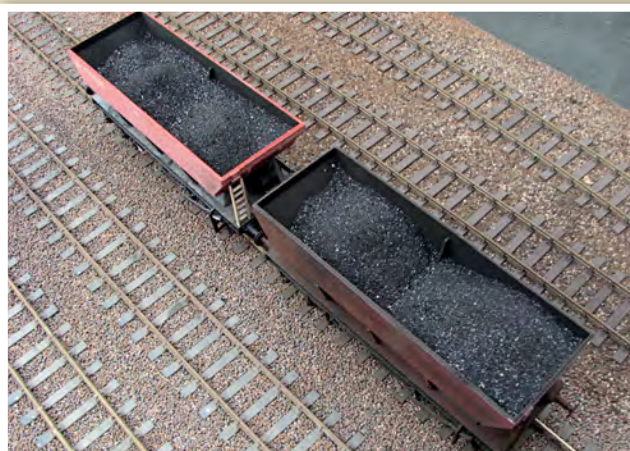
Methods of making wagon loads have been discussed many times in *Hornby Magazine*. I make them out of pipe lagging from a DIY store. The thick foam material cuts to size easily with kitchen scissors and can then be snipped into a 'heap' shape. Coat the top surface thickly with PVA adhesive and sprinkle on crushed coal. When dry, check for empty patches and then give a final, sealing coat of cheap super sticky hairspray.

Coal was screened into different sizes at the colliery before being loaded into wagons and despatched to its destination. On the main line you could have whole trainloads of furnace 'fines', whereas in a branch freight you'd be more likely to find individual wagons loaded with different grades for household or industrial use. Here I've used three separate classifications of Geoscenics coal to achieve the necessary variety. It gives a satisfying neatness to coal train operation.

West Riding Power – 58028 heads through Knottingley on June 4 1994 with HAAs loaded with power-station fines while, in the background, another set travels in the opposite direction heading for Ferrybridge.

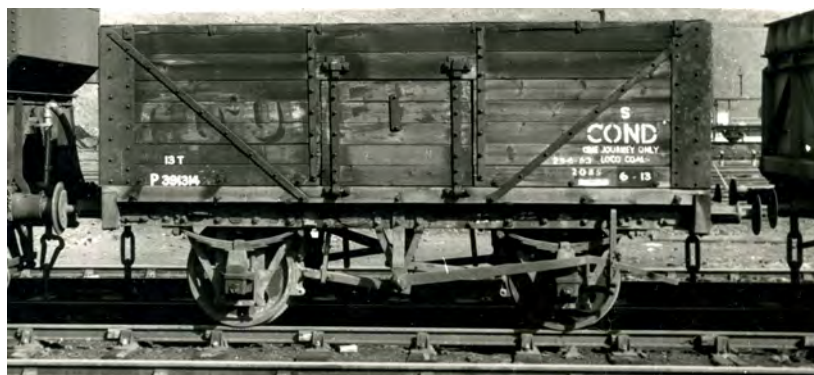


9 Although a bunkerful of mixed coal was the norm for locomotives, it was rare to see it loaded into a wagon except one destined for a small local merchant who would do the necessary screening himself. The next wagon along is loaded with best steam coal – possibly for locomotive use – which was supplied in hefty lumps. The Great Western Railway transported locomotive coal in special 21ton wagons.

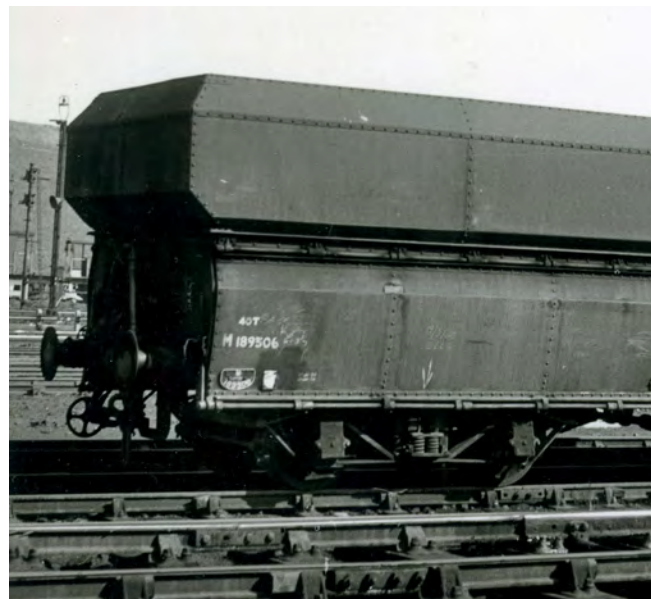


10 Use the very finest sieved dust to represent coal destined for power stations and other industrial users. I usually start out with Parkside Dundas moulded plastic loads coated with cheap, sticky hairspray and then liberally sprinkled with fine coal dust. Once again, Geoscenics provides exactly the right blend.

Coal traffic features strongly on Mick Simpson's exquisite 2mm finescale layout Wansbeck Road. Much of it travels in bottom discharge hopper wagons, as coal traditionally did in the North East. Traditional motive power further reinforces the sense of place.



Two interesting coal wagons in contrasting styles side by side at Toton in the early 1960s. P39134 was a typical wooden-bodied 13ton wagon that still bears the faint markings of its previous owner. Thousands upon thousands of these wagons were built in pre-war days and some lasted as late as 1965, mostly in use as locomotive coal wagons. Dwarfing it is M189506, a huge 40ton wagon built in 1929 and heavily influenced by pre-war German practice. There were 30 of these vacuum braked monsters, used until 1967 on coal traffic between Toton and Stonebridge Park power station in north London. In latter days '8Fs' were the usual power but a well known photograph shows a rake of them passing through Northampton behind a Class 86 electric!



STEP BY STEP COALING LOCOMOTIVE TENDERS

Intermediate
Beginner **SKILL LEVEL** Advanced



A All you ever needed to know about the usual state of affairs on tender tops is here in the one photograph taken from the coaling plant at Eastleigh on May 7 1967 – look at the size of coal, the amount of spillage and sludge and water overflow. This is the high capacity, high sided BR1F design.



B There are various ways to represent water spillage on a tender. A nice sticky gloss varnish works very well but the best product I've found for the purpose is Murky Water from the Adam Wilder range. It has a wonderfully evocative smell!



C Puddle the 'water' on carefully with a No. 3 pointed brush before you add any coal spillage. Make sure it doesn't start to rise by capillary action up the sides of the tender – water doesn't flow uphill! Here I've sprinkled in a few tiny crumbs of coal dust that will be sealed in by the varnish.



D What we might call a typical bunkerful of coal – two of them for good measure, with plenty of spillage. The good quality coal would be brought forward ready to be fed into the firebox, leaving the poor stuff at the back where it eventually melded into a solid mass. You can either create a foam bed for the coal or flood it with Klear floor polish which works very well as an adhesive.



E Instead of lump coal, briquettes – a cheaper form of powdered coal that's been compressed into pellets – was sometimes used. I replicated the briquettes on my own 4mm scale 'Q1' using smokeless fuel, which has the same dull grey colour. I crushed it into suitably-sized lumps with a hammer.

UK POSTAGE & PACKING = £4 PER ORDER. ORDERS OVER £150 = POST FREE

#4572	Thompson Non-Corridor Composite Lavatory	8383S 1NR	\$50.49
#4573	Thompson Non-Corridor Brake 3rd 97013 1NR	1NR	\$50.49
#4574	Thompson Non-Corridor Brake 3rd 97013 1NR	1NR	\$50.49
#4575	Thompson Non-Corridor Composite Lavatory	8383S 1NR	\$50.49
#4576	Thompson Non-Corridor Third Class Coach BR		\$36.25
#4577	Thompson Non-Corridor Brake Third Class Coach		\$36.25
#4578	Thompson Non-Corridor Brake 3rd Coach BR		\$36.25
#4580	Turner Class 373r Blue Diviside Center Seats Pack		\$28.49
#4581	Turner Class 373r Blue Diviside Center Seats Pack		\$28.49
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#4610	MK2E: Standard Open Coach No. W5855 BR		\$29.99
#4610A	MK2E: Standard Open Coach No. W5848 BR		\$29.99
#4611	MK2E: Standard First Coach No. W3247 BR		\$29.99
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#4612	MK2E: Brake Standard Open Coach No. M9499 BR		\$29.99
#4612A	MK2E: Standard Open Brake Coach No. M9496		\$29.99
#4613	MK2E: Standard Open Coach No. W5871 BR		\$29.99
#4613A	MK2E: Standard Open Coach No. W5874 BR		\$29.99
#4614	MK2E: Standard First Coach No. W3228 BR		\$29.99
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#4615	MK2E: Brake Open Standard Coach No. M9505 BR		\$29.99
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#4616	MK2E: Standard Open Coach No. W5869 BR		\$29.99
#4616A	MK2E: Standard Open Coach No. 5779 Intercity		\$29.99
#4617	MK2E: Standard Open First Coach 3234 Intercity Executive		\$29.99
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#4618	MK2E: Brake Open Standard Coach No. 9504		\$29.99
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#4619A	MK1 BG Parcels Coach No. M80532 BR Maroon		\$29.99
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#4621A	MK1 Tourist Second Open Coach TSO E4542 BR		\$29.99
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#4622	Halfroad MK2E: Open Second Coach W5460 BR		\$22.99
#4623	Halfroad MK2E: Open First Coach W3244 BR		\$22.99
#4624	Halfroad MK2E: Brake 2nd Open Coach M9501 BR		\$22.99
#4625	Halfroad MK1 BG Parcels Coach No. M1389 BR		\$119.99
#4626	Halfroad MK1 BG Parcels Coach BR Choc & Cream		\$119.99
#4627	Halfroad MK1 Second Open Coach SO M4363 BR		\$119.99
#4628	Halfroad MK1 Second Open Coach SO M4363 BR		\$119.99
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Loch Dhu **PART FOUR** BUILDING A BARCLAY 'PUG'

In the latest instalment on *Hornby Magazine's* Scottish based micro layout project, **NIGEL BURKIN** builds a locomotive for the distillery – an Andrew Barclay 'Pug' 0-4-OST.

A SMALL STEAM SHUNTING locomotive to operate the 'branch' from main line interchange to the distillery yard itself is one of the key features of the layout. The idea is based on historical fact because two distilleries located on the Speyside line operated small Andrew Barclay 0-4-OST locomotives over short branches that connected the distilleries to the BR line. Locally, they were referred to as 'Pugs' and their small size makes them an ideal choice of shunting locomotive for a compact layout concept.

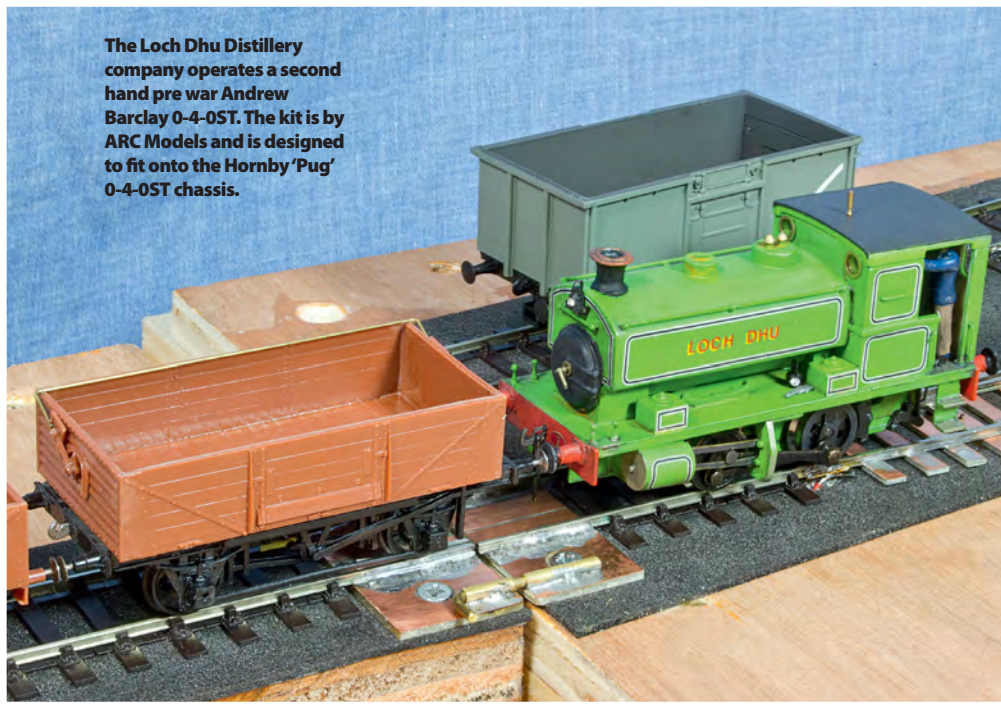
One of the Speyside 'Pugs' had clearance to operate over BR metals and that was *Dailuaine No.1* which was built in 1939 with the works number documented as No. 2073. It worked the Dailuaine Siding interchange with BR together with the short branch to the Dailuaine Distillery where it had an engine shed which still stands today.

The second shunter with an interesting branch to work over was Andrew Barclay 0-4-OST No. 2020, built in 1936 and owned



The addition of light weathering and a tool box filled with details from Springside give the model character. It is now ready to enter service as Loch Dhu Distillery's shunter.

The Loch Dhu Distillery company operates a second hand pre war Andrew Barclay 0-4-OST. The kit is by ARC Models and is designed to fit onto the Hornby 'Pug' 0-4-OST chassis.



by Scottish Malt Distillers. *Balmenach*, as the locomotive became known, worked the Balmenach Distillery yard and branch line to Cromdale station yard where traffic was interchanged with the local Aviemore–Craigellachie freight service.

After closure of the Speyside line in November 1968, both were withdrawn, and they eventually ended up on the Strathspey Railway. *Dailuaine No. 1* left the Strathspey Railway for its present location at the Dewars Aberfeldy Distillery where it is a static exhibit. *Balmenach* remains on the railway and is, at the time of writing, stored unserviceable awaiting restoration.

LOCH DHU NO.1

The Loch Dhu Distillery needed a shunting locomotive too and *Dailuaine No. 1* and *Balmenach* provided ideal inspiration. The shunter will be a fictitious locomotive with a fictitious livery.

The choice of model was influenced by the availability of body kits from ARC Models at the time. It produces useful body kits of Andrew Barclay shunters in various forms, both pre-war and post-war designs as short runs. I chose a 14in body kit which would fit the chassis harvested from a Hornby Lancashire & Yorkshire Railway 'Pug' 0-4-OST.

The beauty of the ARC Models body kits is their simplicity – perfect for inexperienced modellers to attempt before progressing to more complex locomotives. Most of the workbench time is spent cleaning the parts gently with fine grade wet and dry paper to remove as many mould lines as possible as well as preparing the parts for fitting.

Other features brought together to create my own unique 'Pug' included a green paint colour, LNER white-black-white lining and shaded lettering for the locomotive's name. The model would be finished in weathered condition with a toolbox full of tools, oil cans and other items of equipment used to keep them running when out on the branch line. »

TOOLS & MATERIALS

Some additional components are needed to complete the body, including handrail knobs, brass wire and smokebox dart.

COMPONENTS

- » Short turned brass handrail knobs
- » Long turned brass handrail knobs
- » 0.45mm diameter brass wire
- » Smokebox door handles
- » Smiths three link couplings
- » Brass whistle
- » Lining and lettering transfers (Modelmaster Decals)
- » Etched worksplates (Narrow Planet)

TOOLS

- » Jeweller's screwdriver set
- » Needle files
- » Soldering iron
- » A selection of HSS twist drills
- » Pin vice
- » Fine-nose pliers
- » Xuron sprue cutters
- » Tweezers
- » Modelling knife and spare blades
- » Steel ruler
- » Paintbrushes from size 00 to size 2.

MATERIALS

- » Cyanoacrylate adhesive
- » CA glue accelerator
- » Wet and dry paper grades 600 and 1200
- » Microscale Decal setting and fixing solutions
- » Off-cuts of styrene card of various thicknesses
- » Plastic primer
- » Painting and finishing materials including masking tape
- » Copper and brass coloured paints
- » Matt black and dirty black paints
- » Choice of livery paints mixed with Humbrol Gloss No. 2 and No. 38

THE HORNBY CHASSIS

The Hornby locomotive has been chosen to donate its chassis for the Andrew Barclay body kit because it is easy to find and usually quite inexpensive to buy. The chassis can be used in an unmodified state or made a little closer to the full size Andrew Barclay locomotives by changing the brakes around so they hang on the opposite side of the wheels and removing the prominent sand box from the sides. The covers clipped to the slide bar and piston rod assembly can be discarded. The wheels present the biggest compromise, being disc wheels instead of spoked ones.

GOING DIGITAL

The relationship between the small size of shunting locomotives and the need for very smooth operation is one that is rarely overlooked by layout owners. The lack of wheels and a short wheelbase means that the chassis is particularly challenged when it comes to slow speed operation.

Fine tuning of the chassis and good cleanliness will go a long way to ensuring the locomotive runs well. However, Digital Command Control (DCC) users can take further assistance in this area by including a decoder with a 'stay alive' feature - in effect an electronic flywheel in the form of supercapacitors - a feature regularly used in *Hornby Magazine's* DCC sound installations.

The Barclay will use a motor control only decoder. After some juggling about with the excellent TCS T1 KA1 decoder and a KA2 unit, I selected a decoder with an integral 'stay alive' function which would slide very nicely into the boiler section of the body, even when the cab back was fitted. With the motor occupying the firebox area of the cab, I did not want a decoder cluttering things up even more. This has a knock-on effect of occupying space that could be filled with ballast to optimise the model's tractive effort and contact with the rails for good electrical conductivity.

A TCS KAM4 decoder uses less space than the T1 KA1 and KA2 combination with the result that there is some room for ballast weight in the model - a workable balance between the two. The decoder was hard wired to the chassis pick-ups and the motor terminals - there being no DCC socket in the model.

ADJUSTMENTS

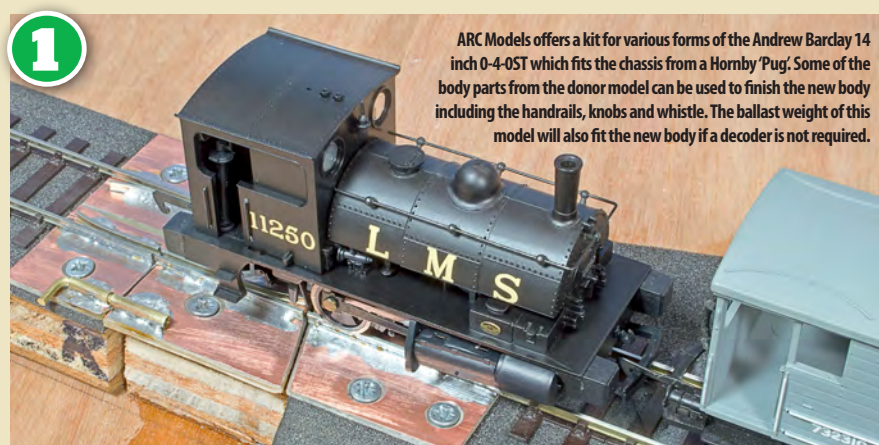
I made one deviation from the kit instructions to accommodate the decoder. An access hole was cut into the cab front where it fits the water tank and boiler assembly so the decoder could be fitted after assembly and painting. By the same token, the cab roof was painted grey off the model and fitted after painting and finishing. In fact, I left the roof loose in the end at the price of having a join along the top of the cab so I could easily reach the motor and decoder in case repairs were needed.

On reassembly, paint was cleaned from the chassis pick-up strips and the inside of the axle bearing slots. The cylinder and slide bar assembly is first to be clipped into place, followed by the body itself. The decoder is then inserted in the body and wires lead around the motor which is fitted to the model next.

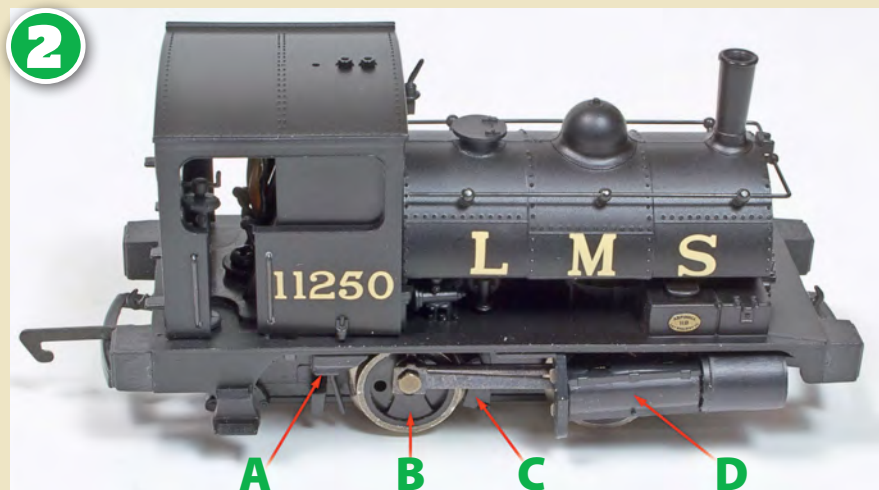
Wheels are fitted next followed by the keeper plate, with care taken to see that >>

STEP BY STEP BUILDING AN ARC MODELS ANDREW BARCLAY 0-4-0ST

1



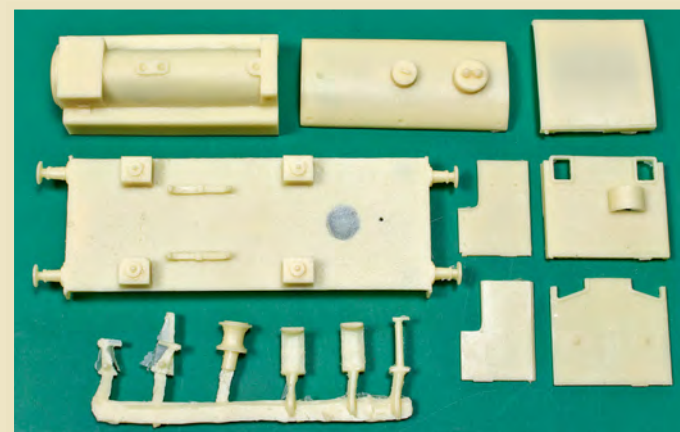
2



The chassis is the main sub-assembly needed to build an Andrew Barclay 0-4-0ST kit. Some modifications can be made for a closer match to the full size locomotives including removal of the sand boxes (A); changing the disc wheels if possible (B); moving the brake hangers to the opposite side of the wheels (C) and discarding the slide bar cover (D).

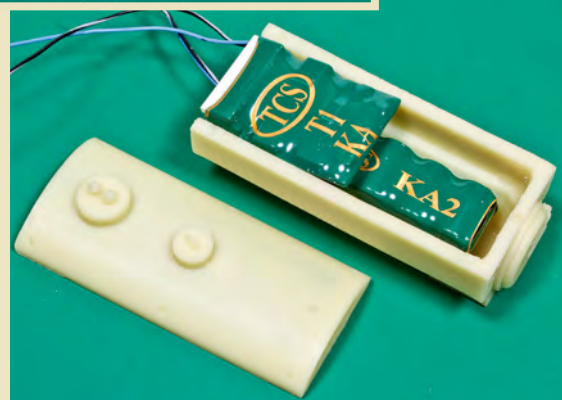
3

The basic components of the ARC Models 14in locomotive kit in post war condition. I decided to back date it a little with round windows.



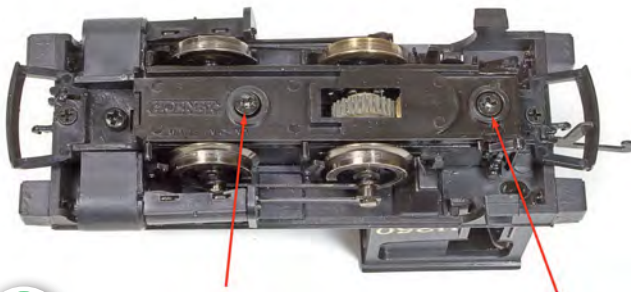
4

Before starting assembly, some test fitting of various TCS 'stay alive' decoders was made to see how they would fit the boiler and water tank area of the locomotive and still leave room for some ballast weight.



USEFUL WEBSITES

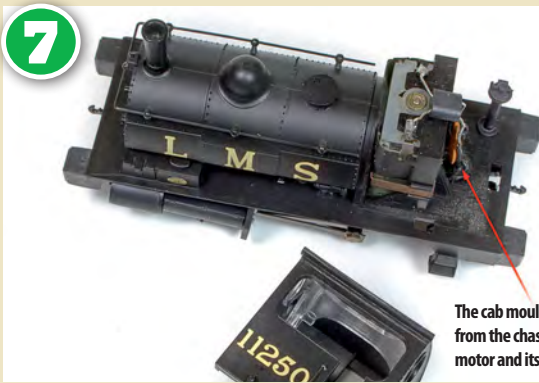
- www.modsupplies.co.uk
- www.modelmasterdecals.com
- www.facebook.com/ARC-Models-1402081190016733/



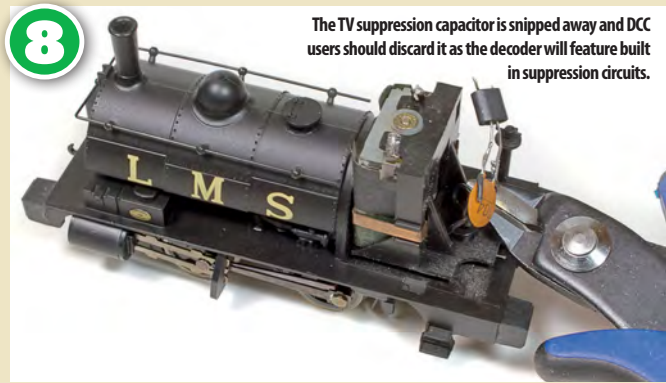
5 The Hornby 'Pug' was tested thoroughly before dismantling to ensure that it would operate as expected. First, remove the wheel keeper plate and keep the screws safe!



6 There are more securing screws hidden under the chassis plate. The motor should be removed next.



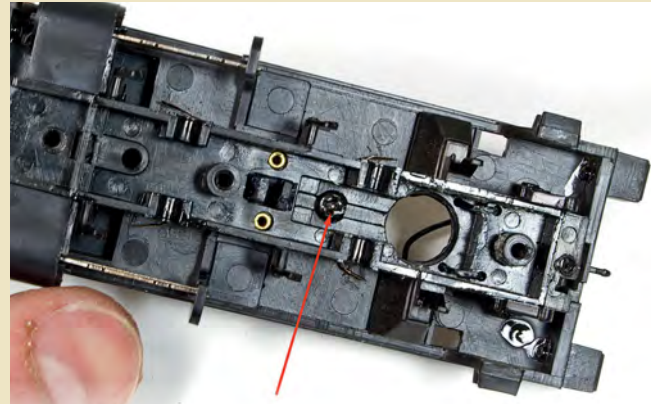
The cab moulding unclips from the chassis to expose the motor and its fixing bracket.



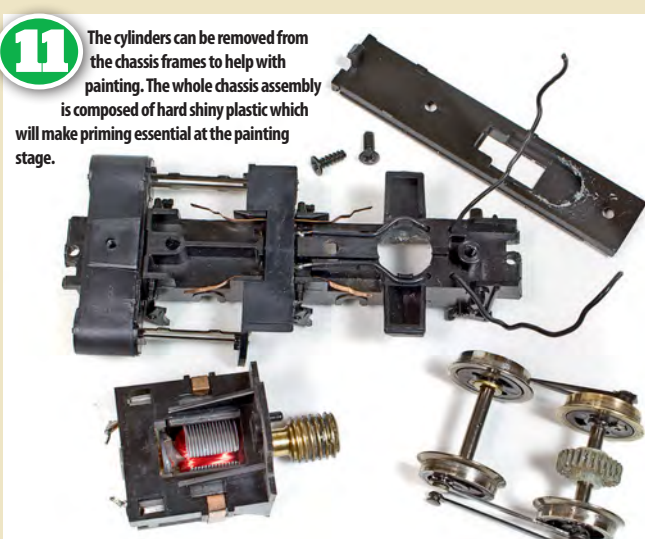
The TV suppression capacitor is snipped away and DCC users should discard it as the decoder will feature built in suppression circuits.



9 The motor is secured by a single fixing screw which is undone using a cross-head jewellers screw driver.



10 If, after removing the remaining chassis screws, you are wondering why the body and chassis do not part company, carefully pop the wheels out – there's another screw hidden under one of the axles. Once undone everything comes apart.



11 The cylinders can be removed from the chassis frames to help with painting. The whole chassis assembly is composed of hard shiny plastic which will make priming essential at the painting stage.



If the slide bar covers are not to be refitted, the retaining tabs should be filed away from the top and bottom edges of the slide bars to improve the appearance of the cylinder assembly.

PLEASE TURN FOR MORE STEP BY STEP

nothing is binding, particularly the crossheads running in the slide bars. Before connecting the decoder, the chassis baseplate was screwed back in place and the motor tested by applying analogue power direct to the motor terminals. It is a useful way to test the mechanism without subjecting the model to DCC power where binding could overload the decoder. If everything works well, some quick soldering sees the motor and pick-up leads connected to the decoder.

PAINTING AND LINING

Some time was taken to check the body superstructure for rough spots and incomplete joins before priming. Blemishes were treated to some Squadron filler and smoothing down with grade 1200 wet and dry paper before the model was thoroughly washed.

Cast resin kits benefit from a coat of primer before painting. I used a grey primer designed for plastics which was useful for picking out any faults I had missed the first time round. The body colour is mixed from Humbrol No. 2 and No. 38 in a 1:10 ratio with bufferbeam finished in red and the chimney, smokebox front and bufferheads in black. Gloss paint was used to form an ideal base for lining with Modelmaster Decals (sheet 4083). Red on yellow shaded lettering was chosen for the locomotive name and was inspired by the lettering found on many industrial locomotives. 2mm high Helvetica lettering in red and yellow (Modelmaster Decals sheets 1092 and 1096) was applied to the saddle tank, the yellow lettering first because that would provide the shading. Once fully set, red was applied over the top of the yellow, slightly offset top right to create the shading effect.

Having completed the lettering and lining, the model was checked over and given a coat of satin varnish, sealing in the transfers and taking the shine from the gloss finish. To complete the finishing work, the chimney top is painted copper, the cab interior matt grey and various other fittings finished with brass coloured paint.

An etched oval numberplate by Modelmaster Decals was also considered for the buffer beams, sets of which are available in consecutive numbers, a very useful feature when more engines are collected for the Loch Dhu Distillery!

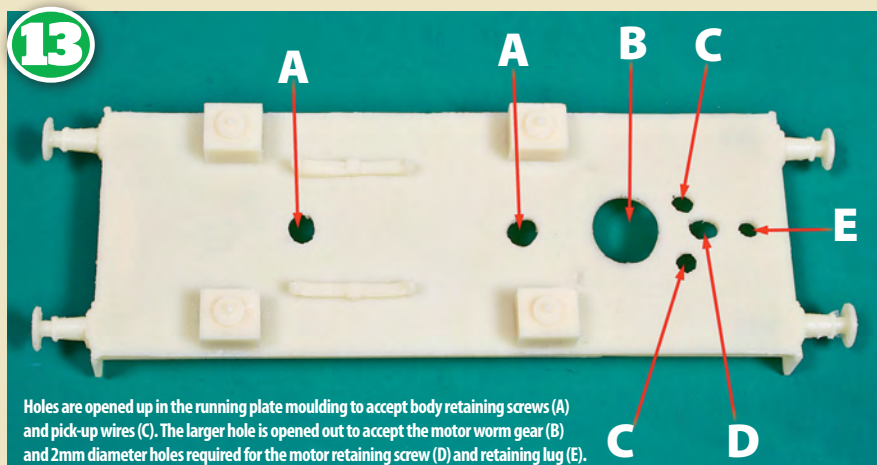
COUPLING UP

The last details to be added before the model was put into use was a pair of three-link couplings. There was no plan to use the couplings for operation – their role would be strictly cosmetic.

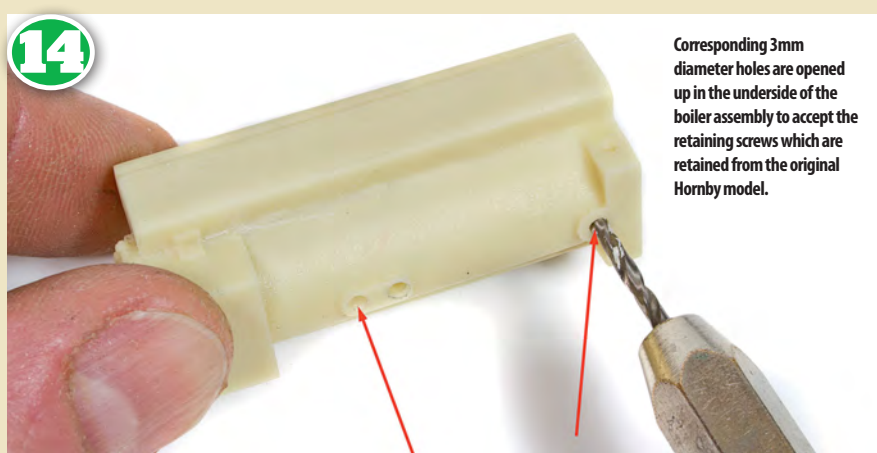
I had rejected the use of tension lock couplings on the Loch Dhu Distillery layout very early on in the project. Using Kadee couplers was also low down on the list of likely coupling systems as they would appear a little out of place on small shunting locomotives. Given that the locomotives and stock for this layout would be 'captive' and not shared with any of my other layouts, I could experiment with a delayed action coupling system.

The next article looks at my choice of coupling system, how it was applied and how it works on the Loch Dhu Distillery layout.

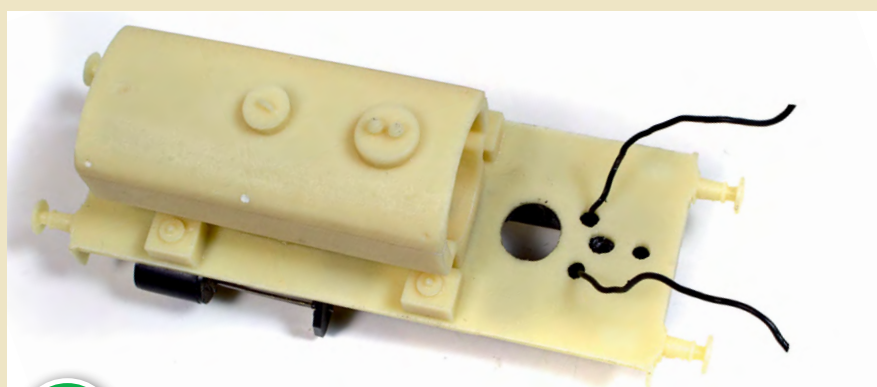
STEP BY STEP BUILDING AN ARC MODELS ANDREW BARCLAY 0-4-0ST



Holes are opened up in the running plate moulding to accept body retaining screws (A) and pick-up wires (C). The larger hole is opened out to accept the motor worm gear (B) and 2mm diameter holes required for the motor retaining screw (D) and retaining lug (E).



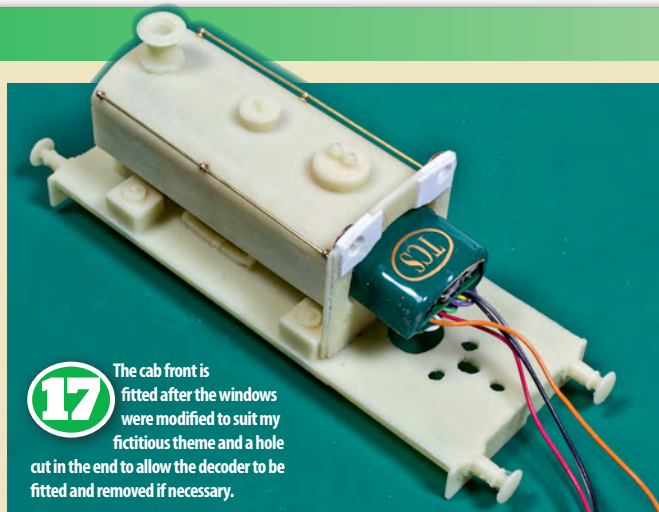
Corresponding 3mm diameter holes are opened up in the underside of the boiler assembly to accept the retaining screws which are retained from the original Hornby model.



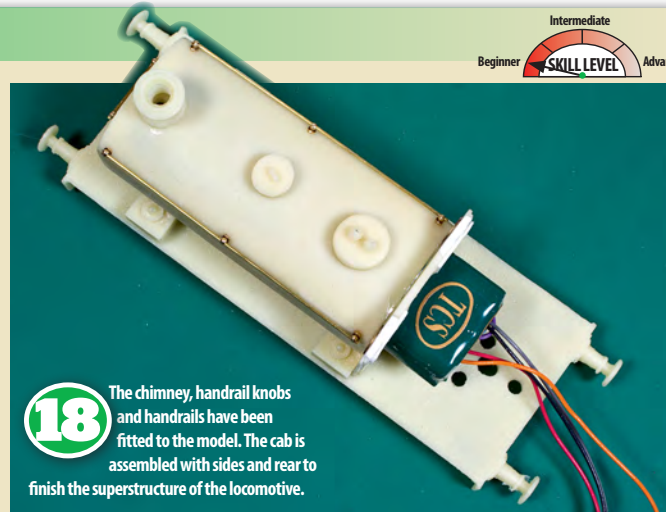
Assembly of the chassis to the footplate and boiler mouldings is made to see if the correct holes have been opened out. It helps to make some of the holes slightly oversize in the footplate – they will not be visible on the finished model. Check that the motor and worm gear assembly fit correctly too.



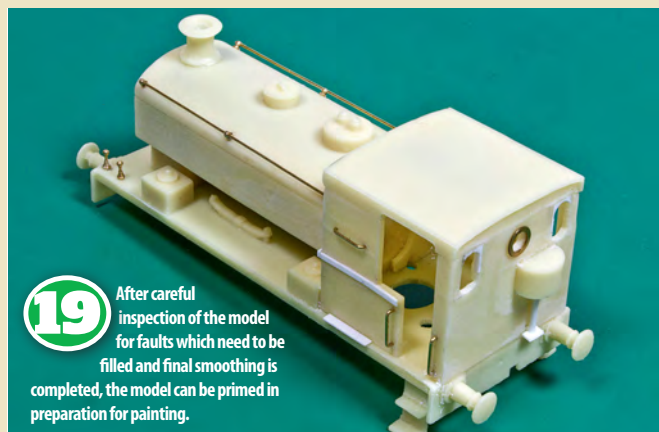
Having completed the body assembly, the unwanted sand boxes are cut off and disposed of. The brake shoes are carefully trimmed off, cleaned up and refitted on the opposite side of the wheels by applying them to opposite sides of the chassis.



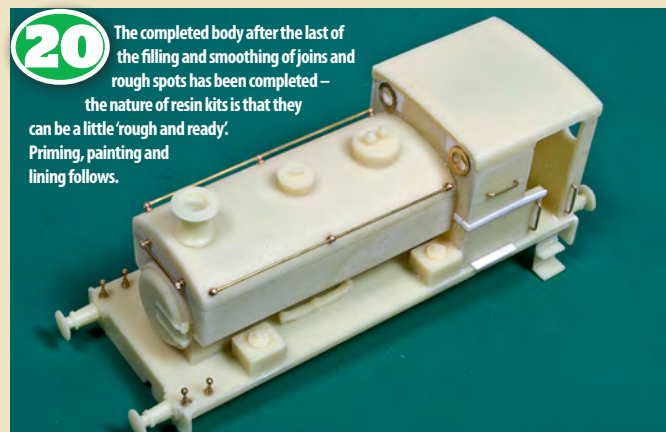
17 The cab front is fitted after the windows were modified to suit my fictitious theme and a hole cut in the end to allow the decoder to be fitted and removed if necessary.



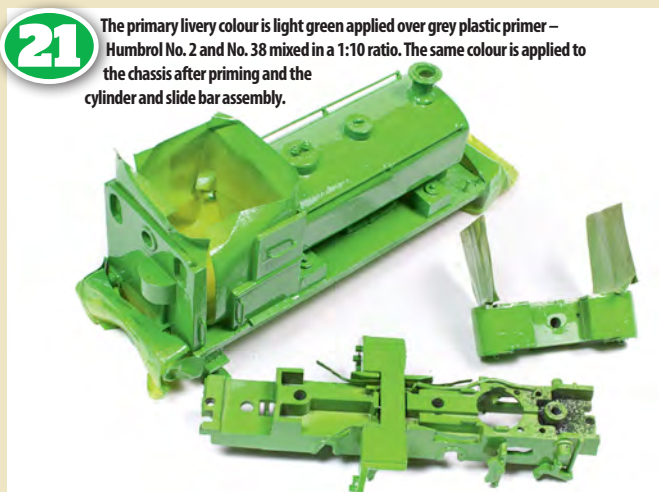
18 The chimney, handrail knobs and handrails have been fitted to the model. The cab is assembled with sides and rear to finish the superstructure of the locomotive.



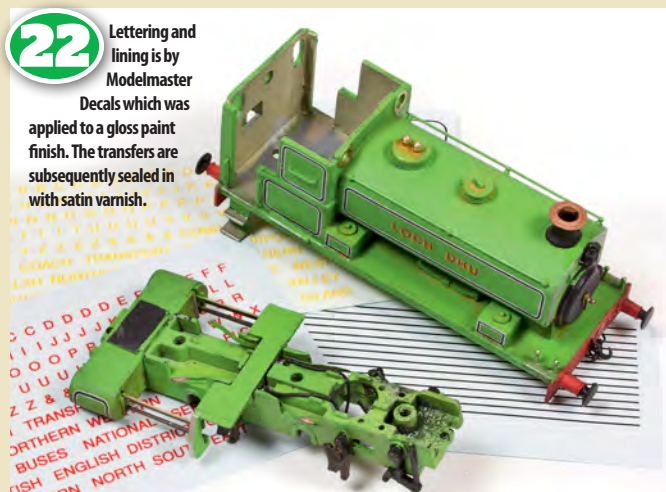
19 After careful inspection of the model for faults which need to be filled and final smoothing is completed, the model can be primed in preparation for painting.



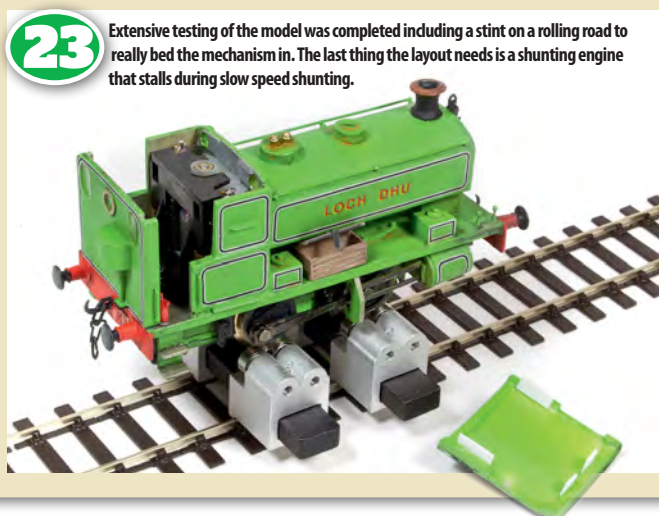
20 The completed body after the last of the filling and smoothing of joins and rough spots has been completed – the nature of resin kits is that they can be a little 'rough and ready'. Priming, painting and lining follows.



21 The primary livery colour is light green applied over grey plastic primer – Humbrol No. 2 and No. 38 mixed in a 1:10 ratio. The same colour is applied to the chassis after priming and the cylinder and slide bar assembly.



22 Lettering and lining is by Modelmaster. Decals which was applied to a gloss paint finish. The transfers are subsequently sealed in with satin varnish.



23 Extensive testing of the model was completed including a stint on a rolling road to really bed the mechanism in. The last thing the layout needs is a shunting engine that stalls during slow speed shunting.



24 Even at this stage, much work remains to be done to the model. For such a small locomotive, there's a great deal of detail that can be added. The roof will remain loose so the motor can be reached in the event of a failure - I can live with the join. Narrow Planet workplates will be added to the cabsides in due course. A final touch up with satin varnish will reduce any remaining shine.

To calculate the 'F' rating one needs to divide the starting tractive effort by

The LMS Garratt 2-6-0+0-6-2s were equivalent '10F', The LNER 'P2' 2-8-2s were equivalent '9P',

Of course I'm not saying this expanded system should be adopted as standard, I just thought I'd share my findings with others, so that if they wish they can also refer to this list in the future.

[illegible]

Luke Washington's way of calculating power classifications opens up interesting potential and the opportunity to fully classify every British locomotive. Under his calculations the formidable LMS Beyer Garratt 2-6-0+0-6-2s would be the equivalent of a 10F. On May 9 1955 LMS Garratt 47971 approaches Trent Junction with a down train of coal empties.

John Wilson/Rail Archive Stephenson.



Passenger power classifications (LBF at 50mph)

0P - Under 3,360
1P - 3,360 - 4,479
2P - 4,480 - 5,599
3P - 5,600 - 6,719
4P - 6,720 - 7,839
5P - 7,840 - 8,959
6P - 8,960 - 10,079
7P - 10,080 - 11,199
8P - 11,200 - 13,333
9P - 13,334 - 14,999
10P - 15,000 - 16,666
11P - 16,667 - 18,332
12P - 18,333 - 19,998
13P - 19,999 - 21,664
14P - 21,665 - 23,330
15P - 23,331 - 24,996
16P - 24,997 - 26,662
17P - 26,663 - 28,328
18P - 28,329 - 29,994
19P - 29,995 - 31,660
20P - 31,661 - 33,326
21P - 33,327 - 34,992
22P - 34,993 - 36,658
23P - 36,659 - 38,324
24P - 38,325 - 39,990
25P - 39,991 - 41,656
26P - 41,657 - 43,322
27P - 43,323 - 44,988
28P - 44,989 - 46,654
29P - 46,655 - 48,320
30P - 48,321 - 49,986

Freight power classifications (LBF at 25mph)

0F - Under 6,385
1F - 6,385 - 8,064
2F - 8,065 - 9,744
3F - 9,745 - 11,424
4F - 11,425 - 13,104
5F - 13,105 - 14,784
6F - 14,785 - 16,464
7F - 16,465 - 18,144
8F - 18,145 - 19,832
9F - 19,833 - 22,036
10F - 22,037 - 24,239
11F - 24,240 - 26,442
12F - 26,443 - 28,645
13F - 28,646 - 30,848
15F - 30,849 - 33,051
16F - 33,052 - 35,254
17F - 35,255 - 37,457
18F - 37,458 - 39,660
19F - 39,661 - 41,863
20F - 41,864 - 44,066
21F - 44,067 - 46,269
22F - 46,270 - 48,472
23F - 48,473 - 50,675
24F - 50,676 - 52,878
25F - 52,879 - 55,081
26F - 55,082 - 57,284
27F - 57,285 - 59,487
29F - 59,488 - 61,690
30F - 61,691 - 63,893
31F - 63,894 - 66,096
32F - 66,097 - 68,299
33F - 68,300 - 70,502
34F - 70,503 - 72,705
35F - 72,706 - 74,908
36F - 74,909 - 77,111
37F - 77,112 - 79,314
38F - 79,315 - 81,517
39F - 81,518 - 83,720
40F - 83,721 - 85,923

Hornby's Peckett hits the spot



I was very pleased with the announcement by Hornby of the Peckett 0-4-0ST in HM102, as I have a small freelance 'heritage railway' and the locomotive would be a perfect addition. However, on reflection I wondered how Hornby proposed to overcome the problem of a short wheelbase locomotive stalling on Hornby dead frog points.

I imagine the Peckett would be top of the range with a powerful motor and probably a brass flywheel and extra cast metal in the body to give weight to aid traction and there would be insufficient space to accommodate a Digital Command Control 'stay alive' solution.

As I could hardly go to my local model shop and ask them to take the body off so I could see if there was indeed room, I will have to wait and hope that *Hornby Magazine* and Paul Chetter run an article with the usual wonderful cutaway photographs showing what can be achieved!

Mike Shepherd, by e-mail.

Hi Mike, we are certainly looking forward to getting our hands on the new Hornby Peckett when it becomes available and you can rest assured that as soon as we do we'll be taking it apart to find out what can be achieved with this promising 0-4-0ST - Ed.

Crosti conversions took until 1962

I refer to the letter in HM103 concerning previous comments by Tim Shackleton about the shed allocations of the ten Franco-Crosti boomed '9Fs'. Strictly speaking Tim is quite correct to say the Crostis were allocated to Wellingborough throughout their brief lives. From 1959 onwards due to

the failure of the Franco-Crosti experiment the preheaters were removed at Crewe and the locomotives converted to conventional boomed ones - no doubt much to the relief of the crews! In addition, they were then reclassified '8F' due to their smaller boilers. Only then as conventional engines

were they transferred around other London Midland sheds.

92026 was not actually put in store as it was immediately sent to Crewe in 1959 for conversion from plans drawn up by Derby. The rest of them followed slowly; the final one, 92022, not being completed until 1962.

John Roebuck, by e-mail.

Be careful with circuit breakers

Just a quick note re the Hornby Post page and also the 'Diamonds on Digital' feature (HM104). The advice to fit a circuit breaker on any booster or any unguarded Digital Command Control (DCC) output is very sound and in the case of NCE is necessary to maintain their warranty. You may however find with the Hex Frog Juicer that if a clean supply - connected to the DCC supply before a circuit breaker - is not used then the Juicer or an auto-reverse module may not sense the requirement to change state. This is illustrated in the wiring diagram for the DCC Specialties PSX series at www.dccspecialties.com/products/pdf/psx_hints.pdf

Neil Stevenson, by e-mail.

BIGGER CURVES LOOK BETTER

I think your reply to Phil Harper with regard to track curvature in the Enquiry Office (HM104) would have benefitted from a practical example. My 'OO' gauge layout fits into 11ft x 5ft and is essentially a twin track oval with an operating well in the centre. When I revamped it a few years

ago I used the newly introduced Hornby fourth radius curves to 'frame' the outside loop, with third radius curves for the inside loop. The disadvantage is less straight track space but the benefits are improved appearance of passenger trains and more reliable haulage or

shunting of long freight trains.

Although Hornby states that its locomotives are suitable for second radius curves, the longer wheelbase types need more careful handling to avoid derailments on the second radius sections.

Mike Dean, Andover.



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Watermill

HAIT

*A finescale 'OO' gauge layout set in the Forest of Dean prompted **PETER MIDWINTER** to test the waters of Digital Command Control, with positive results.*

PHOTOGRAPHY, MIKE WILD.



STATISTICS

Owner:	Peter Midwinter
Scale:	'OO'
Length:	13ft
Width:	2ft 6in
Track:	Handbuilt points with SMP plain track
Control:	DCC, NCE Pro-Cab
Period:	BR Western Region, 1960s



A '14XX' runs alongside the river as it nears Watermill Halt.



A 'Dukedog' 4-4-0 coasts across the level crossing on the approach to Watermill Halt. All of the buildings are scratchbuilt.



WATERMILL HALT came about because I wanted to build a Digital Command Control (DCC) layout and try my hand at

operating in this new, to me anyway, system.

In the past all my other exhibition layouts, Porth Eithin, Porth Penrhyn, Great Tunsley Dale (HM76) and Glen Gillie (HM71) were analogue controlled. Each layout was broken down into sections and involved reams of wiring, connections and switches. There were other factors which I wanted to explore - double heading, slow running, banking a train where the lead engine carries on with the train and the banking engine falls back and could reverse back down the line, operation of points and sound locomotives.

With all this in mind the next step was to decide what to build and the size of the layout. What to build in the end was dictated by a building which I had started some time ago based upon a small oil/tar works in the Forest of Dean. So in a way that was the theme of the layout. Next was the size. It was decided that it was to fit in the back of my car, complete with storage yard and stock boxes. A large full size plan was drawn up and various track layouts and ideas tried out.

The final plan features an 8ft x 2ft 6in scenic section consisting of a single line with a passing loop and a small station. Off this loop a line climbs up to headshunt and then back into two sidings serving the tar works. At each end are storage yards with 2ft 6in long sector plates. With the trackplan completed templates for the points were drawn up ready for construction.

FOUNDATIONS

The two scenic boards are made out of 9mm plywood, each one measuring 4ft x 2ft 6in. One board has two integral pairs of fold down legs and requires only two cross braces to assemble onto them to provide a rigid unit. From this board the other board is piggybacked, having only one pair of fold down legs with a cross brace. Dowel studs are used for alignment of the boards and toggle casement clips are used for locking the boards together.

The two storage yard baseboards are made from 75mm x 25mm wood for the frame and covered with 9mm plywood. Onto these are fitted the sector plates. The boards are supported by means of a tee piece which »



A Class 22 enters the loop with a mixed goods to pass a Class 121 forming the passenger service.



fits under the end of the board and then bolts onto the cross member of the main leg. It takes about 15 minutes to assemble the complete layout ready for stock.

Plain track is SMP code 75 16.5mm gauge finescale. The points are all hand made using copper-clad sleepers and code 75 rail. Each point is made to a point template. This is covered with greaseproof paper onto which is stuck a number of the copper sleepers which have had double sided tape applied to them. When this has been done the rail is soldered to these sleepers using roller gauges and track gauges to maintain the correct distances. When this has all been checked out the remaining sleepers are added to the point. Once complete I use a round riffler file to shape the solder into small curved shapes to represent the chairs. The points are then washed to remove any residue of flux before laying them onto the baseboard.

While the points were being constructed the area of track in the station and goods yard area was covered with 1/8in thick cork but on the main running line a further 1/8in cork strip was laid and the edges chamfered to represent the edges of the ballast. Tracklaying was done by coating the cork surface with raw PVA glue and then positioning the track and points in place on the glue. Over the years of making layouts I have found that it is best to leave off the tie bar on the points. When laid a hole is drilled through the baseboard to allow the point motor spindle to pass through.

When satisfied that the position is correct large display pins are positioned at the sides of the track and points to hold it all in place. The whole is then liberally covered with extra fine granite chippings and left for a minimum of 24 hours to allow everything to set, after which the



surplus material is vacuumed up and sieved ready for reuse on the next section. When all the points have been done the tie bars are added to the points. After all the track has been laid all the electrical feed breaks and isolation cuts in the points and copper-clad sleepers are completed and tested together with the fitting of all the point motors. It is then completely tested electrically with rolling stock and any adjustments or alterations made.

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

One other operation that was completed before the laying of the track was the fitting of the uncoupling magnets. We had decided early on that the use of Kadee couplings would be integral to the layout's performance. However, small Neodymium magnets 1.5mm x 5mm x 25mm were used set into the cork utilising one magnet under each rail with the 25mm length running parallel to the track.

STARTING IN DCC

This layout is my first venture into this wonder of modern electronics. Many

different systems were looked at but in the end it was decided to go for the NCE Pro-Cab system. The system is fitted with a Tam Valley turn on soft-start board and also a booster board for the accessories such as point motors. Point operation is via DCC and slow acting motors are used. In the end Cobalt point motors were chosen. These were wired direct from the track and the main bus bar. Continuity between boards is via Radio Spares single type pin and plug sockets.

SETTING THE SCENE

Basic scenery was constructed from polystyrene blocks shaped and contoured and covered with a thin coating of roughing plaster. The cliff faces are carved and shaped just as the plaster is going off to represent as near as possible rocks similar to that found in the actual location the model is based on. When all is dry the scenic areas are painted with poster paints, care being taken on the cliff and rock faces. The grass areas are then coated with diluted PVA glue and then flock and scatter materials out of the Woodland Scenics and Noch ranges are used for covering and other vegetation. Most of the hedges and shrubs are sprayed with hair lacquer and a light covering of flocks applied to bring out the rough texture.

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

The second method is mainly used on the Scots Pine trees. These are made from twisting various strands of cake wire into the desired shape and then covering the trunk with texture paint. When dry this is painted in greys and browns to represent the colours of the trunk. Woodland Scenics tree foliage is then applied to the outer branches and held in place with a few drops of superglue. Once dried the foliage is sprayed with hair lacquer and covered with flocking powder.

A prime feature of the foreground is the river. After the river form was completed it was painted with poster paints to represent the colour of water. Once this had dried it was coated with Easi Water. Before this had set a toothpick was used to pull the setting liquid up to form ripples in the water. If required further liquid was applied until the desired effect had been achieved. »



The distinctive note
of the 'Hymek' engine
fills the air as it departs
with a mixed goods.



The buildings are a mixture of scratchbuilt structures and modified kits. They are not all based upon the Forest of Dean area - they cover an area from Devon in the south to Anglesey in the north - but what matters most is that they all feel as if they are based in the same location.

The centrepiece on the layout is the tar works which started life very loosely based on Henry Wiggin's works in the Forest of Dean at Whimsey. During construction it was altered quite radically so the final model appeared completely different to that works. As with all my modelling the first stage was to draw the model out in 4mm:1ft scale. A tip - if you do not have a 4mm scale rule then try to obtain one: it makes life much easier.

The main building carcass is made from foamboard and then covered with double sided tape onto which is stuck embossed

plasticard. The corrugated sheets are cut to size and placed on individually. The inside is also detailed. The converter was made using a block of balsa covered with plasticard so the detail could be glued to it. All the steelwork was made from Plastruct sections. The tanks and piping are from the Ratio and Knightwing ranges. Small details like electric motors, pumps and valves are either white metal items or are made by making a master and then casting them in resin. The tanker filling platform is a Walthers modified kit.

At the top of the layout is the village hall. This is based upon the Guildhall at Totnes in Devon. It is not a 100% copy of the original but is about 85% correct. Licence has been taken in making it fit into the space available. As with my standard practice the building itself is made of foamboard and covered with plasticard.

The windows used are from the Wills range together with the doors. Other items are made from plastic strip and rod.

At the side of the bridge are the hotel and tea rooms. The hotel is freelance but the timbered tea rooms building is based upon a 14th century merchant's house in Exeter, Devon. The actual building has an interesting history in that it survived bombing during the Second World War but later during the regeneration of the area it was decided to move the whole building 300ft to a new site near the river. Rails were laid down the street and the building was braced then jacked up and rolled down the tracks to its new location.

The hotel and tea rooms are made up the same way as the other models. The timber frame of the tea rooms is made from balsa wood and glued onto the foamboard with superglue. Inside the tea rooms is



A Class 14, synonymous with the Forest of Dean in the 1960s, arrives with a set of empty wagons for the tar works. These will be shunted into the yard and exchanged for full wagons.



an LED which shows off the interior with seated people having their afternoon tea.

The toll house beside the bridge is based upon the one at Llanfair PG on Anglesey. The structure follows the method of a foamboard carcass but in this instance to obtain the fine pebbled dash effect sand paper was glued to the main body using double sided tape and then painted. The fencing around the sides is from the Ratio spear fencing range with windows and doors from the Wills range.

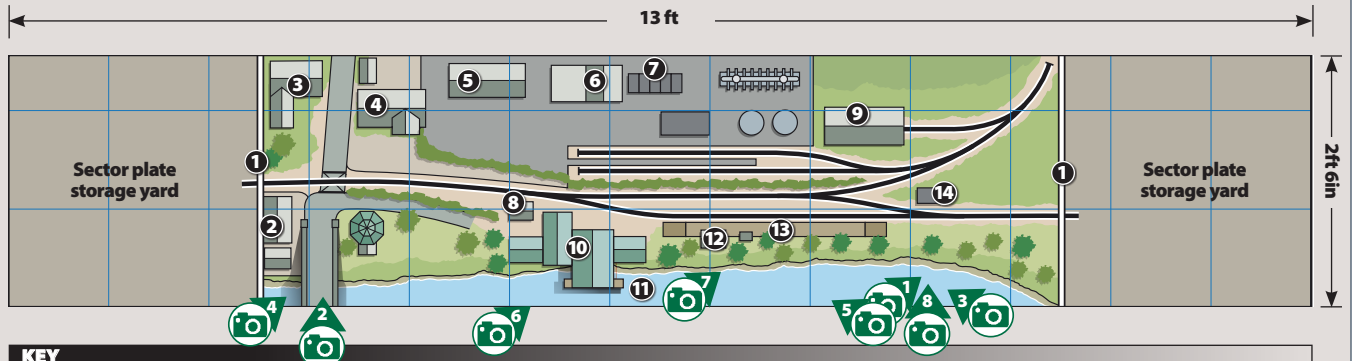
The water mill is based upon three different mills that I found in a book on the subject. Again a drawing was made to find the best design for what I required in the space available. The same method of construction was applied using both Wills lapboard sheets and Slaters embossed card. The windows and doors are from the Wills range with the water »



Above: The watermill is a dominant feature of the layout's foreground.




WATERMILL HALT TRACK DIAGRAM (NOT TO SCALE)



KEY

① Backscene	④ Garage	⑦ Storage huts	⑩ Watermill	⑬ Platform
② Hotel	⑤ Office	⑧ Signalbox	⑪ River	⑭ Watertower
③ Village hall	⑥ Tar works	⑨ Engine shed	⑫ Waiting room	⑮ Road

 A Class 08 shunts in the tar works as a GWR '14XX' 0-4-2T arrives at the halt with its single autococh.



wheel and sluice gates from a modified Ratio kit, the paddles being extended to make the wheel larger in diameter.

ROLLING STOCK

I have what some purists might consider a problem in that I feel model railways should be fun and so to that end some of the items that run on the layout are not strictly true to the area or the era that is modelled, but I run them because I like them.

On the steam side there is a Great Western Railway (GWR) '14XX' 0-4-2T coupled to an autococh, both from the Airfix range but with additional detailing added to them. On the diesel side a works Sentinel and a Class 08 are used on shunting duties. There are other locomotives that visit the line from time to time including Class 14, 22, 37 and 42 diesels and Class 108, 121 and 128 Diesel Multiple Units. Steam 'visitors' include a 'WD' 2-8-0, BR



'Standard' '4MT' 4-6-0s and 2-6-4Ts, and GWR '2251' 0-6-0s and '28XX' 2-8-0s.

All the locomotives have been weathered, some heavily, as well as having added detailing but all have retained their original chassis and motors. All have been fitted with DCC decoders but not sound yet. This will be done over the next year starting with the diesels. I am still not fully convinced about the quality of steam sound yet.

The coaching stock is limited to the autococh, one suburban 'B' set and four others of Collett and Mk 1 stock. All have had passengers and extra detail added to them. There is also one GWR diesel railcar which has had front end detail added together with passengers but is waiting to be fitted with DCC as it is an old Lima model.

The wagon stock is, as one would expect for a tar works, predominantly formed of tank wagons. There are about 18 other wagons that are used on the layout ranging from six-wheel milk tankers and 16ton mineral wagons to covered vans and more - all are derived from kits and off the shelf models. All have been fitted with new metal wheelsets to correct back-to-back measurements via a gauge. All the stock has been weathered and in some cases loads added.

DIGITAL TEST BED

Digital Command Control has matched my expectations. I like the control of the engines, the slow running and things you can do like picking up wagons from the end of the train without all the wiring of sections. On the downside is the control of the points. On this layout there are only six points but even with the use of macros to set up routes if shunting is taking place and you do not have such a setting it is more complicated than the old stud and probe method. Time will tell on this as I gain more experience with it but overall I have made the decision that all my other layouts are to be converted over to DCC when time and cost allow.

The layout can be seen at the Colwyn Bay exhibition on July 25/26 2016. If any exhibition managers are interested in the layout please get in touch via the *Hornby Magazine* office. [Email](#)

2016 New Products

An incredible 140 new items of rolling stock are planned across 'OO', 'N' and 'O' gauges covering a staggering range of subjects from the tiny Adams 'B4' 0-4-0T to the mighty Class 59 diesel and much more. **MIKE WILD** brings the story of new model production up to date in this special feature.

IT REALLY IS OUTSTANDING THAT WE are being promised so much in ready-to-run form. 140 items consisting of 84 locomotives and 56 items of rolling stock are planned by the mainstream manufacturers and covering three major scales. It's a list good enough to whet anyone's appetite for railway modelling, but in 2016 new features are coming for ready-to-run too.

The ready-to-run market really has come on leaps and bounds in the past decade and even in the past five years there have been significant



Left: Hornby's Class 71, announced in November 2014, is expected in May this year. Three versions are being released covering BR green and blue colour schemes with a price of £154.99 each.

DJ Models all new Hunslet 'Austerity' 0-6-0ST is due to be released in the first half of 2016 with a number of limited editions being commissioned on the 'OO' model including this trio from Hatttons.



Hornby's 2016 range LNER 'Q6' 0-8-0 is making rapid progress towards release. It is expected to touch down in August with a price of £139.99.

changes in what we can expect. More and more manufacturers are considering Digital Command Control (DCC) and in particular sound and how it can be installed in their models. It isn't a catch-all just yet, but at least DCC compatibility is now invariably included in new items.

We have also seen considerable improvements in detail and finishing. Mechanisms have been improved with the recent 'J15' 0-6-0 (HM94), 'S15' 4-6-0 (HM100) and 'J50' 0-6-0T (HM104) from Hornby featuring a new motor specification which has pushed the qualities of their performance to another level. In 'N' gauge the most significant introduction is Bachmann's new coreless motor which has allowed a return to locomotive drive mechanisms for its steam fleet – a much needed change. These compact coreless motors are now making their way into 'OO' gauge models, most recently in the Kernow Model Rail Centre Adams 'O2' 0-4-4T, and there remains a definite need to continue development of motor sizes to allow greater functionality to be installed in our locomotives.

NEW FEATURES

The end of 2015 marked the start of a potentially exciting new level of ready-to-run models with the arrival of the Sutton's Locomotive Workshop Class 24 (HM103) – a model designed to look and sound good while Dapol also stepped forth with two locomotives (HM103) which, judging by their specifications, are set to wow the market.

First up is its new 'OO' gauge model of the Class 59 heavy freight diesel-electric. Announced at the Dapol open day in October 2015 this model is set to be the first ready-to-run British outline diesel locomotive to feature a built in smoke generator as well as being sound ready. Better still for »



2016 New Products

steam modellers is the promise of its 'Black Label' Gresley 'A4' 4-6-2 which is set to feature a die-cast body housing twin speakers, digital sound with exhaust beats synchronised to a factory installed fan driven smoke generator. This is to emit smoke both through the chimney and whistle (the latter at appropriate times) and is set to be a very interesting and entertaining locomotive.

This need to increase the number of features available on model locomotives has also been taken up by Bachmann in 'N' gauge with a significant change seeing introduction of the Next18 DCC decoder socket with its 'Castle' 4-6-0. It will also be provided in the new 'N' gauge Class 40. The Next18 socket features 18 pins – 14 in reality as the pick-up pins are paired for current flow – and a much lower profile socket than that provided on typical 6-pin sockets. The increase in pins will allow greater control of lighting circuits with a minimum of four function outputs being available alongside two outputs for sound.

All of these models are benefitting from greater functionality and at a time when the wider world is driven by technology it is encouraging to see that model railways are taking steps to fit into this world.

'OO' GAUGE

The number of manufacturers involved in producing 'OO' gauge ready-to-run models has expanded. In the past two years, three new names have joined the seasoned experts in the field – Bachmann, Dapol, Heljan and Hornby – with the arrival of DJ Models and Rapido Trains in 2014 and Oxford Rail in 2015. Moreover the commission market has been driven hard by the likes of Kernow Model Rail Centre and Hatton's of Liverpool which have recently been joined by Locomotion Models, Revolution Trains and Golden Valley Hobbies – all of which are having their own exclusive products made for them by the main seven producers.

As ever 'OO' gauge is by far and away the most active of the scales in the British market with a tremendous 82 new models planned across the board of locomotives, carriages and wagons. This represents more than half of the new ready-to-run models featured in this survey!

Steam still leads the way in 'OO' with 26 out of the 49 new locomotives but, while diesel and electric locomotives have reduced in the last couple of years, those that are being made fill significant gaps in a market where the vast majority of mainstream locomotives have already been modelled to a high standard. Take, for example, Heljan's move to produce small diesel shunters with the Class 07 now set to follow on from 2015's Class 05. Equally Bachmann continues to produce high quality first generation Diesel Multiple Units with proposals for the Class 117 and Class 121 while Hornby is supporting the Southern Region's electric network again in 2016 with the Class 71 Bo-Bo electric.

Mention of the Class 71 leads us to a new means of producing products – crowd funding – and both DJ Models and Revolution Trains have been successful in their initiatives to get their respective models of the Class



TABLE 1 - 'OO' GAUGE NEW LOCOMOTIVES FOR - 2016-2017

CLASS	REGION	MANUFACTURER	STATUS	EXPECTED
GWR steam railmotor	Western	Kernow MRC	Design	TBA
GWR 'Dean Goods' 0-6-0	Western	Oxford Rail	First sample	2016
GWR '1361' 0-6-0ST	Western	Kernow MRC	Tooling	TBA
GWR '1361' 0-6-0ST	Western	Heljan	First sample	2016
GWR '1366' 0-6-0PT	Western	Heljan	First sample	2016
GWR '14XX' 0-4-2T	Western	Hatton's	First sample	2016
GWR '47XX' 2-8-0	Western	Heljan	Design	2017
GWR 'King' 4-6-0	Western	Hatton's	Design	2016
GWR '94XX' 0-6-0PT	Western	Bachmann	Research	TBA
LSWR 'B4' 0-4-0T	Southern	Dapol	Design	TBA
LSWR '0415' 4-4-2T	Southern	Hornby	Production	2016
LBSCR 'H2' 4-4-2T	Southern	Bachmann	Design	2017
SR 'Merchant Navy' 4-6-2 (original)	Southern	Hornby	Tooling	2016
SR 'USA' 0-6-0T	Southern	Bauer Media	Artwork	2016
LNWR 'Coal Tank' 0-6-2T	Midland	Bachmann	Design	2017
LMS '5MT' 2-6-0	Midland	Bachmann	First sample	2016
GNR Stirling 'single' 4-2-2	Eastern	Rapido Trains/Locomotion	Design	2016
LNWR 'A4' 4-6-2	Eastern	Dapol (Black Label)	Decoration	2016
LNWR 'B12' 4-6-0	Eastern	Hornby	Design	2016
LNWR 'Q6' 0-8-0	Eastern	Hornby	Production	2016
LNWR 'V2' 2-6-2	Eastern	Bachmann	Research	TBA
Hunslet 'Austerity' 0-6-0ST	Eastern	DJ Models	Production	2016
Hudswell Clarke 0-6-0ST	Industrial	DJ Models	Design	TBA
Peckett 'W4' 0-4-0ST	Industrial	Hornby	Tooling	2016
AEC GWR railcar	Western	Dapol	Second sample	2016
Bulleid 10201-10203	Southern	Kernow MRC	Design	TBA
Class 07	Southern	Heljan	Design	2017
Class 21/29	Scottish	Dapol	Design	2016
Class 24/1	Various	Bachmann	Design	TBA
Class 41 'Warship'	Western	Kernow MRC	Design	TBA
Class 41 (prototype HST)	Western	Locomotion Models	Design	TBA
Class 59	Western	Dapol	Tooling	2016
Class 68	Various	Dapol	Second sample	2016
Class 70/8	Various	Bachmann	Design	TBA
Class 71	Southern	Hornby	Decoration	2016
Class 71	Southern	DJ Models	Decoration	2016
Class 74	Southern	DJ Models	Design	2017
Class 90	Various	Bachmann	Design	TBA
Class 117	Various	Bachmann	Research	TBA
Class 121	Various	Bachmann	Research	TBA
Class 121	Various	Dapol	Design	TBA
Class 122	Various	Dapol	Design	TBA
Class 158	Various	Bachmann	Design	TBA
Class 450	Southern	Bachmann	Design	TBA
APT-E	Western	Locomotion/Rapido Trains	Production	2016
Janus 0-6-0 diesel shunter	Industrial	Golden Valley Hobbies	Design	2016
Wickham trolley	Various	Bachmann	Decoration	2016
L&B 2-6-2T ('OO9')	Southern	Heljan	Decoration	2016
Baldwin 4-6-0T ('OO9')	Industrial	Bachmann	Research	TBA
Total: 49	Steam: 26	Diesel: 23		



Next in from Heljan for 'O' gauge will be its fine model of Brush prototype D0280 Falcon. This limited edition will be available in lime green and chestnut brown, BR two tone green and BR blue liveries.

TABLE 2 - 'OO' GAUGE NEW CARRIAGES FOR 2016-2017

DESCRIPTION	REGION	MANUFACTURER	STATUS	EXPECTED
GWR Collett bow-ended stock	Western	Hornby	Production	2016
SR Maunsell 58ft stock	Southern	Hornby	Decoration	2016
SECR 'Birdcage' stock	Southern	Bachmann	Design	TBA
LNER Thompson corridor stock	Eastern	Bachmann	Tooling	TBA
BR Mk 2F DBSO	Scottish/Eastern	Bachmann	Tooling	TBA
BR Mk 2F stock	Various	Bachmann	Tooling	TBA
BR Mk 1 POT stowage van	Various	Bachmann	Research	TBA
BR Mk 3 stock	Various	Oxford Rail	Research	TBA
LSWR push-pull 'gate stock'	Southern	Kernow MRC	First sample	TBA
Total: 9				

TABLE 3 - 'OO' GAUGE NEW WAGONS FOR 2016-2017

DESCRIPTION	REGION	MANUFACTURER	STATUS	EXPECTED
BR 20ton B class tanker	Various	Heljan	Research	2016
SR Maunsell 10ton cattle wagon	Southern	Hornby	Design	2016
SR Bulleid 10ton cattle wagon	Southern	Hornby	Design	2016
LMS 20ton coke hopper	Midland	Hornby	Design	2016
BR 20ton coke hopper	Midland	Hornby	Design	2016
14ton anchor mounted tanker	Various	Bachmann	Production	2016
20ton anchor mounted tanker	Various	Bachmann	Production	2016
45ton conical end TTA tanker	Various	Bachmann	Research	2016
Freightliner FGA container flat	Various	Bachmann	Design	2016
Freightliner FFA container flat	Various	Bachmann	Design	2016
'Warflat' bogie flat wagon	Various	Bachmann	Design	2016
Freightliner HIA limestone hopper	Various	Dapol	First sample	2016
Freightliner MJA bogie box twin	Various	Dapol	Design	2016
IDA super low 45 container flat	Various	Dapol	Design	2016
'Turbot' bogie spoil wagon	Various	Dapol	Design	TBA
LNER cattle wagon	Eastern	Oxford Rail	First sample	2016
NER six-plank open wagon	Eastern	Oxford Rail	First sample	2016
NBR four-plank open wagon	Scottish	Oxford Rail	First sample	2016
LSWR road van	Southern	Kernow MRC	Design	TBA
TIGER bogie china clay wagon	Various	Kernow MRC	Design	TBA
'Salmon' bogie rail carrier	Various	Flangeway	Design	TBA
ICI bogie hopper	Midland	Hattons	Design	2017
TEA 100ton bogie tanker	Various	Revolution Trains	Research	2017
Irish Railways ballast hopper	Ireland	Irish Railway Models	Design	2016
Total: 24				

71 and TEA bogie tanker off the ground for 'OO'. Revolution has also used crowd funding to successfully launch its Pendolino and TEA bogie tanker projects in 'N' gauge.

Interesting also is that in steam circles 'OO' gauge is currently most focused on Great Western Railway (GWR) and London and North Eastern Railway (LNER) locomotives with a total of eight projects for the GWR and six for the LNER planned.

On the rolling stock front we have the promise of eight new types of passenger carriages for 2016 and 2017 ranging from the venerable South Eastern and Chatham Railway 'Birdcage' stock from Bachmann through to the GWR bow-ended stock by Hornby and even London & South Western Railway push-pull 'gate stock' from Kernow Model Rail Centre.

When it comes to freight transport a healthy selection of steam era and modern wagons are on offer ranging from the simple cattle wagons of the Southern Railway and the B class tankers made popular by the Airfix kit to realistic Freightliner flats, HIA limestone hoppers and more.

Tables 1-3 list each 'OO' product and its current status during January.

'N' GAUGE

The availability of smaller motors has opened up the possibilities for 'N' gauge with an increase in the number of tank engines and smaller tender engines being lined up for release. The Dapol GWR '57XX' 0-6-0PT and Bachmann LMS 'Jinty' 0-6-0T have shown the potential for high levels of detail and performance in small locomotives with both also DCC ready from the factory. The gradual change to the new Next18 DCC decoder socket format should reap benefits for the scale and its »



The new 'N' gauge GWR 'Castle' 4-6-0 took a giant step forward in January with arrival of the first sample from the new tooling. Bachmann has also revealed that this model will feature the Next 18 DCC decoder socket – a first for British outline 'N' gauge.

2016 New Products

ability to make use of the potential of digital.

At Bachmann GWR locomotives are dominating the steam scene right now in 'N' with the '64XX' 0-6-0PT about to go into production and the 'Castle' set to follow soon after – the first sample of the 4-6-0 was revealed in January 2016. On the diesel front Bachmann is continuing its plan to produce brand new models to replace aging Graham Farish designs with the next on the list being the Class 40.

However, you might say that some of its thunder is being stolen in 'N' gauge in terms of volume by Dapol and DJ Models – both of which have extensive lists of locomotive projects to develop. Next in from Dapol will be its Class 33 which will be followed during



TABLE 4 - 'N' GAUGE NEW LOCOMOTIVES FOR 2016-2017

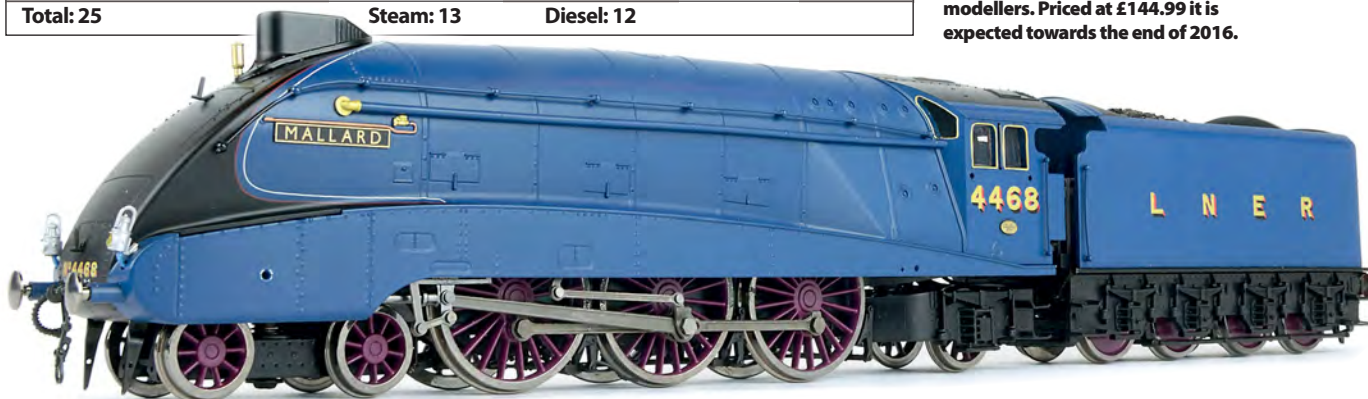
CLASS	REGION	MANUFACTURER	STATUS	EXPECTED
GWR '64XX' 0-6-0PT	Western	Bachmann	Decoration	2016
GWR 'Castle' 4-6-0	Western	Bachmann	First sample	2016
GWR '63XX' 2-6-0	Western	DJ Models	Research	2016
SR 'West Country' 4-6-2	Southern	Dapol	Tooling	TBA
SR rebuilt 'West Country' 4-6-2	Southern	Dapol	Tooling	TBA
SR 'Schools' 4-4-0	Southern	Dapol	Decoration	2016
LNER 'A4' 4-6-2 (with valances)	Eastern	Dapol	Decoration	2016
LNER 'J72' 0-6-0T	Eastern	Dapol	Design	TBA
LNER 'J72' 0-6-0T	Eastern	Bachmann	Research	TBA
LNER 'Q6' 0-8-0	Eastern	DJ Models	Design	2016
BR '4MT' 2-6-4T	Various	Bachmann	Production	2016
Hunslet 'J94' 0-6-0ST	Eastern	DJ Models	Design	TBA
Hudswell Clarke 0-6-0ST	Industrial	DJ Models	Research	TBA
Class 17	Eastern/Scottish	DJ Models	Design	2016
Class 21/29	Eastern/Scottish	Revolution Trains	Research	TBA
Class 23	Eastern	DJ Models	Design	2016
Class 33	Southern	Dapol	Decoration	2016
Class 40	Midland/Eastern	Bachmann	Design	TBA
Class 41 prototype HST power car	Western	Dapol	Design	TBA
Class 50	Midland/Western	Dapol	Tooling	2016
Class 59	Western	Dapol	Design	2016
Class 68	Various	Dapol	Tooling	2016
Class 142	Midland/Eastern	Dapol	First sample	2016
Class 321	Midland/Eastern	Revolution Trains	Research	TBA
Class 390	Midland	Revolution Trains	Decoration	2016
Total: 25	Steam: 13	Diesel: 12		



Hornby is playing to the industrial market in 2016 with its tiny but superbly detailed model of the Peckett 'W4' 0-4-0ST for 'OO'. Priced at £79.99 the first models are expected to arrive in the autumn.



Hornby's new 'B12/3' 4-6-0 will be a welcome addition for Great Eastern Region modellers. Priced at £144.99 it is expected towards the end of 2016.



One of the most exciting prospects of 2016 is Dapol's new 'Black Label' Gresley 'A4' 4-6-2 for 'OO' with its promise of on board sound and smoke from the factory together with a neatly detailed die-cast body.

The all new air-smoothed Bulleid 'Merchant Navy' 4-6-2 by Hornby is due to arrive in October with a price of £164.99. It will be available in original and BR series styles.



Below: Dapol's 'OO' scale GWR AEC streamlined diesel railcar made its debut at the Warley National Model Railway Exhibition in November 2015. Release is expected in the summer.



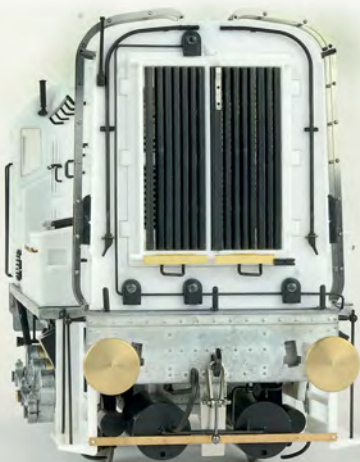
TABLE 5 - 'N' GAUGE NEW CARRIAGES FOR 2016-2017

DESCRIPTION	REGION	MANUFACTURER	STATUS	EXPECTED
GWR Hawksworth autotrailer	Western	Bachmann	Tooling	2016
SECR 'Birdcage' stock	Southern	Bachmann	Research	2016
SR PLV four-wheel luggage van	Southern	Bachmann	Production	2016
LSWR Thompson gangway brake	Eastern	N Gauge Society/Bachmann	First sample	2016
BR Mk 2F DBSO	Scottish/Eastern	Bachmann	Design	TBA
BR Mk 2F stock	Various	Bachmann	Design	TBA
Total: 6				

TABLE 6 - 'N' GAUGE NEW WAGONS FOR 2016-2017

DESCRIPTION	REGION	MANUFACTURER	STATUS	EXPECTED
Freightliner HIA limestone hopper	Various	Dapol	Design	TBA
Freightliner MJA bogie box twin	Various	Dapol	Design	TBA
ZJO/ZJV 'Mermaid' ballast tippler	Various	DJ Models	Tooling	2016
LSWR road van	Southern	DJ Models	Design	TBA
ZUV 20ton 'Shark' ballast plough	Various	DJ Models	Design	TBA
YCV 'Turbot' bogie ballast wagon	Various	DJ Models	Design	TBA
Bogie Bolster E wagon	Various	DJ Models	Design	TBA
TEA 100ton bogie tanker	Various	Revolution Trains	Decoration	2016
Total: 8				

Dapol's second 'O' gauge ready-to-run locomotive – the Class 08 diesel shunter – is expected to be available to buy in the second quarter of this year. It is currently in the decoration stage of the process.



Kernow Model Rail Centre continues its impressive list of 'OO' projects including development of the original D600 'Warship' diesel hydraulics. This is a CAD/CAM file for the model which has since been further refined.

2016 New Products



the year by the 'Schools' 4-4-0 plus diesels of classes 50, 59 and 68. DJ Models is continuing development of Class 17 and Class 23 diesels alongside plans for the 'Q6' 0-8-0, Hunslet 'Austerity' 0-6-0ST and GWR '63XX' 2-6-0.

New entrant to the 'N' gauge ready-to-run market Revolution Trains is making its presence felt with its rapidly developing crowd funded model of the Class 390 Pendolino which is being made with support from Rapido Trains. Having displayed the first pre-production bodysells at the Warley National Model Railway Exhibition in November it is expecting decorated samples in February moving this impressive model forward quickly.

A lesser list of carriages and wagons is planned for 'N' gauge which includes 'Birdcage' stock, the Hawksworth autotrailer and BR Mk 2F air-conditioned carriages from Bachmann alongside an exciting portfolio of new wagons from DJ Models and Dapol covering



Next up from Dapol for 'N' gauge is the BRCW Class 33. It is currently at the decoration stage of development.

both steam era and present day vehicles.

Tables 4-6 list each 'N' model and its current status during January.

'O' GAUGE

The growth of 'O' gauge ready-to-run continues and as a new product arrives more always seem to be added to the list. The

arrival in 2015 of Dapol's Stroudley 'Terrier' was well received – particularly on pricing – with the model being affordable and well appointed. It is set to be followed in 2016 by the eagerly awaited Class 08 diesel shunter by Dapol together with an impressive list of ready-to-run wagons from the same.

Heljan broadened its horizons in late 2015



Bachmann's new Graham Farish '64XX' 0-6-0PT is approaching production. This is one of the decorated samples shown by the manufacturer at the Warley show in November 2015.

The first sample of Bachmann Stanier 'Mogul' was revealed during January offering a tantalising glimpse of this 2-6-0. Priced at £154.95 the first arrivals are expected in late summer.



with two significant announcements for the larger scale. First is the GWR '61XX' 2-6-2T, the manufacturer's first steam locomotive for 'O' gauge, which was then followed by its first diesel shunter for the scale with announcement of the Class 05 in November 2015.

These two locomotives marked a step change from its usual big diesel routine, although that is far from forgotten with high profile designs such as the 'Warship' and Brush prototype D0280 *Falcon* due to arrive during the first half of 2016. Add to this the Class 25, centre headcode 37 and 45 and Heljan has a busy year ahead.

However, for the time being the manufacturer's wagon plan looks set to slow a little in 'O' gauge with just its Cargowaggon box and flat wagons pending release at the time of our survey. However, with the prevalence of model announcements it won't be long before new prospects are added to the list.

Tables 7-8 list the planned new products for 'O' gauge.

FORWARDS

The rise and rise of ready-to-run continues to know no bounds and with changes in policy seeing announcements from big manufacturers throughout the year it is anyone's guess as to what will be next.

At the end of January Oxford Rail made the announcement of its next 'OO' gauge projects at the London Toyfair while in a few weeks' time at the beginning of March all eyes will be on Bachmann to see what it has in store for its 2016 catalogue launch.


Not to be ignored is the name of model railways, Hornby, which took a change of direction with its announcements during 2015 giving us a continuous stream of new product announcements to look forward to. We're expecting the same in 2016 too and as always *Hornby Magazine* will be at the forefront watching the development of all 140 new products to bring the you the latest news first. 

TABLE 7 - 'O' GAUGE NEW LOCOMOTIVES FOR 2016-2017

CLASS	REGION	MANUFACTURER	STATUS	EXPECTED
GWR '61XX' 2-6-2T	Western	Heljan	Research	2016
Hunslet 'J94' 0-6-0ST	Eastern	DJ Models	Research	TBA
Class 05	Eastern/Scottish	Heljan	Research	2017
Class 08	Various	Dapol	Decoration	2016
Class 23	Eastern	DJ Models	Research	TBA
Class 25	Midland/Eastern	Heljan	First sample	2016
Class 37 (centre headcode)	Various	Heljan	Research	2017
Class 42	Western	Heljan	Production	2016
Class 45	Midland	Heljan	Design	TBA
D0280 <i>Falcon</i>	Eastern/Western	Heljan	Production	2016
Total: 10	Steam: 2	Diesel: 8		

TABLE 8 - 'O' GAUGE NEW WAGONS FOR 2016-2017

CLASS	REGION	MANUFACTURER	STATUS	EXPECTED
BR 12ton planked vent van	Various	Dapol	Tooling	2016
BR 12ton plywood vent van	Various	Dapol	Tooling	2016
BR open wagon	Various	Dapol	Tooling	2016
BR ventilated 12ton meat van	Various	Dapol	Tooling	2016
BR insulated 12ton van	Various	Dapol	Tooling	2016
BR HAA 45ton hopper	Various	Dapol	Design	2016
BR HEA 45ton hopper	Various	Dapol	Tooling	2016
IWB Cargowaggon box van	Various	Heljan	Production	2016
IPE/IGE Cargowaggon flat	Various	Heljan	Production	2016
Total: 9				



Hatton's has been working with DJ Models to develop its all new model of the GWR '14XX' 0-4-2T and its variants. This is the first engineering prototype which has since been evaluated for modifications.



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Heljan delivers 'OO' GRESLEY 'O2'

The Eastern Region has a new choice of heavy freight power in 'OO' with the arrival of Heljan's model of the three cylinder Gresley 'O2' 2-8-0. **MIKE WILD** takes a closer look at this exciting new release.

HEAVY FREIGHT TRAFFIC made up the majority of the railway's work in the steam era. Coal was its lifeblood and to allow the movement of heavier trains Nigel Gresley (later Sir Nigel) developed the 2-8-0 design to create the three cylinder 'O2', first introduced in 1914.

Quite a number of 2-8-0s have been released as ready-to-run models in recent years and the arrival of the 'O2' is the ninth for 'OO' gauge in modern times! It is also the third pure Eastern Region design – following the Thompson 'O1' by Hornby and Robinson 'O4' by Bachmann – and there is always the 'WD' 2-8-0 by Bachmann, many of which saw service on the Eastern Region.

The 'O2' came in many forms and

Heljan has set out to recreate two of these in its initial releases – the 'O2/3' and the 'O2/4'. For review we received a sample of 'O2/4' 63983 in BR black with early crests on the tender. Marking it out as an 'O2/4' is its 100A boiler, the same as that used on the Thompson

'B1' 4-6-0 and 'O1' 2-8-0, while the tender with this particular locomotive is a flush sided version. Further versions are being released as 'O2/3' including 63954 with a step sided tender which we had the opportunity to inspect.

THE MODEL

The 'O2' looks every inch an LNER engine, not least as this 'O2/4' features the Group Standard 100A boiler which saw use with a number of locomotives. Its outward appearance isn't dissimilar to the Thompson 'O1' 2-8-0 at first glance, but in fact there are many differences between the two designs – not least the running plate over the driving wheels and cylinders.

The Heljan model feels mightily impressive from the box and weighs in at an astonishing 510g

– that's almost 200g more than a Hornby 'O1' (331g) – which means we will expect great things from this when it comes to haulage.

The body is superbly detailed throughout with fine plastic mouldings for the boiler and its fixtures and fittings. Metal handrails are separately fitted all round (although our sample of 63983 was missing its smokebox handrail) while other hand fitted items include lamp irons, vacuum brake pipes and screw link couplings, smokebox door dart and boiler pipework.

The footplate follows the distinctive shape of the prototype perfectly while the cab with this locomotive is the later side window version – which even features wood effect paint around the leading window frame, a neat touch. Cab interior detail is

THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	3911
Description:	Gresley 'O2/3' 2-8-0 63954, British Railways black
Cat No:	3921
Description:	Gresley 'O2/3' 2-8-0 63983, BR black, early crests
Scale:	'OO'
Price:	£184.95
Era:	4/5
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



The 'O2' features a tender mounted 21-pin decoder socket and space for a speaker too.



A powerful motor is encased within the boiler weight.

good with fine moulding of the backhead features, but a surprising lack of a regulator or reverser.

Below the frames Heljan has correctly modelled the 2ft diameter pony truck wheels while the valve gear is also finely produced from metal. Wheels feature detailed plastic centres with metal tyres – the latter having a very fine flange profile – which are further complemented by brake shoes, sandpipes and spring detail.

The straight sided Group Standard 4,200gallon tender models the prototype well with separately fitted handrails together with steps on the rear. The coal space is moulded with a flat base and a plastic coal load is glued in place

on top of this. Happily the coal load can be removed easily allowing replacement with appropriate real coal to enhance this area.

PERFORMANCE

Heljan's reputation for quality and powerful mechanisms precedes it and our instinct is always to expect greater haulage capacity than we could use – and on that level the 'O2' certainly delivers. Thanks to its massive 510g adhesive weight this model more than packs a punch – we loaded it with 25 wagons – a nine van parcels train which it handled with absolute ease. Further testing saw the locomotive loaded with 60 wagons – and this was no trouble either.

However, with our sample of 63983 we did experience some operational problems with

derailments. After investigation it came down to the chassis being balanced towards the rear which was lifting the front driving wheels marginally off the track on corners, causing them to derail at particular locations. We were able to resolve this by adding weight inside the empty smokebox but rather than rely on a single sample in this case we acquired a second one for further testing.

The second sample operated flawlessly throughout straight from the box and after a period of running in settled down to become a smooth, quiet and consistent performer offering equal haulage capacity to the original sample. Be aware that these models aren't particularly comfortable negotiating second radius curves – third radius or larger are preferable in our experience.

On the positive side Heljan has considered the installation of a Digital Command Control (DCC) decoder and sound. A 21-pin

decoder socket is mounted in the tender with ample space to house it while an aperture for a 23mm round speaker has been cast in at the rear of the tender with an outlet at the bottom. These two elements should make the 'O2' very simple to equip for digital operation.



OVERALL

Heljan's move into ready-to-run steam is excellent news for all with the opportunity of more variety to come. The 'O2' is an impressive locomotive and

while we had troubles with the first sample, faith has been restored by our experience with the second model.

The result is a steam locomotive with spectacular haulage capacity and the looks and character of an interesting heavy freight design. It is sure to be a popular arrival for 'OO' gauge and shows again how diverse and comprehensive the ready-to-run market is becoming. (MW)



The 'O2' is an impressive model packed full of detail.

Gresley's three cylinder 'O2'

*British freight engines have traditionally been sturdy and uncomplicated two cylinder designs but a notable exception was Gresley's 'O2' which was designed to haul 80 wagon coal trains to accelerated timings, as **EVAN GREEN-HUGHES** describes.*

IN THE EARLY YEARS of the 20th century London's appetite for coal was insatiable. Every factory, house or office burned tons of fuel every year, all of which had to be transported from the coalfields to the capital. One of the major railways involved in this traffic was the Great Northern Railway (GNR) which, having found that its main line from Grantham was being worked to capacity, had introduced powerful 2-8-0s in 1914 enabling train lengths to be extended.

These engines were simple two-cylinder machines with a tractive effort of just over 33,000lbs and proved capable enough but their designer, Nigel Gresley, felt that there was room for improvement. In 1915 he patented a design for a conjugated valve gear in which a third cylinder's centrally placed valves would be worked by rocking shafts or motion levers. This, he felt, would produce a smoother engine in which power could be increased without resorting to bigger outside cylinders. A further advantage was that smaller pistons could be used which could be made lighter and therefore would require less maintenance.

EARLY TESTS

To test the principle a three cylinder version of the earlier 'O1' 2-8-0 was put into build at Doncaster Works. Numbered 461 this locomotive used a version of the valve gear with rocking shafts and featured the same open cab and boiler as the older design. To accommodate the middle cylinder the drive had to be taken to the second coupled axle instead of the third and this in turn involved changing the wheel spacing so that the three cylinder engine had the second axle 6in further back than its predecessors. 461 was allocated to New England shed, Peterborough, and was put to work alongside the two cylinder 'O1s' where it proved itself very capable.

'O2/3' 2-8-0 No 63978 crosses Newark flat crossing with an up class K goods on the East Coast Main Line on May 23 1953. Rail Archive Stephenson.



The locomotive was sufficiently successful for Gresley to become convinced that three cylinder engines were the way forward. Ten further engines were ordered from the North British Locomotive Company to the same basic design. However these had a redesigned cylinder and steam chest layout which allowed the use of a simpler conjugated valve gear using motion levers instead of rocking shafts. A similar arrangement had recently been used on the 'K3' 2-6-0. These locomotives were numbered 477-486 and all were sent to New England shed, Peterborough.

Immediately after the grouping when the GNR was assimilated into the London and North Eastern Railway (LNER) 15 more 'O2s' were ordered. These were built to a modified profile so that they complied with the new composite loading gauge that required all stock to be lower than 13ft ½in. Modifications applied included a reduced height cab, a repositioned whistle and a shorter chimney. Once again they were all allocated to New England for coal traffic with the exception of 3496 which spent its first ten months working from Doncaster, presumably for comparison purposes and for last built 3501 which was trialled in the North East.

In December 1924 3479 took part in dynamometer car trials on goods trains between Peterborough and Boston where it was pitted head to head with a two cylinder 'O1'. Later tests involving the same two engines then took place between Peterborough and London and the data from these showed that the three cylinder engines showed a significant economy over the two cylinder versions when worked hard. »

**North British built
Gresley 'O2/1' 2-8-0 3480
heads a New England-
Ferne Park coal train at
Brookmans Park in 1937.
Note the original open
side cab. Colling Turner/
Rail Archive Stephenson.**



Gresley 'O2/3' 2-8-0 63970 stands at Retford shed in 1959 with a Robinson 'O4' 2-8-0 immediately behind.

Kenneth Field/Rail Archive Stephenson.



GROUP STANDARD

Although it had been planned to construct further 'O2s', the availability of former War Department Robinson designed 'O4s' from the Great Central section led to the cancellation of this order and it was to be 1929 before any more were ordered. By this time the class was considered to be a Group Standard type meaning that it had been selected for widespread adoption and use all over the LNER. There obviously wasn't much urgency for the locomotives did not begin to appear until 1932. Eight were delivered that year, with a further eight in 1933. Once again there were modifications from previous batches as this time a proper side window cab was fitted and the boiler mountings were reduced in height. This batch was equipped with locomotive steam brakes, instead of vacuum as used on earlier engines and 4,200 gallon Group Standard tenders were supplied instead of the previously-used GNR version. These locomotives were

FACTS AND FIGURES

Designer:	Nigel Gresley
Built:	1918-1943
In service:	1918-1963
Builder:	Doncaster Works and North British Locomotive Co
Purpose:	Heavy freight
Power classification:	'8F'
Wheel arrangement:	2-8-0
Weight (locomotive):	75tons 16cwt
	78tons 13cwt ('O2/3')
Weight (tender):	43tons 8cwt
Pony truck wheel diameter:	2ft
Driving wheel diameter:	4ft 8in
Wheelbase (including tender):	53ft 3in
Boiler diameter:	5ft 6in
Boiler pressure:	180psi
Cylinders:	Three, 18 1/2in x 26in
Tractive effort:	36,740lbs
Total in class (BR):	67

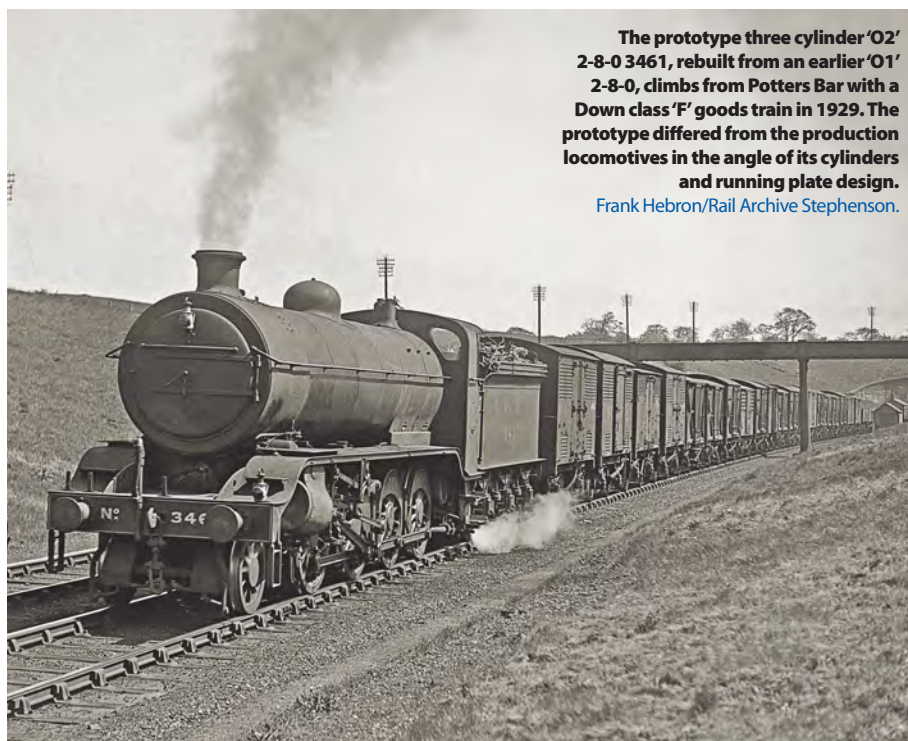
'O2/4' 2-8-0 63930 climbs from High Dyke with a train of empty iron ore wagons on July 14 1960. The class was just three years away from complete withdrawal by now.

Gordon Hepburn/Rail Archive Stephenson.



The prototype three cylinder 'O2' 2-8-0 3461, rebuilt from an earlier 'O1' 2-8-0, climbs from Potters Bar with a Down class 'F' goods train in 1929. The prototype differed from the production locomotives in the angle of its cylinders and running plate design.

Frank Hebron/Rail Archive Stephenson.



classed as 'O2/3' and all went to March shed where they were put to work on coal trains on the Great Eastern section between Whitemoor Yard and Temple Mills.

In March 1939 it was decided to rebuild the prototype and the first batch of ten so that they conformed to the lower LNER loading gauge and consequently all were fitted with new side window cabs to a lower profile. The third batch of engines, the 'O2/2s', also received work to reduce their overall height but in their case they already had a lower cab and so this was left alone.

Wartime requirements saw a final batch of 25 'O2/3s' to be built in 1942/1943. These were initially allocated to Doncaster but were moved to Colwick along with some of the earlier engines in January 1944. There they were used to haul heavy military trains in connection with the impending invasion of Europe and during that time they reached many unfamiliar locations in the south. The end of hostilities saw the 'O2s' moved again and the class was then split between Colwick, Grantham, Doncaster and March. In October 1946 30 were moved to Langwith where they were used to haul coal from Mansfield, being often seen on



lost their modern boilers on overhaul in 1949-1950 while a further six 'O2/1s', five 'O2/2s' and 15 'O2/3s' were upgraded to 'O2/4s' during BR days. Interestingly this total included 63932 which had been converted to an 'O2/4' once before and had then been converted back again!

BR SERVICE

All 67 of the class survived into British Railways ownership but soon afterwards the prototype, 3921, was taken out of service. In 1950 the locomotives based at Langwith shed were transferred to Doncaster and Mexborough as a result of a shortage of staff trained to work on three cylinder engines and the March contingent were sent to Great Northern section sheds including Grantham, New England and Doncaster.

From this point on the 'O2s' were used on a greater variety of duties and appeared in locations where they had not been seen before. 63935 appeared on a Northallerton to Hawes pick-up goods in 1957, while 63981 worked a pick-up goods from Hull to Bridlington in 1962. Despite this most of the class continued on heavy freight work which included a batch at Frodingham, North Lincolnshire, to work iron ore traffic. By 1955 the class was based at only three locations, Grantham, Retford and Doncaster as more modern locomotives took over their traditional duties.

Four locomotives were taken out of service in 1960, followed by six more in 1961 and a further 16 in 1962 with the axe falling over the rest in 1963 - September seeing no fewer than 30 being laid aside. In their final months 63969, 63981 and 63984 found employment on coal trains destined for Elland power station from Worksop to Wath Yard but all had been taken out of service by November 1963. Surprisingly they were not immediately despatched for scrap but were retained in store. 16 were reported at Retford a year later with a further seven at Doncaster and one at Mexborough. Any hopes that the class might be revived were, however, dashed when the survivors were eventually cut up.

'TANGO'

The 'O2s' were a successful if unspectacular engine that fulfilled their designer's intention throughout their careers, but one mystery that has never been satisfactorily answered concerns their nickname of 'Tangos'. As the class slogged away day to day on heavy coal and freight trains often in a dirty state and always in plain black livery it is a surprise that they acquired a nickname from a flamboyant dance which is always performed in colourful dress.

There are various theories, one of which is that they were named after the dance itself which was popular at the time and another being because the two cylinder 'O1s', which also shared the name, were prone to 'dance' from side to side when under heavy load.

Unfortunately none of these charismatic locomotives, or their rebuilds, survived long enough to be taken into preservation and so the 'O2s' have become another class which we will never again see working on Britain's heritage railways. [Blaaa](#)

'O2' VARIATIONS		
CLASS	BUILT	NOTES
'O2'	1918	Prototype – valve gear with rocking shafts instead of motion levers. Non side window cab as built. Higher profile until rebuilt
'O2/1'	1921	Development of prototype with amended valve gear. Higher boiler mountings until rebuilt.
'O2/2'	1924	Further development with detail differences including lower profile cab, repositioned whistle and lower chimney.
'O2/3'	1932	Development of 'O2/2' with side window cab and reduced boiler mountings.
'O2/3'	1942	As 1932 batch.
'O2/4'	1943	Rebuilds of earlier engines with LNER 100A boiler and extended smokebox.

'O2' BATCHES AND NUMBERING (AS AT BR SERVICE)					
YEAR	BUILDER	GNR	LNER	LNER (1948)	BR
1918	GNR	461	3461	3921	63921
1921	North British	477-486	3477-3486	3922-3931	63922-63931
1923-1924	LNER	487-495*	3487-3501	3932-3946	63932-63946
1932-1934	LNER		2954-2961	3947-3954	63947-63962
			2430-2437	3955-3962	
1942-1943	LNER		3833-3857	3963-3987	63963-63987

* After 495 the next locomotive was given LNER number 3496 from new due to the Grouping.

the Woodhead route across the Pennines.

A further variation was created in 1943 when 3479 was fitted with a diagram 100A boiler as used on the 'B1' 4-6-0, but operating at a reduced working pressure of 180psi. This locomotive was classified

as 'O2/4' and was later joined before nationalisation by a further four which were converted in 1944. Where locomotives selected for conversion still had the old style cab this was replaced with a side window cab. Interestingly three of these

'OO' GAUGE

Shades of grey



HELJAN has delivered a new batch of Class 33 diesels using its recently retooled Class 33/0 bodyside together with the established versions of the 33/1 push-pull and 33/2 narrow bodied locomotives. For review we received samples of BR engineers grey Class 33/1 33116 and BR 'Dutch' grey and yellow Class 33/2 33202 *The Burma Star*. Presentation of both models was excellent with quality paint application and detail printing throughout including neatly printed locomotive numbers, depot plaques for Eastleigh

(33116) and Stewarts Lane (33202) and detail painting of the jumper cables on the push-pull version. Both samples feature high intensity lights on the cab fronts together with illuminated headcode panels which illuminate with the direction of travel, together with an 8-pin DCC decoder socket and fully detailed bufferbeams from the factory. Small tension lock couplings are provided separately for fitment to the NEM pockets, but this will require removal of some detailing parts from the bufferbeam. The two samples performed faultlessly throughout our tests

THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	3357
Description:	Class 33/1 33116, BR grey
Cat No:	3336
Description:	Class 33/2 33202 <i>The Burma Star</i> , BR 'Dutch'
Price:	£119.95
Era:	8
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

straight from the box, operating smoothly and quietly at all speeds. Haulage capacity is plentiful with the heavy die-cast chassis having more than enough power to move an eight coach train.

The arrival of this new batch of Class 33s is great news for Southern Region modellers looking to expand their diesel fleet and these are sure to be popular additions to the Heljan range. (MW)

'N' GAUGE

Grafar updates Class 66



THE DETAILS:

Manufacturer:	www.bachmann.co.uk
Cat No:	371-397
Description:	Class 66 66434, DRS blue 'Compass'
Price:	£119.95
Era:	9
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

Direct Rail Services' (DRS) 'Compass' livery features on Bachmann's latest 'N' gauge Class 66. Decorated as 66434, a low emission 'T2' variant of the class, it carries the colour scheme applied to the prototype in 2014 as well as the additional engine room access

door fitted to one side of the 'T2'. Application of DRS' plain blue livery is well executed and displays the company's distinctive 'Compass' logos which have been crisply applied over the locomotive's bodyside ribs and beneath each cab side window.

The latest livery for Bachmann's 'N' gauge Class 66 is Direct Rail Services' 'Compass' blue.

On test, our review sample operated smoothly and quietly throughout the speed range at the head of a rake of 20 HAA hopper wagons both on analogue and digital.

Fitted with a 6-pin Digital Command Control (DCC)

decoder socket, the model also features Rapido couplings in NEM pockets together with head and tail lights utilising correct style light clusters which operate in the direction of travel.

A perfect addition for modellers of the contemporary scene. (MC)



'O' GAUGE

Lionheart delivers new wagons

The rise in the popularity of 'O' gauge ready-to-run products is set to be boosted with the arrival of these new 10ft wheelbase Air Ministry 14ton tank wagons from specialist producer Lionheart Trains.

The 14ton tankers are brand new models for the Lionheart portfolio and feature a rich level of detail from the ground up with a superbly produced open frame chassis featuring full brake detail, turned metal three hole disc wheels, sprung buffers and three link couplings. They are based on Air Ministry wagons built between 1938 and 1942 with Lionheart modelling the Class A version for transport of aviation fuel as well as those converted to Class B tankers for oil transport – the latter being



denoted by an additional panel at one end of the tanker where heating coils were inserted and different fittings on top of the tank. Our review samples were finished

as Class A 3060 in Esso silver without a ladder and Class B converted tanker 1855 in Esso black with a central ladder. Livery application in both cases is first class with excellent printing of logos and lettering on both the tanks and underframes.

Sixteen different livery versions are being produced with vehicles able to represent periods from 1938 through to the late 1960s and covering Shell, National, BP, Esso and Berry Wiggins colour schemes. These are excellent additions to the Lionheart Trains catalogue produced to the exacting standards that we expect from this quality name in ready-to-run 'O' gauge. (MW)



Lionheart Trains new 'O' gauge 14ton tankers feature a fully detailed underframe.

THE DETAILS

Manufacturer:	www.lionhearttrains.com
Cat No:	A1-405-4
Description:	Class A Esso tanker, 3060, silver
Cat No:	B1-421-4/5
Description:	Class B Esso tanker, 1855, black
Price:	£66 (each)
Era:	4 and 4/5
Couplings:	Working three links

'OO' GAUGE

LSWR traincrews are ready for the off

Master Piece Figures has issued a selection of 'OO' gauge locomotive crew packs suitable for use with Oxford Rail's new London & South Western Railway '0415' 4-4-2T. Three sets are available with each containing a driver and fireman in a selection of slightly different poses. Pack A features the driver with his right hand to the regulator as the fireman leans to the left-



hand side of the cab, while the driver in pack B is modelled leaning back with his left hand to the regulator and the fireman stands mopping his brow. Finally, in pack C the driver is modelled resting his right hand

on the cab side whilst driving with the fireman standing to the left-hand side of the cab. Each figure is hand decorated with workstained blue overalls, off-white shirts and black boots together with caps and faces neatly picked out in appropriate colours, too. Also available unpainted, they are perfect for populating those empty footplates. (MC)



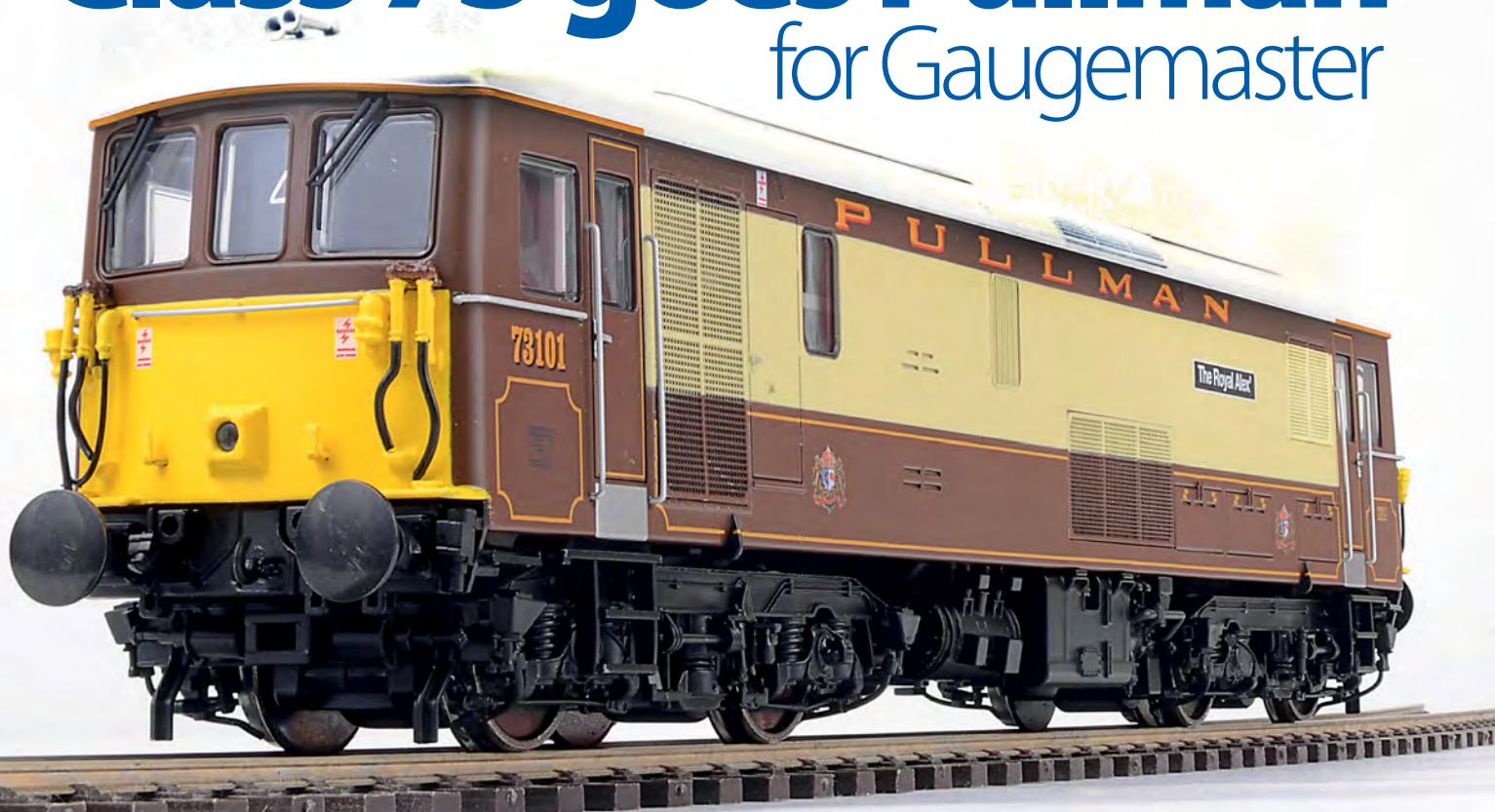
THE DETAILS:

Manufacturer:	Master Piece Figures - 01428 727341
Cat No:	FP113/FP114/FP115
Description:	LSWR '0415' driver and fireman figures – Set A/B/C
Price:	£10 painted, £5 unpainted plus postage and packing.
Era:	3-5

'OO' GAUGE

Class 73 goes Pullman

for Gaugemaster



DAPOL'S new 'OO' gauge Class 73 electro-diesel (HM104) appears as 73101 *The Royal Alex* in Pullman umber and cream for this special limited edition release. Commissioned by Gaugemaster, the prototype was named after the Royal Alexandra children's hospital in Brighton during 1992, having previously carried the name *Brighton Evening Argus*.

This limited model correctly portrays the 'JB' variant of the class with revised high level jumper cables, different side grilles/windows and underframe details. The ornate Pullman livery is striking

with its crisply printed lining, lettering and crests – although it isn't a perfect match for either Bachmann or Hornby Pullman colours. The cabside numbers also appear compressed.

Older style overhead live wire warning labels feature on each cab and, correctly, at cantrail height of one side only while neatly printed black backed nameplates feature both sides, representing those carried in later life. A set of etched metal versions is also included.

The model's performance on DC was exemplary, operating smoothly and quietly. In addition to illuminated headcode boxes

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	DAGM100
Description:	73101 <i>The Royal Alex</i> , Pullman livery
Price:	£129.95
Era:	8/9
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

denoting a Brighton line service, it also features high intensity headlights which operate in the direction of travel on DC. However, as with the first batch of Dapol Class 73s (HM104) it is affected by the directional issues while running on Digital Command Control (DCC) and

the cab interior lights also remain permanently illuminated when operating on DCC. Information can be found at www.dapol.co.uk the direction issue can be corrected.

A great looking model which will look the part at the head of a charter train or engineers' ballast. (MC)

'OO' GAUGE

Iron ore hopper



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R6725
Description:	BR 21ton hopper wagon, E253564, BR grey
Price:	£14.99
Era:	4/5
Couplings:	Small tension locks in NEM pockets

Hornby's 'OO' gauge BR 21ton hopper returns in a new guise as E253564 in BR grey with iron ore branding. Representing a London and North Eastern Railway (LNER) built wagon, this latest issue features LNER axleboxes, three-hole metal wheels, metal

buffers and plenty detail. Decoration is up to Hornby's usual high standards with good colour density, legible builder's plates, lettering and numbers together with handrails, brake levers, discharge levers and footsteps picked out in white. (MC)



'OO' GAUGE

Hornby's 2016 BR Mk 1s land in the shops

The first of Hornby's 2016 range of BR Mk 1 carriages is now available including a Corridor Composite (CK) and Corridor Brake Second (BSK) in carmine and cream and a Gangwayed Brake (BG) in BR green. In total 13 new vehicles have arrived covering BR maroon, green, chocolate and cream and carmine and cream colour schemes.

Appearing for the first time in Hornby's main range in carmine and cream, both the CK and BSK feature immaculately applied liveries which sits well on these flush glazed carriages. Exquisite

fine lining and small printed details such as No Smoking and First Class window labels have also been neatly applied together with crisp numbers and lettering.

Hornby's BR Mk 1 BG also acquires BR Southern Region plain green livery for the first time which has been neatly applied along with crisp numbers, lettering and silver painted window bars where appropriate.

Crisply moulded underframes, foot boards and BR1 bogies complete these attractive new releases from Hornby. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4699
Description:	BR Mk 1 Gangwayed Brake S80926, BR green
Cat No:	R4706
Description:	BR Mk 1 Corridor Composite E15058, BR carmine and cream
Cat No:	R4707
Description:	BR Mk 1 Corridor Brake Second E34010, BR carmine and cream
Price:	£29.99
Era:	5 and 4/5
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

British Railways livery for Midland 'Half Cab'

Bachmann's 'OO' gauge Midland Railway '1F' 0-6-0T (HM87) receives British Railways black for its latest outing as 41803.

Application of the model's satin black paint finish is superb and features crisp British Railways lettering and numbers together with an 18D (Barrow Hill) shedplate. A separate detailing

pack containing a coal shovel, representation of the folded cab tarpaulin and bufferbeam fittings is also included.

Fitted with a 6-pin Digital Command Control (DCC) decoder socket, running qualities were equally as good demonstrating its sure-footedness while operating on Hornby Magazine's office test layout. (MC)



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-434
Description:	Midland Class '1F' 0-6-0T 41803, British Railways black
Scale:	'OO'
Price:	£95.95
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

Oxford's Stobarts are

NOW AVAILABLE are these colourful 1:76 scale Eddie Stobart Scania Highline articulated lorries featuring names of well known jockeys.

Following the company's sponsorship of the Great British Flat Jockeys Championship, some of Eddie Stobart's trailers were branded with members' names including Ryan Moore, Paul Hanagan and Frankie Dettori.

Each model features a Scania Highline tractor unit and newly tooled trailer emblazoned with Eddie Stobart biomass graphics and bespoke images. Decoration is first rate with crisply printed livery elements throughout.

With ten vehicles in the set to collect, they are sure to shift at a gallop. (MC)



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76SHL07WF
Description:	Eddie Stobart Scania Highline, Paul Hanagan
Cat No:	76SHL08WF
Description:	Eddie Stobart Scania Highline, Ryan Moore
Cat No:	76SHL09WF
Description:	Eddie Stobart Scania Highline, Frankie Dettori
Price:	£21.95
Era:	9

'OO' GAUGE

Transit marks golden anniversary

Ford's popular Transit van celebrates its 50th anniversary with this set of three 1:76 scale models charting the transformation from its original guise to the vehicles we see today. The three models featured include box vans registered in 1966, 1990 and 2009 representing Mk

1, Mk 3 and Mk 5 vehicles. Each is finished in plain white with black window beading, silvered wheels, number plates, lights picked out in appropriate colours and distinctive Ford radiators.

An attractive set and a perfect basis for customising too. (MC)

A common sight on Britain's roads for 50 years, these Ford Transits could appear on a range of layouts.

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76SET37
Description:	Ford Transit 50 th Anniversary Set
Scale:	'OO'
Price:	£14.95
Era:	5-9



SPECIAL



'OO' GAUGE



Take command with MILITARY MODELS

Oxford Diecast's range of 1:76 scale military vehicles is strengthened by the release of this Dorchester Armoured Command Vehicle (ACV) and Bedford QLB gun tractor.

To accompany it, the Bedford QL gets a new rear section containing troop accommodation and canvas covered ammunition boxes. Excellent and available now. (MC)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76DOR001
Description:	Dorchester ACV, 8 th Armoured Division, 1941
Cat No:	76QLB001
Price:	£8.95
Description:	Bedford QLB, Fourth Infantry, UK 1942
Price:	£12.95
Era:	3

'OO' GAUGE

British Railways 400E

This new variant of Oxford's new Ford 400E van, in microbus format. It is finished in Southern

Region green as S2123S and will make a great addition to a station forecourt. (MW)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76FDE002
Description:	Ford 400E, British Railways green
Price:	£5.25
Era:	5/6



'N' GAUGE

Ribble Tiger for 'N'

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	NLRT001
Description:	Leyland Royal Tiger, Ribble
Price:	£7.95
Era:	5/6

Adding to Oxford Diecast's collection of quality 'N' gauge buses is this new model of the Leyland Royal Tiger in Ribble red and grey. Featuring a plastic body over a die-cast chassis this is a super little model which adds greatly to the range of ready made buses for the smaller scale. Features include clear glazing, printed chrome banding and window frames, period numberplates and basic interior detail. (MW)



DCC Concepts launches **READY MADE CONTROL PANEL**

Installing a control panel just got much simpler for digital modellers.

MIKE WILD takes a detailed look at the possibilities of DCC Concepts' new Cobalt Alpha Box and Cobalt Alpha Central control features.



Above: Alpha Box provides a range of connections to make it extremely versatile.

BUILDING CONTROL panels is a job approached with trepidation for many, but now DCC Concepts is taking much of the hassle out with introduction of its Cobalt Alpha Central ready made panel.

Designed for simple integration with Digital Command Control (DCC) systems and with sophisticated looks Alpha Central can be used with any DCC controller by connecting it through another new product from DCC Concepts – the Cobalt Alpha Box. Specially produced regulated 12v power supplies have also been released for these products which make connection straightforward.

Opening the box the design ethos of both Alpha Central and Alpha Box is clear to see. Each features a brushed metal finish with smooth lines and a

matching profile, but the two items deliver different elements.

ALPHA BOX

Alpha Box is, essentially, a 5amp DCC power booster with a versatile range of connections which means that any DCC system can be connected to it. It can be used purely as a power booster and power district or as a means of extending the capabilities of a DCC system by connecting Alpha Central to it. DCC handsets can also be connected directly to the Alpha Box using suitable connectors and DCC Concepts is introducing a range of adapter sockets to make all this possible.

Connecting Alpha Box to a DCC controller couldn't be simpler – and it is explained in detail with pictorial diagrams in the instruction book – and requires the track feed from the controller base station to be connected to Alpha Box as a first

Right: Alpha Box and Alpha Central are delivered in neat presentation cases.



step. From this point the various connections can be used to add more Alpha Boxes to the system or to connect the booster to the track. It features in-built overload protection, a reset switch and a blue LED light in the logo to show that power is connected.

Beyond this the functions of Alpha Box are invisible from the outside, but it is certainly clever and one of – if not the most – comprehensive and flexible power

boosters produced to date.

Also worth noting is the price of Alpha Box. At £125 for full retail price it represents excellent value for money compared with comparative power boosters – and especially considering its abilities. No other booster can compete on its level.



Above: Alpha Central is an out of the box control panel which, with Alpha Box, can be used with any DCC system to provide dedicated point and accessory control.



Above: From left: power in, connection to the Alpha Box, power on and the Alpha-link.

Left: The Alpha-Link connector allows further Alpha Central control panels to be joined together.

THE DETAILS

Manufacturer:	www.dccconcepts.com
Cat No:	DCP-AUX
Description:	Cobalt Alpha Box 5amp power booster
Scale:	Any
Price:	£125.00
Cat No:	DCD-AEC
Description:	Cobalt Alpha Central 12 switch accessory control panel
Scale:	Any
Price:	£155.00
Cat No:	DCP-SPS12
Description:	Cobalt split rail regulated 12v power supply
Scale:	Any
Price:	£39.95

Right: Combined together Alpha Central (top) and Alpha Box (bottom) are a simple solution to digital point control.



Below inset: Stainless steel numbers are provided for fitting after purchase.

ALPHA CENTRAL

Taking things to another level is Alpha Central. This is a plug and play accessory control panel which can either be plugged directly into an NCE Pro-Cab system or operate through the Alpha Box using standard RJ12 cables. This means that for the first time a single cable can be used to link a control panel to a layout.

Each Alpha Central unit has the ability to control 12 points. Twelve pairs of switches with built in LED lights are pre-installed. The unit can be given its own cab address so that it acts like a DCC handset – but one which is dedicated to operation of points.

Central is very simple and quick to set up. Basic functionality was taken care of by connecting it to the Alpha Box in our tests which

powers the unit. As delivered it will operate points with addresses 1-12, but this can be changed so that any sequence of 12 accessory addresses are operated by the unit.

Moreover it can do more than just control points – any accessory decoder can be controlled by Central including those for points, signals and lighting.

Each unit is supplied with a set of 36 stainless steel numbers – extra numbers are due to be released - which can be used to give identities to each switch. Once set up it means there is no

need to keep switching between locomotive and accessory control on a DCC handset as Central takes over operation of points. Equally, should you need to, the points can still be controlled by a conventional DCC handset as well.

The functionality of Central can be enhanced by plugging more units together. One Alpha Box can supply power to four Alpha

Central units allowing control of up to 48 points with an extra 12v power supply being required direct into the Alpha Central unit if more than four are to be used together. In total the Alpha system will allow control of up to

2,044 accessories – way beyond the needs of most modellers.

The manual delivered with both Alpha Box and Alpha Central is very comprehensive with easy to follow diagrams and it explains the requirements for different system setups and arrangements of the two products.

The introduction of these two control accessories for digital layouts is a radical and welcome forward movement in digital control. Their simple set up and installation makes them a joy to use – within minutes of opening the box in fact – and they are sure to be a welcome breath of fresh air for DCC layout operators as they take the fuss out of point switching.

A truly excellent high quality product fit for the forward movement of digital control. (MW)



Cobalt 90 degree ADAPTER



The new 90 degree adapter for Cobalt point motors allows their depth to be reduced for underboard mounting of for them to be positioned above board for ease of installation.

THE DETAILS

Manufacturer:	www.dccconcepts.com
Cat No:	DCP-RA3
Description:	Cobalt motor 90 degree adapter, triple pack
Scale:	Any
Price:	£15.95

NEW to DCC Concepts' portfolio of point control accessories is this neatly designed adapter. It works with DCC Concepts Cobalt point motors and moves the angle of throw by 90 degrees, allowing the motor to be side mounted underneath the baseboard (reducing its depth to just 40mm) or above the baseboard.

Delivered in a three pack with a bag of nuts and bolts, fitting to a Cobalt motor takes a matter of moments whilst installation is straightforward. We tested our samples by installing an above board motor on our office test track storage yard which proved to be a simple project. A little adjustment was required to suit the 'N' gauge track formation to ensure adequate clearance, but once completed it performed faultlessly.

This is a nifty addition to the DCC Concepts range which will help solve numerous above and below baseboard mounting problems where space is at a premium. (MW)

Flatpack baseboard kits

THE DETAILS

Manufacturer:	www.timhorn.co.uk
Description:	Flat-pack modular baseboard kits
Scale:	Any
Price:	£33.33 – £54.17 depending on size and material, plus shipping

New from Tim Horn are these lightweight, easy-to-assemble modular baseboards. They have built-in backscenes and theatre-style fascia boards – a curved board in similar style is to follow. The end sections can be extended as necessary using the matching middle boards, or used on their own for dioramas and scenic backdrops.

All the kits share the same dimensions and for added flexibility are available in 650mm or 915mm lengths. Each board, when assembled, is 300mm deep

and the overall height is 300mm. The kits come complete with bolts and dowels and are designed for self-assembly with wood glue, providing a quick and easy way to create a layout. In 6mm MDF the 650mm boards are £33.33 each while the 915mm ones are £41.67. Plywood versions are available for slightly higher prices. (TS)



Lineside colours brush up buildings

Realistic finishes are possible with these new paints.



The Airbrush Company has released Lifecolor's Debris and Rubble set which offers six carefully chosen acrylic shades in 22ml jars that are as well suited for architectural modelling as they are for bomb sites.

The new Textured Earth range from Adam Wilder provides



a selection of acrylic paints that are great for creating ground surfaces. Each shade comes in two textures – fine and stony – that can be used straight from the 50ml jar to obtain authentic-looking multi-toned groundwork.

These are very convincing quality paints. (TS)

THE DETAILS

Supplier:	www.airbrushes.com
Description:	Acrylic colours for lineside features
Scale:	Any
Price:	Debris and Rubble set £16.99 (individual jars available at £3.40), Texture Earth £4.50 per jar

Ballast Magic simplifies loose ballasting

Deluxe Materials has changed the face of model railway ballasting with the introduction of its Ballast Magic powder adhesive. Available in a kit containing all the elements you need to get started including a measuring cup and water mister or separately as adhesive only this is a quick, clean and easy to use means of creating realistic ballast.

The powder adhesive is mixed in an appropriate ratio with your chosen ballast and laid loose on the railway and brushed into place as usual. Once satisfied with the position of the loose ballast the water mister from the Ballast Magic kit is used to wet the ballast and adhesive. Leaving this to set overnight will result in solid ballast ready for the tracks to be cleaned and trains to return to service – no messy mixing of PVA and water and no potential for spillages either. Plus it is much quicker than conventional ballast gluing using diluted PVA and a syringe.

We have tested this product in the construction of West Riding



Power (HM Yearbook No. 8) and Barrenthorpe (HM104) with great success. It is a superb addition to the Deluxe Materials range which makes realistic ballasting all the more simple to achieve. (MW)

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	AD-76
Description:	Ballast Magic starter kit
Scale:	Any
Price:	£13.95



Liquid pigments

Lifecolor has researched some exciting new colour washes for weathering that will help showcase fine detail and create subtle tonal variations. The first three sets are available now: Detail Emphasiser, Rain and Dust and Rust Wizard. Although targeted at military modellers, they're ideal for use on locomotives, rolling

stock and lineside equipment. Each set consists of five carefully chosen washes plus a special clear additive that can be used to adjust and partially remove the colours. This gives tremendous control over application and allows the modeller to use colour washes with unusually high precision. (TS)

THE DETAILS

Supplier:	www.airbrushes.com
Description:	Colour washes for weathering
Scale:	Any
Price:	£16.99 (individual jars available at £3.40)

'OO' & 'N' GAUGE

Gaugemaster wheel cleaners

THE DETAILS

Manufacturer:	www.gaugemaster.com
Cat No:	GM60
Description:	'OO' gauge wheel cleaning brush, 100mm brushes
Cat No:	GM59
Description:	'N' gauge wheel cleaning brush, 70mm brushes
Price:	£19.95 (GM60), £16.95 (GM59)

Gaugemaster has released new wheel cleaning brushes for 'OO' and 'N' gauge, both of which are based around a rail mounted design. The brushes are placed on top of the running rails to pick up power which is then transmitted through full length brass brushes to the locomotive wheels to remove accumulated dirt.

This method works well and we had good results with these brushes in both scales. A useful feature of the 'OO' version is that it is modular so further brushes can be joined together, allowing longer cleaning



stations to be created for larger locomotives. An excellent and useful addition to the Gaugemaster range which offers quick, convenient and efficient wheel cleaning. (MW)

'OO' and 'N' gauge wheel cleaning brushes have been released by Gaugemaster. They are simple to use and effective too.

'OO' GAUGE

Extended bunker 'J50'

HORNBY'S new LNER 'J50' 0-6-0T arrived in the shops in the final weeks of December and, along with the standard version reviewed in HM104, one of the first trio is 68987 featuring an extended bunker.

The model is finished in BR black livery with small early crests on the side tanks and features the same exacting level of detail as the LNER liveried model. This includes sprung metal buffers, an extended bunker and later safety valves.

On the track this sample proved to be just as smooth running and confident as the first model we tested. The single flywheel motor offers excellent control of the locomotive which also features all wheel pick up. An 8-pin DCC decoder socket is provided as standard positioned at the centre of the locomotive and, due to the increased size of the bunker, this model should prove simpler to install digital sound into.

The 'J50' is a cracking addition to the Hornby range and it fills an important gap in the market for Eastern Region tank engines. (MW)



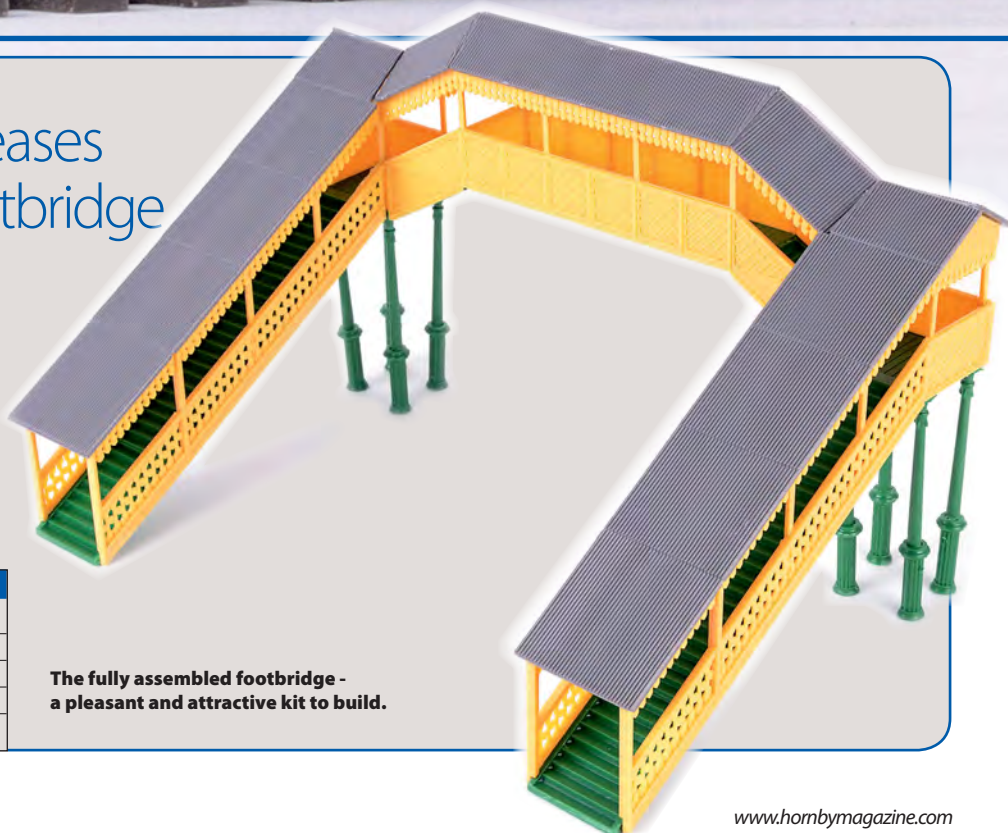
'OO' GAUGE

Gaugemaster releases Fordhampton footbridge

Gaugemaster's growing range of self assembly structures includes this 'OO' gauge station footbridge kit. Moulded in pre-coloured plastic, the kit comprises five separate sprues for assembly. Construction is straightforward thanks to a set of easy to follow instructions and it builds into a sturdy double track span structure. This kit offers a sound basis for further detailing and can be further enhanced with pre-painting of parts prior to construction. (MC)

THE DETAILS

Manufacturer:	www.gaugemaster.com
Cat No:	GM403
Description:	Fordhampton footbridge
Price:	£17.50
Era:	3-9



The fully assembled footbridge - a pleasant and attractive kit to build.

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3325
Description:	LNER 'J50' 0-6-0T 68987, BR black, early crests
Price:	£79.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



'HOe' GAUGE

Industrial shunter



Whilst to European outline, this delightful 'HOe' (3.5mm:1ft scale running on 9mm gauge track) narrow gauge locomotive from Roco represents a useful prototype which would suit industrial applications.

Decorated in light green with a grey roof and underframe, the locomotive carries the name *Leo* and also features a diesel exhaust pipe, roof mounted horn and non operational lights at each end.

Detail is fairly basic and space is at a premium with this diminutive

model so the five-pole motor extends into the cab while a metal chassis gives it much needed extra weight for traction. Our six-wheeled review sample ran smoothly on test, although motor noise was evident from the cab, as might be expected.

Whilst no provision is made for Digital Command Control, it is a delightful model that wouldn't look out of place in a suitable industrial setting and it could provide the basis for a start up project in narrow gauge modelling. (MC)

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	Roco 33209
Description:	Industrial diesel locomotive, <i>Leo</i>
Scale:	'HOe'
Price:	£44.50
Era:	3-7
DCC:	No socket
Couplings:	Removable 'HOe' coupler bar

'OO' GAUGE



Fields of gold

Realistic crops and meadows can be difficult to replicate, but this latest static grass landscape mat from Busch aims

to remedy this. Ready to plant, the mat features a flexible paper base impregnated with yellow nylon fibres offering a realistic appearance. Suitable for placing over contoured landscape as well as for forming levelled fields, the

THE DETAILS

Supplier:	www.goldenvalleyhobbies.com
Cat No:	BUS7214
Description:	Cornfield wild grass matting
Price:	£7.80

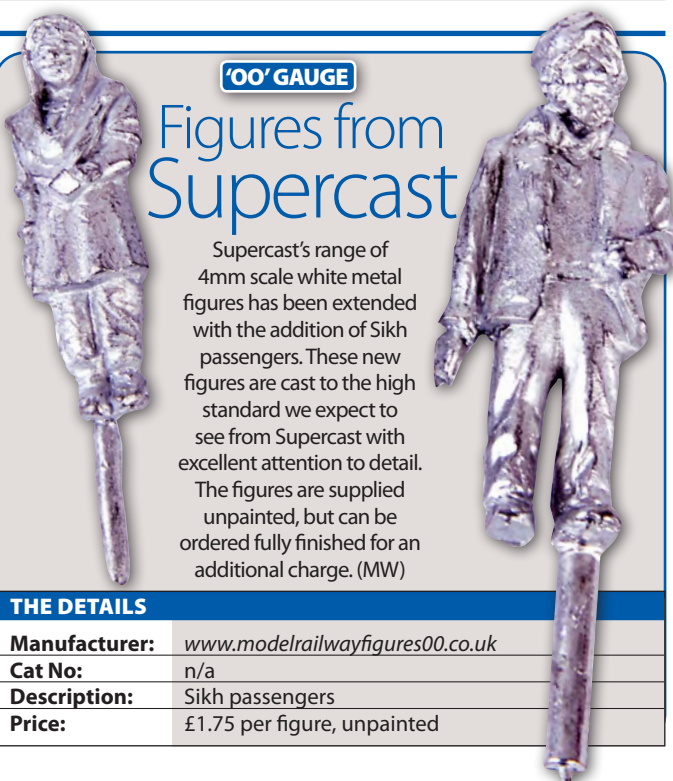
richly textured mat features 6mm high fibres in convincing shades of yellow, ideal for representing cornfields or wild pastures. Measuring 500mm x 400mm, the mats are also available in dark and light green. (MC)

'OO' GAUGE

Figures from Supercast

Supercast's range of 4mm scale white metal figures has been extended with the addition of Sikh passengers. These new figures are cast to the high standard we expect to see from Supercast with excellent attention to detail.

The figures are supplied unpainted, but can be ordered fully finished for an additional charge. (MW)



THE DETAILS

Manufacturer:	www.modelrailwayfigures00.co.uk
Cat No:	n/a
Description:	Sikh passengers
Price:	£1.75 per figure, unpainted



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N GAUGE

N GAUGE

Code 80 Rail



PECO N Gauge Streamline Code 80

SL-300	Flexible Track® Wooden Sleeper Nickle Silver	£2.43
SL-300(25)	Flexible Track® Wooden Sleeper Nickle Silver Pk 25	£60.00
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

N GAUGE

Code 55 Rail



PECO N Gauge Streamline Code 55 Fine

SL-300F	Flexible Track® Wooden Sleeper Nickle Silver	£2.74
SL-300F(30)	Flexible Track® Wooden Sleeper Nickle Silver Pk 30	£78.00
SL-302F	Flexible Track® Concrete Sleeper Nickle Silver	£2.89
SL-302F(30)	Flexible Track® Concrete Sleeper Nickle Silver Pk 30	£82.50

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

N GAUGE

PECO N Gauge Streamline Code 55 Fine Electrofrog

SL-E386F	Curved Turnout Right Hand	£10.37
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
SL-E380F	Single Slip	£32.11
SL-E383F	Scissors Crossing	£55.86
SL-E390F	Double Slip	£33.44
SL-E391F	Small Radius Turnout Right Hand	£8.36
SL-E392F	Small Radius Turnout Left Hand	£8.36
SL-E393F	Short Crossing	£8.36
SL-E394F	Long Crossing	£9.58
SL-E395F	Medium Radius Turnout Right Hand	£9.42
SL-E396F	Medium Radius Turnout Left Hand	£9.42
SL-E397F	Medium Radius Y Turnout	£9.88
SL-E399F	Asymmetric Three Way Turnout	£26.84

NEW LOWER PRICES

OO GAUGE

OO / HO

Code 100 Rail



PECO OO / HO Streamline Code 100

SL-100	Flexible Track® Wooden Sleeper Nickle Silver	£2.70
SL-100(25)	Flexible Track® Wooden Sleeper Nickle Silver Pk 25	£67.00
SL-102	Flexible Track® Concrete Sleeper Nickle Silver	£2.66
SL-102(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£63.75
SL-84	Catch Point Right Hand	£7.59
SL-85	Catch Point Left Hand	£7.59

PECO OO / HO Streamline Code 100 Insulfrog

SL-80	Single Slip	£27.36
SL-86	Large Radius Curved Turnout Right Hand	£11.59
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
SL-92	Small Radius Turnout Left Hand	£8.63
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

OO GAUGE

PECO OO / HO Streamline Code 100 Electrofrog

SL-E86	Large Radius Curved Turnout Right Hand	£11.67
SL-E87	Large Radius Curved Turnout Left Hand	£11.67
SL-E88	Large Radius Turnout Right Hand	£10.91
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

OO / HO

Code 75 Rail



PECO OO / HO Streamline Code 75 Fine

SL-100F	Flexible Track® Wooden Sleeper Nickle Silver	£2.88
SL-100F(25)	Flexible Track® Wooden Sleeper Nickle Silver Pk 25	£63.75
SL-102F	Flexible Track® Concrete Sleeper Nickle Silver	£2.85
SL-102F(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£63.75
SL-104F	Flexible Track® Steel Sleeper Nickle Silver	£2.85
SL-104F(25)	Flexible Track® Steel Sleeper Nickle Silver Pk 25	£63.75
SL-106F	Flexible Track® Concrete Bi-Block Sleeper	£3.19
SL-106F(25)	Flexible Track® Concrete Bi-Block Sleeper Pk 25	£75.00
SL-184	Catch Point Right Hand	£7.98
SL-185	Catch Point Left Hand	£7.98

PECO OO / HO Streamline Code 75 Fine Insulfrog

SL-180	Single Slip	£31.16
SL-190	Double Slip	£33.52
SL-193	Short Crossing	£8.63
SL-194	Long Crossing	£9.27

PECO OO / HO Streamline Code 75 Fine Electrofrog

SL-E1095	Medium Radius Turnout RH with Concrete Sleepers	£11.59
SL-E1096	Medium Radius Turnout LH with Concrete Sleepers	£11.59
SL-E180	Single Slip	£31.54
SL-E186	Curved Turnout Right Hand	£11.59
SL-E187	Curved Turnout Left Hand	£11.59
SL-E188	Large Radius Turnout Right Hand	£11.44
SL-E189	Large Radius Turnout Left Hand	£11.44
SL-E190	Double Slip	£33.90
SL-E191	Small Radius Turnout Right Hand	£10.08
SL-E192	Small Radius Turnout Left Hand	£10.08
SL-E193	Short Crossing	£9.42
SL-E194	Long Crossing	£10.07
SL-E195	Medium Radius Turnout Right Hand	£10.45
SL-E196	Medium Radius Turnout Left Hand	£10.45
SL-E197	Small Radius Y Turnout	£10.37
SL-E198	Large Radius Y Turnout	£11.17
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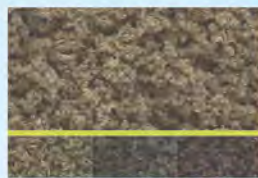
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WFC149 Bushes Forest Blend



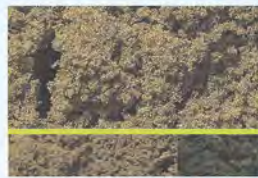
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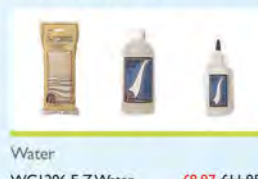
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'I'll lead, you follow'

The arrival of the new and compact MX649 sound decoder from Zimo prompted a new small scale project for **PAUL CHETTER**. Here he explains how this new micro decoder can be used to install digital sound in a pair of Graham Farish Class 20 locomotives in 'N' gauge with minimal modification.

THE NARROW ENGINE ROOM of the Class 20 has always presented a problem for sound installations – and nowhere is that more prevalent than in 'N' gauge. The recently released Zimo MX649 family of sound decoders makes a successful installation more likely. This new decoder is amongst the smallest on the market – measuring just 23mm in length – making it a much simpler prospect to install sound in 'N' gauge locomotives. Careful planning is essential though, together with speaker choice, but happily this new decoder is available with a choice of connectors including 6-pin, 8-pin and wire only. This opens up its potential to be used in 'OO' locomotives as well where space is at a premium.

Small though the MX649 decoder may be, it isn't always possible to use it as a plug and play decoder, but it is possible to avoid chassis modifications with a few simple techniques which we'll show here using a pair of Graham Farish Class 20s as the basis. The current design of Printed Circuit Board (PCB) fitted to the Farish Class 20 means it is still not an instant 'plug and play' solution, but the modifications are simple. All that is required is to remove the cab

interior moulding and to remove the Digital Command Control (DCC) socket from the PCB to increase the overall length of available space by several millimetres – just enough to allow the sound decoder to fit. I used the 6-pin version of the MX649 for positive location when fitted. To further reduce the thickness I removed the heatshrink insulation and bent the connecting pins to form a cranked connection. The 8mm x 12mm x 8mm cube speaker is fractionally too wide and too deep in standard form so some gentle filing was needed to coax it into the cab.

THE KEY TO SUCCESS

The key to a successful sound installation in small format models is to measure the spaces accurately and modify any components necessary before fitting them together. Have a clear idea which route the wires will take, cut off any excess length to reduce bulk and allow for the thickness of the wires in your calculations and routing.

For this project I started by preparing the speaker. I removed the enclosure which is held in place by a double sided sticky foam gasket to the speaker driver. The height of the enclosure alone needs to be reduced to 5.2mm. A small file or fine abrasive paper can be used to remove material from the open edges. I used

a micrometer to measure this accurately but the recess moulded into the enclosure gives a good approximation of the amount of material to be removed – just remove the thinner edge.

A thin bead of cyano type adhesive was used to glue the enclosure to the speaker ensuring accurate alignment and absence of glue on the speaker's vibrating surface. Clamp them together and allow to fully cure, preferably overnight.

The overall width of the speaker must be trimmed down from the nominal 8.0mm to 7.8mm or slightly less. Take your time with this as you will need to remove plastic and metal at the same time. I used a small file to take off material from each of the long sides of the speaker, taking great care not to damage the speaker connections.

BODY REMOVAL

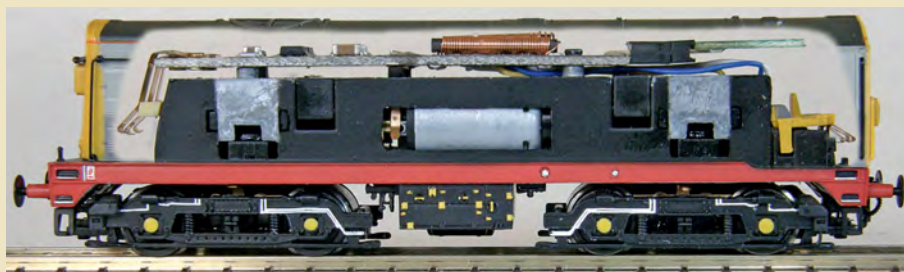
Access to the 6-pin socket is available from within the cab so a non-sound 6-pin DCC decoder can be fitted without removing the main bodywork. Removal of the cab is achieved by sliding it vertically upwards. There is a tab on each side on the inboard front surface of the cab which locates into corresponding slots at the rear of the engine room. I found that gently prizing the lower front of the cab outwards at

The Hunslet Barclay Class 20s were widely followed in the 1990s for their operation on the weed control train. Using Bachmann's new twin pack containing 20904 Janis and 20906 Georgina we have installed digital sound in these impressively detailed 'N' gauge locomotives.



STEP BY STEP INSTALLING DCC SOUND IN GRAHAM FARISH CLASS 20s

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



1 There is precious little space inside the Graham Farish 'N' gauge Class 20, but with the arrival of the new MX649 micro sound decoder – measuring just 23mm x 9mm x 4mm – it is now much simpler than it might look on first glance.



2 To start the project the internal spaces are measured revealing that the speaker enclosure will need adjustment to fit. After splitting the enclosure, left, from the speaker, on the right are the recessed enclosure walls and foam gasket. Remove enclosure wall material down to the recessed position.



3 With absolute care and patience peel off the foam gasket to produce a clean surface.



The speaker driver after foam and any residual adhesive have been removed. The reduced height enclosure should be fixed to the rim shown with cyano adhesive and set aside to cure.

each side released these tabs and made removal much easier. For straight DCC motor and light control only, slide out the blanking plate, replace with a suitably sized decoder and refit the cab.

For DCC sound, the main body will need to be separated from the chassis. There are four fixing screws to remove, two at each end. The body can then be lifted vertically upwards to remove it. However, this is a tight fit so it will help if a thin screwdriver or similar is used to push on the cab floor whilst the rear buffer beam and under cab valance are lifted just enough to release this tightness before attempting to move the rest of the body.

PCB MODIFICATIONS

To remove the 6-pin socket I used an edge of a triangular section file to cut through the connections soldered to the PCB. Protect the model from filings by masking off and exercise great caution to avoid damaging or even tearing off the traces on the PCB. I found that the remnants of the connectors could be left in place to aid decoder fitment later. After thorough cleaning, I put a layer of insulating tape on all surfaces which might make contact with the decoder or speaker to avoid shorting after reassembly.

DECODER MODIFICATION

Even small reductions in size can be critical in this scale. The decoder is supplied with Zimo's hefty heatshrink insulation. I cut this off and replaced it with much thinner Kapton tape. The pins are soldered to the underside of the MX649. This may cause clearance problems when refitting the body. I cranked them into the correct position with two 90 degree bends - and trimmed a little from the length of each pin for a tidy fit direct to the PCB solder pads.

The speaker wires were each cut to the correct length, soldered to the outside edge of each speaker connector and later painted black to reduce their visibility.

FINE SOLDERING

Using a very fine soldering bit, I 'tinned' each of the six pins on the decoder and the respective tabs on the PCB. Then, holding the decoder close to the edge of the PCB I soldered each decoder pin and PCB tab together, making sure not to bridge any of the insulating gaps.

After testing the sound and motor functions successfully, the main part of the body can be slipped back onto the chassis and the retaining screws fitted. Before refitting the cab, you may need to tease out the springy

metal contacts so that they make good contact with the pads on the rear lighting unit.

Introducing sound to locomotives in 'N' gauge can be very rewarding. Their tiny size belies the volume which is possible from speakers like the Zimo 'sugar cube' and the driveability introduced by the sound project, available from Digitrains, adds greatly to the driving experience of these fine models.

The sound project for the Class 20 has recently been updated, Cat No. ZS20A, to feature a number of new features including Zimo's new dynamic braking as well as full control over engine speed through both throttle notching and function key operation. This includes use of function 6 to reduce the engine speed to idle at any point and function 7 to increase the engine speed to full power. In addition function 5 changes the performance of the locomotives into 'light engine' mode. As with all of my projects for Zimo decoders the Class 20s can be taken to coast sounds with a reduction of one speed step.

All this driveability is further enhanced with this pairing which even feature different horns as well as differing throttle responses to further replicate the effect of a pair of locomotives working in multiple. www.digitrains.co.uk

WHAT WE USED

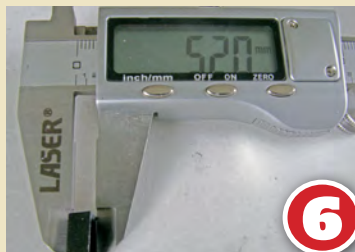
PRODUCT	SUPPLIER	PRICE
Graham Farish Class 20 Twin Pack	www.bachmann.co.uk	£209.50
2 x Zimo MX649 sound decoders	www.digitrains.co.uk	£184.00
2 x Zimo 12mm x 8mm cube speaker	www.digitrains.co.uk	£17.00
Class 20 sound file for Zimo, ZS20A	www.digitrains.co.uk	£0.01



STEP BY STEP INSTALLING DCC SOUND IN GRAHAM FARISH CLASS 20s



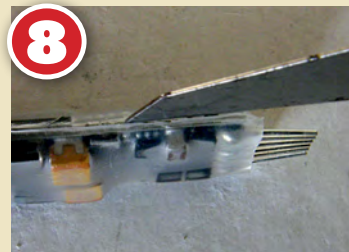
5 A test speaker is shown here to illustrate the final width of the speaker – a reduction of just 0.2mm is all that is required to fit the speaker inside the cab once the interior has been removed.



6 Reducing the overall height of the enclosure to 5.2mm is also necessary – this can be achieved by using sandpaper on a flat surface to rub away the plastic from the open end. With the thin wall section removed from the enclosure it should be at the required height shown.



7 On the left is a direct 6-pin MX649N showing one face and on the right an MX649 with wiring harness showing the reverse face. Both display a thick heatshrink insulating sheath.



8 A small modification is required to the decoder to allow it to fit more comfortably – removal of the insulating sheath. I use a scalpel to slice through the insulating sheath, working along one edge to avoid any contact with components or electrical traces.



9 With the sheath removed the true size of the decoder is revealed. In this view pin No. 1 is on the left, which is the orientation required to mate with the connectors on the locomotive PCB. The pins are connected on the underside.



10 This side view shows the pins connected on the lower surface of the decoder.



11 In order to crank them into the correct position for soldering to the PCB the pins were bent once through 90 degrees...



12 ... and then bent again in the opposite direction. These pins are made from a very soft metal and will form very easily, but be careful to ensure that they remain in line.



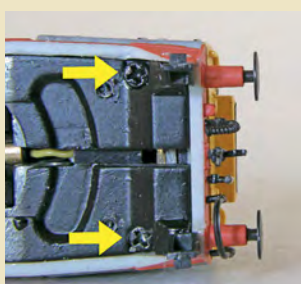
13 I wrapped the decoder in a single layer of Kapton tape. This is very thin, strong and a good insulator and will protect the decoder from any potential short circuits inside the locomotive.



14 I hooked my thumbnail under the front lower corner of the cab moulding to gently prize it outwards, thereby releasing an internal tab. Repeat for each side. The cab can then be slid vertically upwards, revealing the lighting connectors and the cab's interior moulding.



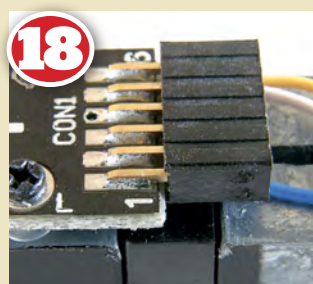
15 The edge of the blanking plate can be seen emerging from the top of the engine room. If we were adding a straightforward motor decoder this could be swapped out for the blanking plug without any further removal of the body. The small interior moulding has been removed to make way for the speaker.



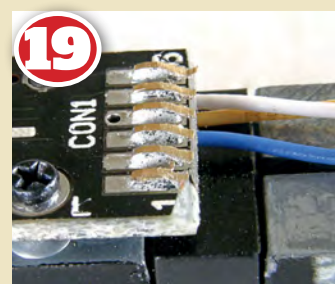
16 Two screws, arrowed, secure the body to the chassis. I have removed the bogie for clarity, but the screws can be released with them in place.



17 The body is a tight fit onto the chassis. I found it easier to push against the chassis whilst easing the rear portion upwards slightly. With this done the whole body can be removed with an upwards movement.



18 The extra few millimetres added by the 6-pin connector makes it impossible to use with a sound decoder in the Class 20 without changes as it has been designed to work with smaller motor control decoders.



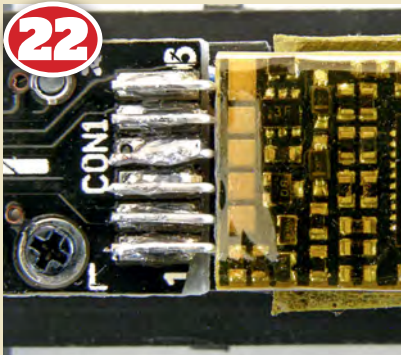
19 I used one edge of a triangular section small file to cut through the connections. The metal is soft but care must be taken not to damage the solder pads on the PCB and to mask off the immediate surroundings to avoid contamination by the metal filings.



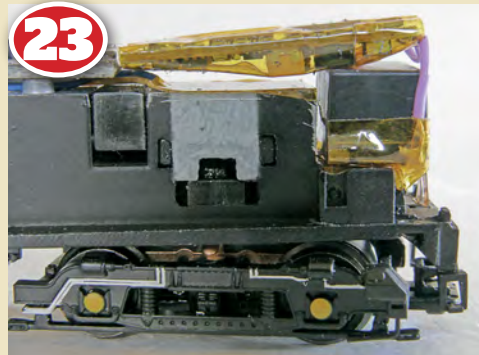
20 I tucked the wiring into the space between the chassis halves to release maximum free space to accommodate the decoder.



21 For added electrical security I insulated any metal surface which might be in contact with the decoder when the installation was complete.

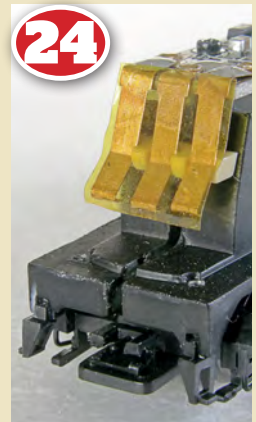


22 A very fine soldering bit was used to join each pin to its respective PCB solder pad taking care to correctly position pin 1 on the right connection.

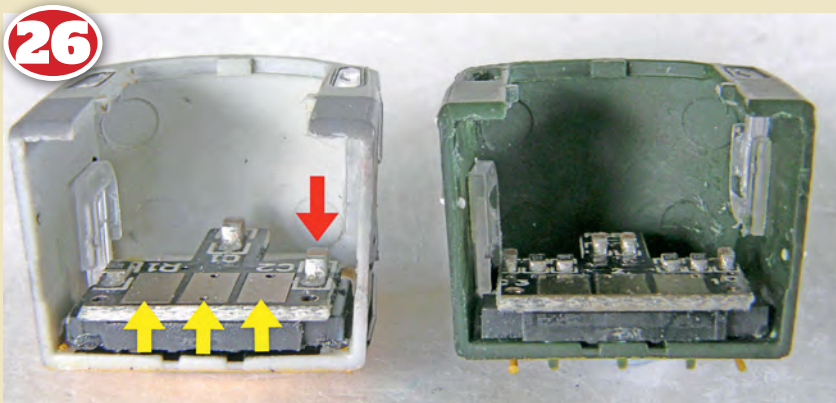


23 The location of speaker and decoder can be seen here. Note that the speaker wires are soldered to the outer ends of the speaker connections as correct height is critical.

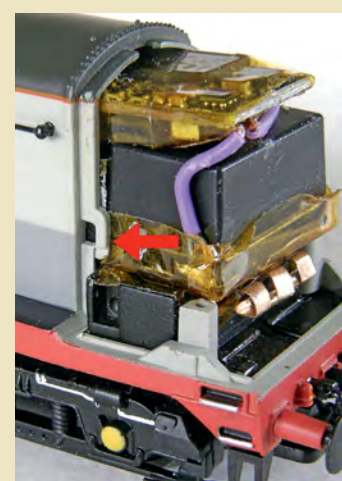
This particular pair of locomotives is destined to run 'top and tail' on a weedkilling train. The lights at the front end of each will be connected to the train so should not be illuminated. To save modifying the PCB to provide four function lighting control I insulated the front lighting connectors to prevent the lights from working – simple, but effective.



25 With the main portion of the body fitted, the deployment of decoder and speaker can be seen here.



The lighting units for the headcode box fitted locomotives are somewhat different to those fitted with discs. The connecting pads, arrowed in yellow, are similar but some components protrude further inwards, including the resistor arrowed in red. This can interfere with the speaker, preventing the cab from fitting correctly.



27 The solution is to ensure that the speaker is fitted at a very slight angle, with the left-hand side tucked inside the cab retaining slot, arrowed. Paint the speaker wires in black to hide their existence and refit the cab to complete the installation.

28 The completed installation sees all the components fully hidden inside the locomotives. The lack of cab interior doesn't make much visual difference, but the sound output is outstanding!



GO ONLINE!
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TO SEE THIS IN ACTION

Maxwell Colliery

*Inspired by coal operations in Scotland, **MAX FOWLER** recreated them in 'OO' – complete with working loading tower.*

PHOTOGRAPHY, NIGEL BURKIN.



Below: Coal sector

Class 37 37692

The Lass O' Ballochmyle leads a rake of empty HAA hoppers along the main line destined for Maxwell Colliery's loading plant.

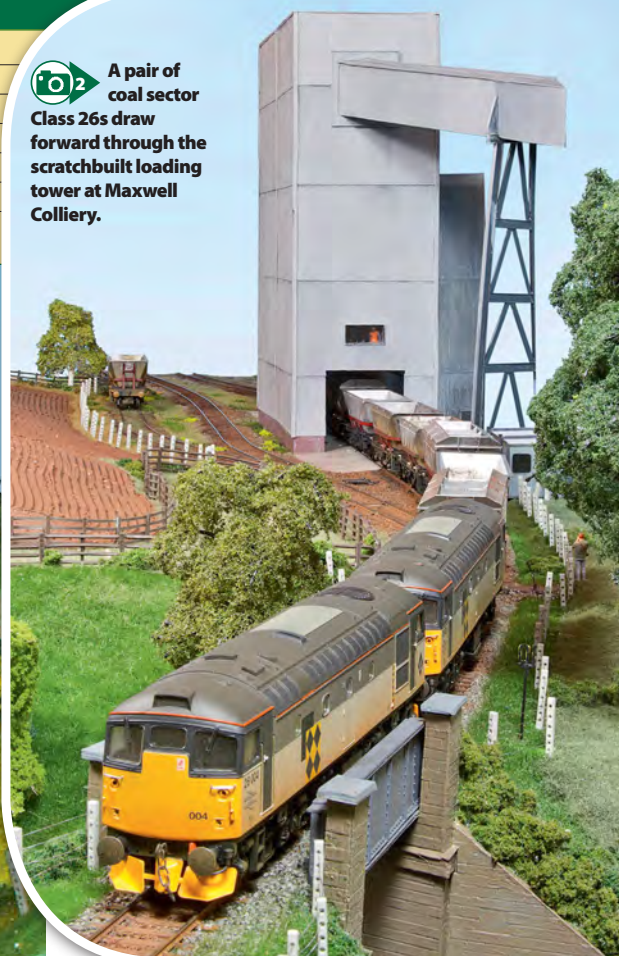


STATISTICS

Owner:	Max Fowler
Scale:	'OO'
Length:	28ft
Width:	16ft
Track:	Peco code 75
Control:	Digital or analogue
Period:	BR Scottish Region, 1980-2000



A pair of coal sector Class 26s draw forward through the scratchbuilt loading tower at Maxwell Colliery.



THE LAYOUT was inspired by my interest in Scottish coal traffic from the late 1970s until the early 2000s. During this timeframe I was

photographing coal trains operating from various loading points to power stations or ports, many of which had to travel over miles of single track running through very rural landscapes. These lines could be found in Fife, the Lothians and Ayrshire where this layout is set. In addition to photographing such trains on the branch line I was fascinated by the large loading towers such as those at Knockshinnoch, Ravenstruther and Blindwells where such trains would enter empty and come out full. It was these two aspects - loading tower and single lines in the countryside - that I wished to model.

The layout came about when a large shed was built in our garden in Ayr and this allowed sufficient space to construct a number of standard boards at any one time. As an architect, the planning stage was not too difficult. I drew up some concept sketches then used spare wallpaper with Peco point templates and Tracksetta to ensure what I had planned on paper would work in reality given the envisaged width of boards.

The layout was originally planned as only having the loading tower, a headshunt, a run-round line and a cripple siding. It would have been mainly single track with the addition of a second track just before the storage yard entrance. However, after »



Coal sector Class 60 60066
John Logie Baird leads a
rake of loaded HAAs back
onto the main line and
across the junction.

the layout was exhibited for the first time at Ayr in September 2012, it was clear that while we attracted interest and comment on the operation of the tower, it was also apparent that only having one train in use at any time - although a second could sit at the end of the very short double track just beyond the storage yard - was an issue to maintaining viewing interest.

I decided to expand the layout substantially to have more single track in the countryside, have a branch off this expanded single track to represent the line to the original colliery and then add double track where the branch line actually commences which represents the Ayr to Girvan line with the latter being used to also operate passenger and other freight stock. The full layout, which measures 28ft x 16ft, now features three separate storage yards.

Work on the initial layout commenced in mid 2010 and was complete for the Ayr show in 2012. The extension boards were started in October 2013 and were complete minus a few scenery items in February 2015 when the full layout was exhibited at Model Rail Scotland for the first time.

SCOTTISH SETTING

The layout is set in South Ayrshire roughly halfway between Maybole and Girvan on the Ayr to Stranraer main line and while it is fictional, there were two drift mines (Maxwell Colliery No. 2 and No. 4) in the area near the village of Dailly which it is envisaged were expanded and became the main focus of coal activity south of Ayr.

The layout depicts the double track main line from Ayr past the junction



where the branch commences and into a secondary storage yard representing the line to Girvan and Stranraer. The branch ambles through rural countryside and after crossing the viaduct over the River Ayr, continues onto another storage yard which represents the line into Maxwell Colliery itself. Prior to the entrance to this latter yard, the new line down to the loading tower commences and that is generally the start of the original layout boards.

This allows a train to be at the loading tower while another can run to or from the original Maxwell Colliery complex while passenger and other freight trains can utilise the double track main line.

It was always envisaged that the layout was for exhibition purposes and the shorter version was exhibited at Ayr in 2012, Bonnybridge and Cathcart in 2013 and Railex NE in 2014. The complete layout was at Model Rail Scotland in 2015 with another planned outing at Middlesbrough in May 2016 and at Perth in 2017. Its most recent invite is to the Great Electric Train Show on October 8/9 2016 at the British Motor Museum (see pages 28-29).

Given my requirement to have scenery that would rise and fall along the length of the railway the baseboards were to be as light as possible. All scenic boards were constructed using the open frame principle – something I had never attempted previously. Each straight board was constructed to a standard size of 4ft x 18in using a base template and the corner boards were 4ft long on the front

side and tapered across the corner after 2ft with the width of these still being 18in. Main baseboard frames use 75mm x 18mm timber with 44mm x 18mm cross members. The same size of timber then forms a “T” piece to the underside of the 6mm plywood track base. The ends of boards are 9mm plywood shaped to the required contour line and the sides were formed from 6mm plywood. This large version of the layout has three corner shaped and ten straight scenic boards.

Trackwork is Peco code 75 and as the layout is Digital Command Control, live frog points were utilised and altered in

line with the manufacturer’s instructions. The track was laid on thin cork bark and ballasted using the standard method of water, PVA glue and detergent dispensed via a dropper. The track was then weathered using paint and powders.


Following visits to various railway shows where DCC (but more particularly sound) was being used, my wife Ann persuaded

me to go down that road and as it was new to me I purchased Nigel Burkin’s DCC DVDs to see what was required to ensure proper operation. It was a learning curve for

me but was also pleasing to see the system working when the first locomotives (two Class 26s) ran over the main storage yard in September 2011. I currently use a ZTC 511 controller and two ZTC handhelds linked to this allowing three trains to operate at the same time. Points are controlled via a 12v DC supply using a standard stud/pencil arrangement on a master control panel which also has colour light signal »

“I was fascinated by the large colliery loading tower.”

MAX FOWLER

 **A Class 37 waits on the main line, light engine, for a clear route as a Class 56 weaves onto the colliery branch with a rake of empty HAAs.**





Class 26 26037
heads a short rake
of household coal HEA
hoppers along the
colliery branch.

switches. This control panel, which covers the whole layout, or the relevant part if the smaller version is being used, is operated by a 'signaller' who is responsible for all train movements and operators must work in accordance with the signaller's instructions.

With open frame board construction, the scenery required careful consideration to ensure that it was as realistic as possible and reflected what I wished to achieve in showing the railway as being part of the landscape. The usual method of cardboard (or wooden) formers overlaid with chicken wire or newspapers soaked with wallpaper paste was used and various static grasses and flock were then applied. Various trees were incorporated including latterly Hornby Skale Scenics tree kits which produce a number of trees in a short time. For ease, most buildings on the layout are Metcalfe or Knightwing kits, the exception being the house at the occupation crossing on the branch which Archie Brown scratchbuilt.

The loading tower - the catalyst for building the layout - was scratchbuilt by myself as I had to ensure that the wagons could be loaded from behind the backscene. To achieve this, the back of the tower is partially open and the coal to fill the wagons is poured down a chute and enters wagons from a kitchen scoop fixed within the tower. The tower is heavily based on that at Knockshinnoch, at New Cumnock, albeit of a lesser length than the real tower. The tower itself attracts comment at exhibitions as the public are not always aware of the fact that the wagons are being loaded, but more importantly how they are loaded. There are very few layouts that I have seen which have this type of loading tower and I hope the way it works mirrors the real thing.

While the layout has a considerable amount of single track, the Maxwell »



At the branch junction Class 37 37239
leads a rake
of loaded wagons from
the loading tower while
a Class 56 waits on the
branch from the colliery.



The distinctive and powerful sound of a Class 56 fills the air as 56082 leads a rake of empty HEA hoppers along the main line.



Colliery is signalled by a series of two aspect colour light units, with two of these having 'feathers' to verify if the train is going off what would be deemed the main line. As noted earlier the points and signals are controlled by a layout signalman to ensure no trains are on the same piece of track at the same time.

THE TRAINS

The stock currently consists of sound fitted locomotives - two Heljan Class 26s, two Bachmann Class 37s, four Hornby Class 56s and a pair of Hornby Class 60s. One of the Class 56s is blue and another in Loadhaul livery - as is one of the Class 60s - while the remaining locomotives are

in Trainload Coal livery. These locomotives will normally be seen on the branch line. There are also classes 08/20/26/37/47 which are used on the main line but these are not sound fitted. I hope to add another sound Class 56 as these locomotives are my favourites and the sound of them 'roaring' as they start to speed up is incredible - just as the real locomotives did.

The wagon fleet consists primarily of Hornby HAAs but recently MEA and SSA wagons have been added as they were all used north of the border. Some mixed wagons are used on the main line along with a small variety of passenger and parcels stock. Wherever possible all stock has been weathered.

The layout is not operated to any sequence but trains can run on the double track main line between the main storage yards while empty coal trains will leave the main line and travel on to the last hidden sidings (the actual colliery) or continue onto the tower. This allows main line operation, a coal train on the branch and one at the tower. It requires a minimum of five crew at any one time (six preferably) - three drivers, a signalman and a couple to cover the off scene yards.

The operation at the loading tower, the most satisfying part of the layout, consists of empty arrivals which are drawn through the tower at very slow speed (hopefully being filled efficiently without too much



Class 56 56128

works its way

**slowly along the colliery
branch and across the
three arch viaduct with
empty HAAs for loading.**



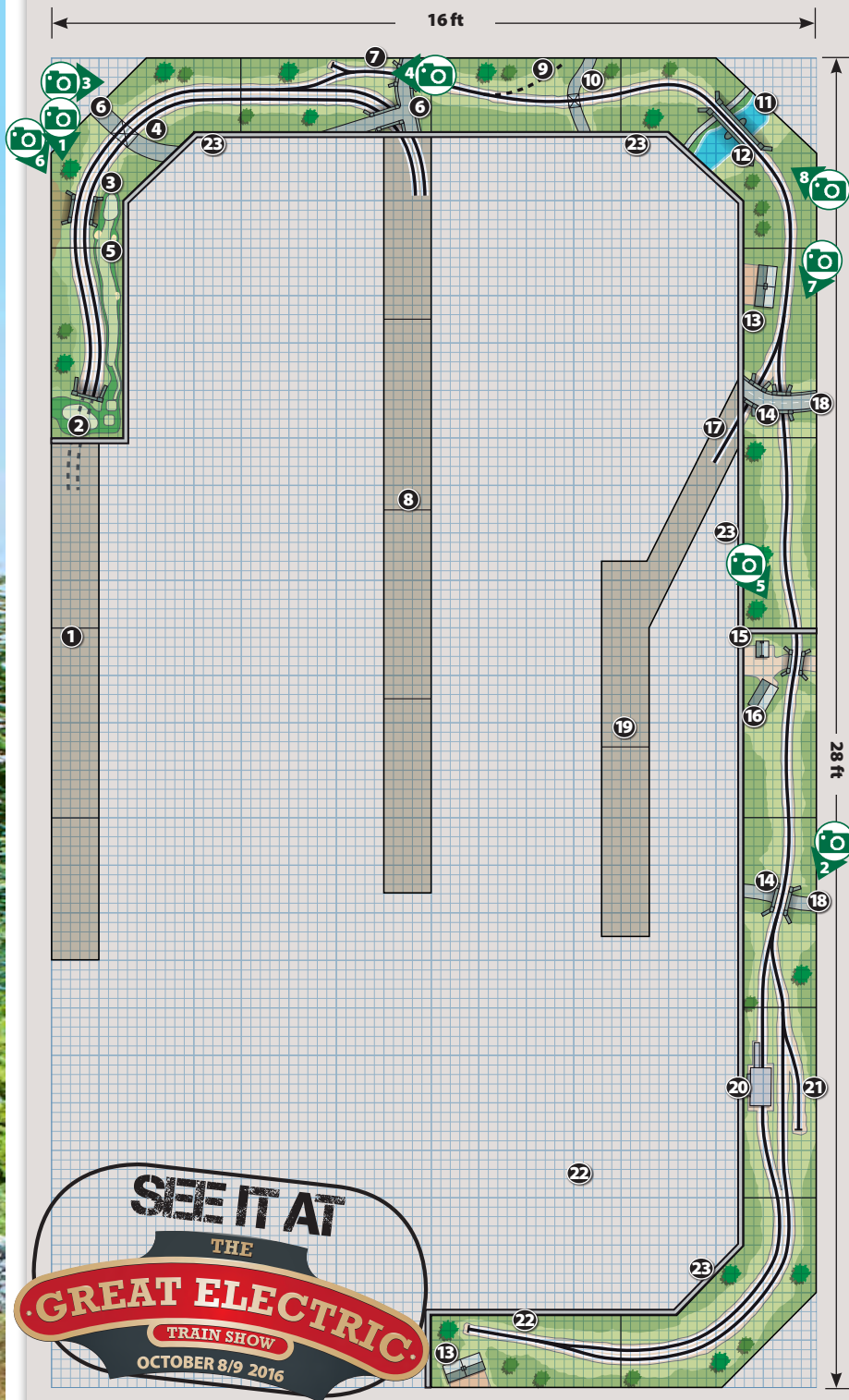
spillage) and on completion of loading, using the headshunt and run-round road to couple back onto the train and then add to each wagon as it is drawn forward before returning up the branch line. This loading of the empty train is a challenge for operators which is very enjoyable.

UPGRADES

The progress of the layout allowed me to review and change some things that did not work so well including the style of connection from the DCC droppers onto the bus wire. The layout when at an exhibition and working to its potential gives me great satisfaction and at Model Rail Scotland some observers thought it had been built by



MAXWELL COLLIERY TRACK DIAGRAM (Not to scale)



KEY				
1 Storage yard 1	6 Road	11 River	16 Barn	21 Cripple siding
2 Tunnel	7 Colliery branch	12 Viaduct	17 Branch	22 Headshunt
3 Main line	8 Storage yard 2	13 Cottages	18 Road	23 Backscene
4 Level crossing	9 Abandoned line	14 Overbridge	19 Storage yard 3	
5 Golf course	10 Crossing	15 Farmhouse	20 Loading tower	

a club rather than mostly by an individual. Since then I have changed the smallest storage yard as it was narrow and a bit unstable – all part of the learning curve.

The time and effort involved in getting the layout complete and having moved

from a house in Ayr to a flat in Glasgow has meant that I am unlikely to want to start another project anytime soon. I have enjoyed building this layout and it has hopefully represented the real thing in terms of coal trains in the landscape. [Railmag](#)

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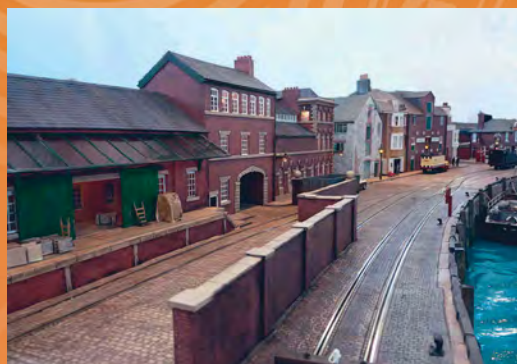
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BR's Mk3 CARRIAGES

British Railways' search for the ultimate coach continued throughout its existence. It reached its goal with the superb Mk 3 - a design that has still to be beaten more than 40 years since it was introduced.

EVAN GREEN-HUGHES takes a look at its history.



Right: Greater Anglia is now the largest operator of locomotive hauled Mk 3 carriages which lead to interesting formations as new vehicles arrived in their previous operator's colour scheme. 90005 propels the 9.30am London Liverpool Street-Norwich into Ipswich at Belstead on August 25 2005. John Chalcraft/Railphotoprints.co.uk.

Below: The Mk 3 carriage – along with introduction of the production HST power cars – changed the face of rail travel in Britain. On August 16 1980 253034 runs along the seafront as it approaches Dawlish station with the 2.47pm Penzance-London Paddington. John Chalcraft/Railphotoprints.co.uk.



ALTHOUGH the Mk 2 carriage had brought new levels of comfort for passengers and had enabled express trains to be operated at much higher speeds the design had, by the early 1970s, been developed as far as practical. The overall length of the vehicle which had been determined by historical precedents, rather than by engineers, tended to lead to poor riding characteristics, while the construction method employed meant that trains were heavier than they could have been had more modern construction techniques been employed.

A particular issue with the Mk 2 was the braking system which although uprated from vacuum to air still retained clasp brake blocks which relied on metal-to-metal contact on the tyres to slow down the train, a system that had reached the limit of its operational capability. Another problem was that the Mk 2 had evolved over a number of years and as a result the equipment with which it was fitted was not always in the most logical or convenient place. For instance, the air conditioning modules were sandwiched between the saloon ceilings and the roof of the train where they were difficult to maintain.

A BIG LEAP

In the late 1960s, even while steam was drawing its last breath, British Railways took the policy decision to make its long-distance services more competitive by increasing speeds wherever possible to 125mph, a decision that was extremely bold at the time. In turn this precipitated a requirement for a new coach capable of running at above 100mph, proposals for which were first formulated as early as 1969.

Development of the new design was rapid as it was largely based on the Mk 2, but there were several significant and major changes. The most noticeable was that the new coaches were to be 75ft long, almost 10ft longer than their predecessors. This change was made for a number of reasons, including that a longer vehicle would give a better ride, but also because fewer vehicles would be

required for any given number of seats, thus reducing the overall weight due to the lower number of bogies that would be required. Less obvious was that the structures would be full monocoque with an all welded steel stressed skin, a move that was intended to produce a very light vehicle which would also be very strong. The increased length also helped provide space underneath the coach for all the ancillaries which were grouped there behind a streamlined fairing instead of being distributed all over the vehicle.

A new bogie, the BT10, was designed to go with the Mk 3 and was a box section fabricated steel structure fitted with coil springs and radial damping. An innovation was the use of secondary air suspension with load sensing which helped produce a particularly smooth ride. Air operated disc brakes with anti-slip protection were fitted, enabling braking distances to be comparable to those achieved by older trains but from much higher speeds.

Inside new features included air-operated sliding doors, upgraded seating and a redesign of the ceiling area using some of the space released by the relocation of the air conditioning equipment. One surprising feature was the retention of large slam doors fitted with droplight windows at a time when power operated sliding doors were technically feasible.

In January 1971 orders were placed with Derby Works worth £16m for 600 locomotive hauled carriages, of which around 350 would be Mk 2s with the intention that production would then switch to Mk 3s depending on progress with the prototypes, which were then already in build. Delays in clearing routes

To increase the speed of turn round at destinations a fleet of Mk 3 based Driving Van Trailers (DVT) were introduced in the late 1980s. Virgin liveried DVT 82140 heads the 5.00pm Glasgow-Euston south through the Lune Gorge on July 19 2000, power being supplied by 87031 at the rear. John Chalcraft/Railphotoprints.co.uk.



for the new longer coaches meant that this programme did not proceed as intended and instead of the first Mk 3s being for pure locomotive haulage the first ten were turned out to run with the prototype High Speed Train (HST) in 1972. These had a number of trial interior fits for evaluation purposes but as only eight were ever required at any one time two were later converted for use in the Royal Train.

Production of Mk 2s continued through 1973 with a new version, the 2F, which contained some of the features intended for the Mk 3 so it was 1975 before the first of the new, longer, coaches were available for service. These differed from the HST type in that they were fitted with conventional side buffers and a slightly amended bogie, being intended for 110mph operation on the West Coast Main Line. They were also electrically different as they retained the

motor/alternator set arrangement which took power from the locomotive and then converted it to a different voltage for use by the coaches' internal systems. On the HST the electrical power came direct from the power car at the correct voltage. Locomotive hauled coaches to this design remained in production until 1984 by which time 461 had been built, including 120 sleeping cars. As well as on the West Coast Main Line these coaches were deployed on push-pull duties in Scotland.

Standard HST stock began to appear the following year and remained in production until 1982, with a total of 723 coaches being built. These were not fitted with side buffers and were wired so that they could be used with an HST power car at each end, but under the control of a single driver. HSTs were first deployed on the Western Region and shortly afterwards on



principal services between London and the north on the East Coast Main Line.

One aspect of operation which the Mk 3s did not improve was the requirement to run round rakes of stock at each end of the journey. HSTs had already shown the efficiency of fixed formation train running and consequently a design was prepared and based on the Mk 3, for a Driving Van Trailer which was to be used to replace the Mk 1 parcels vehicles then in use and also to provide push-pull operation. A total of 52 of these vehicles were constructed, along with a further 38 First Opens, three Brake First Opens and two further Royal Train coaches between 1985 and 1988 and these were designated as Mk 3Bs. These coaches had a slight upgrade and were provided with an improved motor alternator unit as well as a revised interior that included seating derived from the Advanced Passenger Train.

A variation to the HST stock came in 1980 when a small guard's compartment was inserted into the end of a trailer second due to complaints about noise in the original vans, which were in the ends of the power cars. Coaches to this design were put into all HST sets in due course. Many alterations to catering vehicles followed, with no ideal configuration ever really devised.

CASCADES

With the electrification of the East Coast Main Line some of the HST sets were moved onto other duties and in time the type took over all duties on lines from the East Midlands to London. Other sets were used, sometimes in shortened



Mk 3 carriages have been at the forefront of East Coast Main Line expresses for almost 40 years. On October 6 2006 a GNER operated HST set heads south at Lolham crossing, near Peterborough. Since then these popular trains have seen two new operators on the East Coast route. Mike Wild.

form, by Virgin Trains on CrossCountry duties. Later as more fixed formation stock arrived some sets moved on to open access operator Grand Central. Today the majority are employed by East Midlands Trains, Great Western Railway and Virgin East Coast but a cascade programme is due to start once the new Class 800 and 801 units come into service with some shortened rakes in line to be moved to Scotland for services from Edinburgh and Glasgow to Inverness and Aberdeen.

Locomotive hauled Mk 3s on the West Coast Main Line were displaced by the introduction of the Class 390 Electric Multiple Units (EMUs), allowing coaches to be displaced to services with other operators. One particularly large user of locomotive hauled Mk 3s now is Greater Anglia which operates services from Liverpool Street to Norwich.

Chiltern Railways also uses Mk 3s on Marylebone-Birmingham services, these vehicles having had a substantial facelift including the fitting of modern automatic doors and retention toilets.

OVERSEAS

Not surprisingly with the Mk 3 being considered to be such a fine design some were also constructed for service elsewhere. A total of 124 coaches were built at Derby for use in Ireland, operating most of the major routes there for many years. These were, however, constructed with swing-plug doors, which many said should have been fitted to the BR fleet. The basic design was also used for the Class 442 EMUs which were also fitted with a similar design of swing-plug door.

Although the bulk of the Mk 3s are still in service there have been some casualties. Most of the sleeping cars have been withdrawn due to the contraction of the sleeper network, and ten of them spent 12 years in Denmark before being returned in 1998. Three 'sleepers' also went to Switzerland while many others can now be found providing volunteer accommodation at heritage railways. Some of the Driving Van Trailers have gone as there is no work for them.

Some Mk 3s are already entering preservation. The Great Central Railway (Nottingham) notably has three vehicles which run with the restored prototype HST power car as well as with other suitably-equipped locomotives. Others will probably follow as use of the design, which is now an incredible 44 years old, gradually comes to an end. However many of their advanced features are unsuitable for use with steam locomotives and so it is unlikely that there will ever be any great number saved, as there has been with Mk 1s.

The Mk 3 coach, though superseded by many more modern designs, is still today one of the smoothest riding vehicles on the railway system. Thanks to constant upgrades by its operators it is also one of the most comfortable coaches in use anywhere in the world. In years to come this remarkable design looks set to be regarded as the finest and most successful type of carriage ever to run on Britain's railways. And many believe it will never be bettered. [Johnna](#)



Class 87 87003 heads southbound near Abington with the 9.10am Glasgow Central-London Euston on June 22 1985. The train is led by a BR Mk 1 BG followed by a trio of Mk 3s, a Mk 2F and further Mk 3s.

[John Chalcraft/Railphotoprints.co.uk](http://JohnnaChalcraft/Railphotoprints.co.uk)

Don't be afraid, have a go!

I found myself with two new Hornby 'Jintys' numbered 16440. I decided to pluck up the courage and change one to 16599, (the last of its kind built at the Vulcan Foundry). Using only T-Cut and cotton buds, it took me less than 25 minutes to remove all ten original digits, leaving a lovely surface ready for Fox transfers. This was my first attempt in this way, and I am delighted with the result. Don't be afraid; have a go!

Roger Phillips, Prestatyn.



New purpose for HM free kits



These buildings were assembled from the *Hornby Magazine* free building kits from December 2014/January 2015 with lights added. Their purpose has been changed to suit my layout theme to become part of a haulage yard.

Dennis Warren, by e-mail.

High

INSPIRATION FOR THIS 'OO' GAUGE signalbox came during a visit to Hexham in Northumberland. I made it from Plastruct components and a weathered Hornby Skaledale East signalbox.

The Caprotti 'Black Five' is a Comet kit built by Dave Ocock, a model engineer in Bristol, who as you can see has done a first class job. These locomotives are dear to me as my local shed, Longsight, had Caprotti 'Black Fives' in its allocation.

Graham Taylor, by e-mail.

Below: **Graham Taylor's Comet Caprotti 'Black Five' 4-6-0 takes up residence on shed in the company of a Crosti boomed '9F' 2-10-0.**

Right: **The Caprotti 'Black Five' passes underneath the high level signalbox.**



Trinity Dock Street Bridge

This work in progress 'OO' gauge layout is set among the cobbles of the Old Town Docks in Hull, on a dank and dreary February morning in 1939. Although the location is fictitious as Trinity Dock didn't exist, the area is there, called

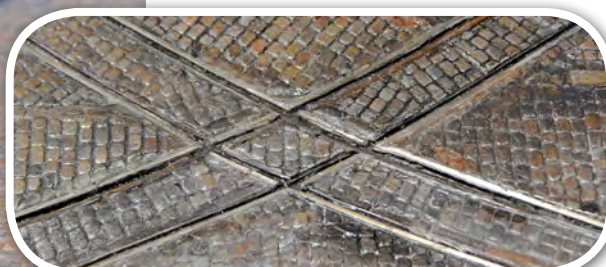
Railway Street which runs on the western side of both Humber and Princess Dock.

The model has two main features, a model of the swing bridge that crossed the channel between Humber and Railway Docks and

cobblestones - 48,000 plus of them, and all individually painted using Wills granite setts. Unfortunately, they are a little oversized for an accurate representation, but had they had been the correct size there would have been about 200,000 to paint!

Locomotives and stock are a mix of ready-to-run and kit built all to be weathered appropriately. Most are small tank engines with a Worsdell 'J72' 0-6-0T being the largest. Also set to join the fleet is a 'J79' and a 'Y7' with 'Y1/1', 'Y1/3' and 'Y3' classes being the main workhorses.

Gavin Rose, by e-mail.



level inspiration



Caston Lakes

Hornby Magazine has encouraged my interest and creative skills, not only with the build of an 'OO' gauge layout but also in 'N' gauge to create Caston Lakes. My retirement hobby has provided renewed inspiration in both gauges over the last few years.

Caston Lakes has some of the buildings and structures complemented with adapted *Hornby Magazine* kits including railway arches, tunnel facade, engine shed, signalbox, country pub and even the narrow boat. Other buildings are from Metcalfe while the castle is my own creation, loosely based on Castle Coch in South Wales. The layout is 42in x 24in with as much use of the space as possible.

Tony Paine, Burnham on Crouch



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.

FEBRUARY

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.mkhrs.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, demonstrations and 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, 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, demos 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, Somerset 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
Times: 10am-5pm
Prices: Adults £6, children £1
Website: www.tonbridgemrc.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 SHERBORNE MODEL RAILWAY EXHIBITION

Hosts: Wessex Association of Model Railway Clubs
Location: Digby Hall, Hound Street, Sherborne, Dorset DT9 3AA
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £10
Contact: 07850 474085
Features: Layouts, trade support, refreshments, parking and disabled access.

20/21 YORK AGAINST CANCER MODEL RAILWAY SHOW

Hosts: EBOR Group of Modelers, 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.

21 PORTHCAWL MODEL RAILWAY EXHIBITION

Hosts: Porthcawl Railway Club
Location: **NEW VENUE:** Scout Hall, Turnstone Road, Porthcawl CF36 3RD
Times: 10am-3.30pm
Prices: Adults £2
Contact: 07815 669365
Features: Club layouts, trade support, refreshments and parking.

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: Sales stands, 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, demonstrations, 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 EUOTRACK 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: Members £5, non-members £10

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.narrowgaugegauge.org.uk
Contact: 01274 787150
Features: Layouts, trade support, refreshments, parking and disabled access.

5 GLASTONBURY AND STREET MODEL RAILWAY SHOW

Hosts: Glastonbury and Street Lions Club
Location: Meadow Way Hall, Compton Dundon, near Street, Somerset TA11 6PQ
Times: 10.30am-4.30pm
Prices: Adults £4, children £1, family (2+2) £9
Website: www.e-clubhouse.org/sites/glastonbystreet/
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

5 NORFOLK AND SUFFOLK NARROW GAUGE MODEL RAILWAY SHOW

Hosts: Norfolk and Suffolk Narrow Gauge Modellers
Location: St John Ambulance Hall, Blyburgate, Beccles, Suffolk NR34 9TF
Times: 10am-4pm
Prices: Adults £2, accompanied children free
Website: www.nsnmg.org.uk
Contact: 01502 471760
Features: Eight layouts, trade support, demonstrations, refreshments and disabled access.

5 WEST SUSSEX N GAUGE SOCIETY OPEN DAY

Hosts: West Sussex Area Group of the 'N' Gauge Society
Location: Sompington Village Hall, West Street, Sompington, West Sussex BN15 0BE
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.wsng.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 BIRTLEY MODEL RAILWAY EXHIBITION

Hosts: Birtley Model Railway Engineers
Location: Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Contact: 0191 492 4123
Features: Ten layouts, trade support, refreshments, limited disabled access.

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.lwmrs.co.uk
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access. Shuttle bus operating between Leamington Spa railway station and venue.

5/6 MANSFIELD MODEL RAILWAY EXHIBITION

Hosts: Mansfield St Peter's Model Railway Group
Location: St Peter's Centre, Church Side, Mansfield, Nottinghamshire NG18 1AP
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 £3, 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.

5/6 ROMSEY MODEL RAILWAY EXHIBITION

Hosts: Romsey and District Railway Modellers Society
Location: Crosfield Hall, Broadwater Road, Romsey, Hampshire SO51 8GL
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.rdrms.hampshire.org.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

5/6 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig Central and Bath Green Park layouts in operation. Commemorating the 50th anniversary of the closure of the Somerset and Dorset railway line.

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.

9 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig Central and Bath Green Park layouts in operation.

11-13 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig Central and Bath Green Park layouts in operation. Commemorating the 50th anniversary of the closure of the Somerset and Dorset railway line.

12 SAWBRIDGEWORTH MODEL RAILWAY SHOW

Hosts: Sawbridgeworth Memorial Hall
Location: Sawbridgeworth Memorial Hall, The Forebury, Sawbridgeworth, Hertfordshire CM21 9DB
Times: 10.30am-4.30pm

Prices: Adults £3, concessions £1, children £1
Website: www.sawbridgeworthmodelrail.org.uk
Contact: 07918 702634
Features: Layouts and trade support.

12 SWINDON MODRAIL 2016

Host: Swindon Model Railway Club
Location: STEAM Museum of the Great Western Railway, Firefly Avenue, Kemble Drive, Swindon, Wiltshire SN2 2EY
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.swindonmodelrailwayclub.com
Contact: 07880 654755
Features: 15 layouts, trade support, demonstrations, refreshments and disabled access. Admission to STEAM museum is not included and not required to visit the exhibition.

12 TRAIN COLLECTORS SOCIETY SPRING EVENT AND AGM

Hosts: Train Collectors Society
Location: Weatherley Centre, Off Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 9am-2pm
Prices: Adults £3, accompanied children free
Website: www.traincollectors.co.uk
Features: 12 layouts, trade support, refreshments, parking 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: Adults £5, children £4
Website: www.hants.org/bnhmrs
Contact: 07554 010054
Features: 25 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 KEIGHLEY MODEL RAILWAY EXHIBITION

Hosts: Keighley Model Railway Club
Location: Victoria Hall, Keighley, West Yorkshire BD21 3JN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.keighley-mrc.org.uk
Contact: 01535 601775
Features: Ten layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

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.largescalmodelrail.co.uk
Features: Large scale layouts, trade support, live steam models, refreshments and parking.

12/13 NAILSEA MODEL RAILWAY SHOW

Hosts: Nailsea and District Model Railway Club
Location: Nailsea School, Mizzymeard Road, Nailsea, North Somerset BS48 2HJ
Times: Sat 10.30am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £12
Website: www.nailsea-district-mrc.co.uk
Features: 12 layouts, trade support, demos and societies.

12/13 NOTTINGHAM MODEL RAILWAY EXHIBITION

Hosts: Nottingham Model Railway Society
Location: Harvey Hadden Sports Village, Wigman Road, Nottingham, NG8 4PB
Times: Sat 9.30am-5.30pm, Sun 10am-5pm
Prices: Adults £8, concessions £7, children £2, family (2+2) £18
Website: www.nottingham-modelrailway.org.uk
Features: 25 layouts, trade support, demonstrations, societies, 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.perthgreenmrc.org
Features: Layouts, trade support, demonstrations, refreshments and parking.

13 TRIMLEY ST MARTIN MODEL RAILWAY EXHIBITION

Hosts: Trimley Station Charity Trust
Location: Memorial Hall, Trimley St Martin, IP11 0RJ
Times: 10am-4.30pm
Prices: Adults £3, children £1
Contact: 01394 284398
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

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: Adults £8, accompanied children free
Website: www.admrc.org.uk
Features: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

19 BAWDESWELL MODEL RAILWAY SHOW

Hosts: 32A Model Railway Club and Whitwell Model Railway Club
Location: Bawdeswell Village Hall, Reepham 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 FELIXSTOWE AREA N GAUGE GROUP OPEN DAY

Hosts: Felixstowe Area N Gauge Model Railway Group
Location: Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0NT
Times: 11am-4pm
Prices: Free
Website: www.felixstowengauge.org.uk
Features: Four layouts, trade support, refreshments, parking and disabled access.

19 NEWTON AYLCLIFFE 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.newtonayclifferotary.org.uk
Contact: 07870 210269
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access.

GET MORE ONLINE!

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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.

19/20 DORSET MODEL RAILWAY EXHIBITION

Hosts: Ray Heard
Location: Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children free
Contact: 01823 480097
Features: 25 layouts, trade support, demonstrations, refreshments and parking.

19/20 LONDON FESTIVAL OF RAILWAY MODELLING

Hosts: The Model Railway Club
Location: Alexandra Palace, Alexandra Palace Way, London N22 7AY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £12, children £6, family £36
Website: www.themodelrailwayclub.org
Features: 40 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

19/20 ORMESBY HALL MODEL RAILWAY WEEKEND

Hosts: Ormesby Hall Model Railway Group
Location: Ladgate Lane, Ormesby, Middlesbrough TS3 0SR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £2.50, children £1, National Trust members free
Website: www.ormesbyhallmrg.co.uk
Features: 12 layouts, trade support and limited disabled access.

19/20 ROCHDALE MODEL RAILWAY EXHIBITION

Hosts: Heywood Model Railway Group
Location: Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.hmrg.co.uk
Contact: 07732 781989
Features: 17 layouts, trade support and refreshments.

19/20 SHEFFIELD MODEL RAILWAY EXHIBITION

Hosts: Sheffield Model Railway Enthusiasts
Location: Birkdale School, Oakholme Road, Sheffield S10 3DH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5.50, concessions £4, children £3, family £14
Website: www.sheffieldrailwayenthusiasts.com
Contact: 0114 296 2403
Features: Layouts, trade support and limited disabled

PLANNING AN EXHIBITION?

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



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**525,000 plus changes and still going...
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Every time we produce a batch of Cobalt motors, we take random samples from the batch and test them until they no longer work perfectly!

What's more, while that is of course important, we don't just test them for reliable changing... We count all our tests two ways, watching both the commands to change sent from the Tester AND reading the feed-back from Cobalts own on-board S.P.D.T. switches.

We also analyse every single test, trying to make every Cobalt motor a little better every single time...

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So why are Cobalt iP Digital and Cobalt iP Analog so reliable?

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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
Class O2 Tango	ehattons.com/O2	£148.00	Nov 2013							
Class 07 Shunter	ehattons.com/cl07	£99.00 (EST)	Jan 2016							

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							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	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

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 Pre-order 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 1763 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

www.ehattons.com/king

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Please note that as of 21st January our store will be located at the Hatton's Hub.
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See ehattons.com/store for the full announcement and FAQ

OO Gauge (1:76 Scale)

Steam locos

R2672 Colsonian Railway 0-4-0 steam loco in blue. Railroad range (Hor) (list £28.49) **BARGAIN** £19



R3301 Castle Class 4-6-0 5043 "Earl of Mount Edgumbe" in BR Green early emblem (Hor) £134.25
R3064 Class OF Pug 0-4-0ST "Smoky Joe" BR Black (Hor) (list £29.99) **BARGAIN** £22



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
R3106 Class 280x 2-8-0 2807 in GWR Green, as preserved (Hor) £120



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) **NEW** £92.58



R3316 Class 2P 4-4-0 44 in S&DJR Blue (Hor) **NEW** £92.58
31-127 Class 30xx 2-8-0 HOD 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) £80.71



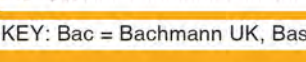
32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21



R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Hor) (list £32.49) **BARGAIN** £21



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) **NEW** £106.21
32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) **NEW** £106.21
R3278 Class 4P Compound 4-4-0 1072 LMS Black Fowler tender - Railroad range (Hor) £69.50



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 BR lined black early emblem (Bac) £90.06
R3224 Class 520x 2-8-0 5239 in BR Black late crest (Hor) £111.20
32-085 Class 56XX 0-6-2 6639 in BR black early emblem (Bac) £76.46



32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) £76.46
31-188 Class 5XP Jubilee 4-6-0 45565 "Victoria" in BR lined green late crest - weathered (Bac) £127.46



R3331 Class 6000 4-6-0 "King James I" 6011 in GWR Green (Hor) £159.99



R3332 Class 6000 King 4-6-0 "King Edward VIII" in BR Late Crest Green (Hor) £159.99



R3370TTS Class 6000 King 4-6-0 "King Richard II" BR Early Crest Blue - featuring TTS sound (Hor) £179.99



R3330 Class 6000 King 4-6-0 6000 "King George V" in Early BR Green (as preserved) (Hor) £148.14
31-783 Class 6059 Modified Helt 7904 "Fountains Hall" in BR black early emblem - weathered (Bac) £114.71



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) £64.80



R3226 Class 720x 2-8-2 7218 in BR Black early crest (Hor) £120.50



R3310 Class 7P6F West Country 4-6-2 34006 "Bude" in BR Green late crest (Hor) **NEW** £129.62



R3244TTS Class 8 4-6-2 71000 "Duke of Gloucester" in BR Green late crest - TTS Sound fitted (Hor) (list £139.99) **BARGAIN** £94



R3086 Class A1 "Flying Scotsman" in LNER Apple Green (Railroad range) (Hor) (list £84.99) **BARGAIN** £55
R3086U Class A1 "Flying Scotsman" in LNER Apple Green (unboxed) (Hor) £49



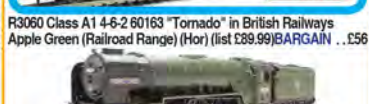
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) £92.70



32-550B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN** £56



31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) £144.45



31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) £144.45



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) **NEW** £143.51



R3371 Class A4 4-6-2 "Mallard" 4468 in LNER Blue - Railroad range (Hor) £74.06



R3306 Class A4 4-6-2 2509 "Silver Link" in LNER Silver - The Silver Jubilees Collection (Hor) £134.25



R3307 Class A4 4-6-2 2510 "Quicksilver" in LNER Silver - The Silver Jubilees Collection (Hor) £134.25



R3308 Class A4 4-6-2 2511 "Silver King" in LNER Silver - The Silver Jubilees Collection (Hor) £134.25



R3320 Class A4 4-6-2 60023 "Golden Eagle" in BR Blue early crest (Hor) £134.25



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) **NEW** £129



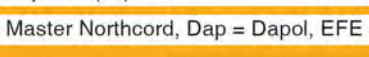
R3003X Class B17 4-6-0 "Barnsley" BR green late crest - DCC Fitted (Hor) **NEW** £122



R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) £106



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) **NEW** £122.21



R3303 Class D16/3 4-4-0 62581 in BR Black early emblem (weathered) (Hor) £101.84



R3233 Class D16/3 4-4-0 8825 in LNER Black (Hor) £96



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



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN** £80



31-3200C Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) £93.46



R3324 Class J50 0-6-0T 635 in LNER Lined Black (Hor) **NEW** £74.06



R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) **NEW** £74.06



R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) **NEW** £74.06



R3305 Class K1 2-6-0 62059 in BR Black early crest (weathered) (Hor) £120.36



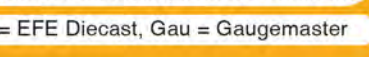
31-0012 Class O4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** £119



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 (Hor) (list £139.99) **BARGAIN** £105

UK P&P £4 PER ORDER

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(Orders before 2pm)

R3277 County Class 4-4-0 'County Of Devon' in Great Western Green - Railroad range (Hor) £64.80



R3279 County Class 4-4-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £69.50



R3205 Hall Class 4-6-0 4965 'Rood Ashton Hall' in BR Green - Special edition etched name & number (Hor) £105



R3381 J15 Class 0-6-0 65475 in Early BR Black (Hor) NEW £101.90

R3380 J15 Class 0-6-0 7510 in LNER Black (Hor) NEW £101.90



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

R3229 Star Class 4-6-0 4021 'British Monarch' BR Green early crest (Hor) £125.10

32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £114.71



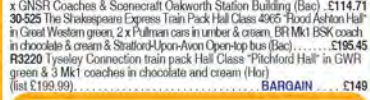
32-260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) (list £152.95) BARGAIN £109

R3115 West Country Class 4-6-2 34001 'Exeter' BR Green early crest (Hor) £108



R3302 1940 Return from Dunkirk 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3-M used coaches in Southern green - Ltd Ed (Hor) £201.47

30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20



25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £122.46

R2670 Class 101 0-4-0 steam loco in GWR green open wagon, closed van & brake van (Hor) (list £44.49) BARGAIN £30

30-575 The Railway Children Train Pack GWR 5700 Panoram in GNSR, 2 x GNSR Coaches & Scenicraft Chelworth Station Building (Bac) £114.71

30-525 The Shakespeare Express Train Pack Hall Class 4065 'Rood Ashton Hall' in Great Western green, 2 x Pullman cars in timber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45

R3220 Tiesley Connection train pack Hall Class 'Pitchford Hall' in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) (list £199.99) BARGAIN £149



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) NEW £222.21



10001HAP - 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957 (Dap) (list £105) BARGAIN £94

R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) BARGAIN £20

2503 Class 05 Hunslet shunter 'Cider Queen' green wasp stripes (industrial) (Hel) £100

2501 Class 05 Hunslet shunter D2578 BR green wasp stripes (greenwood) (Hel) £100

2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) £100

2520 Class 05 Hunslet shunter D2592 in BR green wasp stripes (Hel) £100

2522 Class 05 Hunslet shunter D2595 in BR blue wasp stripes (preserved) (Hel) £100

2521 Class 05 Hunslet shunter D2600 BR green wasp stripes (Hel) £100

1513 Class 15 ADB968003 (Carriage pre-heat unit) in Sherwood green full yellow ends (Hel) £94

1509 Class 15 D8204 in plain green numbers on front & rear (Hel) £94

1510 Class 15 D8208 in green small yellow panels & additional yellow panel on 'B' end (Hel) £94

1511 Class 15 D8234 in green small yellow panels (Gloss) (Hel) £94

1512 Class 15 D8242 green small yellow panels serifed numbers & double arrows (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



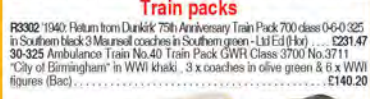
1718 Class 17 D8523 in blue full yellow ends (Hel) £94



1719 Class 17 D8558 in green small yellow panels (Hel) £94



1720 Class 17 D8594 in green small yellow panels (Hel) £94



32-045 Class 20 20118 'Saltburn-by-the-Sea' in BR Railfreight Red Stripe (Bac) £93.46



32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46

32-044 Class 20 20141 BR Green Full Yellow Ends (weathered) (Bac) £97.71



4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103

01000b Class 22 B-B Diesel Hydraulic D6328 (front A) BR blue full yellow ends (Dap) £104

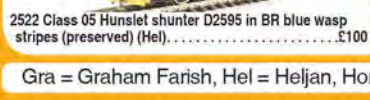
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN £59



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

32-431DC Class 24 24077 BR Blue Indicator Discs (DCC Fitted) (Bac) £101.96



32-331 Class 25/1 25043 in BR Green Full Yellow Ends (weathered) (Bac) £89.21

32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46

2608 Class 26/1 diesel D5339 in BR green small yellow panels (Hel) £87



2727 Class 27 5363 in blue full yellow ends (Hel) NEW £94



2713 Class 27 5370 in green full yellow ends (no boiler tanks) (Hel) NEW £94

2711 Class 27 5373 in blue full yellow ends (no boiler tanks) (Hel) NEW £94

2726 Class 27 D5347 in green small yellow panels (Hel) NEW £94

2725 Class 27 D5349 in green (Hel) NEW £94

2712 Class 27 D5404 in green small yellow panels (Hel) NEW £94



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

2810+ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows (Hel) (list £125) BARGAIN £89



R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) BARGAIN £42

R344 Class 31 31285 in Network Rail (Hor) £150.23



3434 Class 33/0 diesel 33033 in Railfreight Construction Sector triple grey (Hel) £95

3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) £95

3430 Class 33/0 diesel D6506 in BR blue full yellow ends (Hel) £95



3414 Class 33/0 diesel D6570 in BR green full yellow ends and BR coach roundels (Hel) £95

3519 Class 35 1 Hymek D7004 in BR blue small yellow warning panels (Hel) £94

3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £94



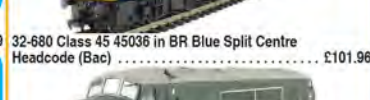
32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21

32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



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 Livery (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 Livery (Bac) (list £114.95) BARGAIN £78

4D-003-007 Class 52 diesel D1612 'Western Firebrand' 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



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113



32-532 Class 55 55007 'Pinza' in BR Blue Finsbury Park White Cab windows (weathered) (Bac) £113.01



R2879 Class 55 Deltic 55001 'St Paddy' in BR blue (Hor) (list £52.49) BARGAIN £43



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96

5827 Class 58 58016 EWS Livery (Hel) £125



5824 Class 58 58030 in EWS Livery (Hel) £125

5825 Class 58 58038 Maritime Blue Livery (Hel) £125

R3267XS Class 60 60005 'Skidrow' Transrail triple grey - Sound fitted (Hor) £229.90



R3266 Class 60 60090 'Quinag' in Railfreight Coal sector (Hor) £146



R3345 Class 66 66504 in Freightliner Powerhaul (Hor) £64.81

R3268 Class 67 67003 Arriva Trains Wales (Hor) (list £130.99) BARGAIN £112

R3272 Class 67 67006 Royal Sovereign EWS Livery (Hor) (list £139.99) BARGAIN £110

R3348 Class 67 67016 in EWS (Hor) £128.62

31-588 Class 70 70005 PowerHaul in Freightliner (weathered) (Bac) £127.46



OLIV003 Class 73 141 'Charlotte' in First GB Rail Livery - Olivia's Exclusive (Dap) NEW £140



OLIV002 Class 73 205 'Jeanette' in GB Rail Livery - Olivia's Exclusive (Dap) NEW £140



OLIV001 Class 73 207 in Gatwick Express Livery - Olivia's Exclusive (Dap) NEW £140



4D-006-007 Class 73 73206 'Lisa' GB Rail Freight Blue/Yellow (Dap) NEW £119.51

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4D-006-001 Class 73 electro-diesel 73105 in BR blue large logo (Dap) £119.51



4D-006-002 Class 73 electro-diesel 73124 in BR blue full yellow ends (Dap) £119.51



4D-006-003 Class 73 electro-diesel 73135 in BR blue full yellow ends (Dap) NEW £119.51



4D-006-000 Class 73 Intercity 73102 "Airtour Suisse" (Dap) £119.51



4D-006-004 Class 73/0 electro-diesel E6003 in BR green lower grey panels (Dap) £119.51



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers grey & yellow (Dap) NEW £119.51



4D-006-005 Class 73/1 electro-diesel E6039 in early blue with small yellow panels and double arrow logo (Dap) NEW £119.51
31-995 Class D16 LMS 10000 BR Brunswick Green Lined Orange & Black (Bac) £101.96



31-996 Class D16 LMS 10000 in BR Brunswick Green Part Eggshell Blue Waistband (Bac) £101.96



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75



4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70
R3355 Sentinel 4DWH H103 in Wattec (Hor) £51.84

Electric locos



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 85036 in BR Blue single pantograph (Bac) (list £139.95) BARGAIN £79
R3365 Class 91 91120 in East Coast Trains (Hor) £83.32
9002 Metropolitan Bo-Bo electric 1 in wartime grey (Hel) £107



9000 Metropolitan Bo-Bo electric 20 in Metropolitan (Hel) £107

R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) £194.70



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £135.96



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 M55989 (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



8992 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN £69
32-928 Class 1501 2-car DMU 150150 in BR Regional Railways Sprinter - weathered (Bac) £148.71
R3351 Class 153 153359 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



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21

8752 Park Royal Railbus M79971 in BR green speed whiskers (Hel) £97



8751 Park Royal Railbus SC79974 BR green small yellow warning panels (Hel) £97



8704 Railbus W&M E79962 in green large yellow panel - weathered (Hel) (list £129.95) BARGAIN £79

8803 Railcar W79978 in BR dark green speed whiskers (Hor) £94



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) BARGAIN £96

R3341 Class 2-HAL 2 car train pack in BR blue (Hor) £120.60



31-030* Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99

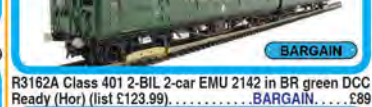
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) (list £123.99) BARGAIN £89



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



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) £7



31-577 Windhoff MPV Multi-Purpose master and slave units in Railtrack (Bac) (list £148.95) BARGAIN £79



R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) BARGAIN £59



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120

R1163 Master of the Glens Train Set (Hor) £166.66

R1155 Pendolino trainset 390004 Virgin Trains "Alstom Pendolino" (Hor) £130

R9284 Percy and the Mail Train Set (Hor) £72

30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.48

30-080 The Western Wanderer Class 57xx Parallel 6700 in GWR shunting green and GWR Toot brake van & shunters truck in GWR gr (Bac) £34.96



R9283 Thomas the Tank Engine Train Set (Hor) £54



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 3718 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255



R1171 Coaches 2 x LNER Composite coaches and 1 x LNER Brake coach - Teak (Unboxed) Split from the Flight Of The Mallard train set (Hor) £45

4P-010-044 57 F1 Stanier Corridor Brake LMS Lined Maroon 5535 (Dap) NEW £15

4P-010-043 57 F1 Stanier Corridor Composite LMS Lined Maroon 3842 (Dap) NEW £15

C101D 60 F1 Stanier Corridor Composite LMS Lined Maroon 3842 (Dap) NEW £11

R4620 BR crimson and cream Mk1 SO second open (Hor) (list £249.99) BARGAIN £58.61



39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61



39-576 BR Hawksworth Auto Trailer Maroon (Bac) £58.61

39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £33.96

39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71

39-050D BR Mk1 BSP Pullman 2nd class coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24

39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £33.96

R4714 BR Mk1 Coach Corridor 2nd Class, Maroon - lights (Hor) NEW £31

R4710 BR Mk1 Coach Corridor Brake 2nd Class, Chocolate and Cream (Hor) NEW £27

R4707 BR Mk1 Coach Corridor Brake 2nd Class, Crimson and Cream (Hor) NEW £27



R4712 BR Mk1 Coach Corridor Composite, BR Green (Hor) NEW £27

R4709 BR Mk1 Coach Corridor Composite, Chocolate and Cream (Hor) NEW £27

R4706 BR Mk1 Coach Corridor Composite, Crimson and Cream (Hor) NEW £27



39-151F BR Mk1 FK 151303 1st Class Corridor in Maroon (Bac) NEW £33.11

39-150D BR Mk1 FK E13241 First Corridor Blue & Grey (Bac) NEW £33.11

39-153D BR Mk1 FK S13306 First Corridor (SR) Green (Bac) £33.11



39-026J BR Mk1 SK E24945 2nd Corridor Maroon (Bac) £33.11

39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24

39-025G BR Mk1 SK Second Corridor Blue & Grey E25888 (Bac) £33.11

39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) £36.50

39-502 BR Mk1 SLST Sleeper Car in maroon (Bac) £33

R4698 BR Mk1 Parcel Coach, Crimson and Cream (Hor) NEW £27

R4700 BR Mk1 Second Open Coach, Maroon (Hor) NEW £27

39-026J BR Mk1 SK E24945 2nd Corridor Maroon (Bac) £33.11

39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24

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39-502 BR Mk1 SLST Sleeper Car in maroon (Bac) £33

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R4700 BR Mk1 Second Open Coach, Maroon (Hor) NEW £27

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R4700 BR Mk1 Second Open Coach, Maroon (Hor) NEW £27

39-026J BR Mk1 SK E24945 2nd Corridor Maroon (Bac) £33.11

39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24

39-025G BR Mk1 SK Second Cor

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Orders received after this date for products that have increased in price will be given a refund



39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) £33.11
39-111A BR Mk1 SP Pullman Second Parlour Grey & Blue (Bac) £26
Lighting (Hor) BARGAIN



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18
R4701 BR Mk1 Tourist Second Open Coach, Maroon (Hor) NEW £27
39-983 BR Mk2A TSO Tourist Second Open Network South East (Bac) £39.96
R4611A BR Mk2E First Class Open Coach, BR Blue & Grey, Working Lights (Hor) £27.77
R4616A BR Mk2E Standard Open Coach (Hor) £23.14
R4678 BR Non-Corridor 57 Third Class Brake Coach (Hor) £37.27
34-081A Collect 60ft 1st/2nd brake composite W7062 BR crimson & cream (Bac) £24.61
34-131A Collect 60ft 1st/2nd composite in BR crimson & cream (Bac) £24.61



34-078 Collect 60ft 1st/3rd brake composite W6550 in GWR chocolate & cream (Bac) £24.61
34-128 Collect 60ft 1st/3rd composite in GWR chocolate & cream (Bac) £24.61
34-056A Collect 60ft 2nd class corridor W553W BR crimson & cream (Bac) £24.61



34-053 Collect 60ft 3rd class corridor 1132 in GWR chocolate & cream (Bac) £24.61
39-528 Ex-Southern CCT Covered Carriage Truck BR Blue (Bac) £24.61
R4522B Gresley (Non Vestibuled) suburban 3rd class brake BR crimson (Hor) £37.30
R4521B Gresley (Non Vestibuled) suburban composite BR crimson (Hor) £37.30
R4631 Intercity 125 Executive Mk3 TF first class (Hor) £26.40



R4616 Intercity MK2E TSO tourist second open (Hor) £23.10
76R2006 Iznar PB Bullocks (Ord) NEW £17
76LRT007 Leyland Royal Tiger Coach North Western (Ord) £13
39-480 LMS 57 ft Portfolio Corridor Brake 3rd BR crimson & cream (Bac) £39.96
39-465 LMS 60 ft Portfolio Corridor Composite BR crimson & cream (Bac) £39.96
R4656 LMS Non-Corridor 57 Composite Coach (Hor) £37.27
R4657 LMS Non-Corridor 57 Third Class Coach (Hor) £37.27



R1167 Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor) £39
R4352 Mk1 BSK brake corridor second BR maroon. New tooling for 2013 (Hor) £17
R4526 Night Mail Operating Mail Coach GWR - Railroad Range (Hor) (list £23.99) BARGAIN £19
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91
R4662 Pullman III and Class Brake Parlour Car - K-Type Pullman Car (Hor) £46.29



39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) £24.61
R9293 Thomas and Friends - Annie and Clarabel (Hor) NEW £18
R9298 Thomas and Friends - Gordon's Brake Coach (Hor) NEW £22.50
R9297 Thomas and Friends - Gordon's Composite Coach (Hor) NEW £22.50
R9296 Thomas and Friends - James' Brake Coach (Hor) NEW £22.50
R9295 Thomas and Friends - James' Composite Coach (Hor) NEW £22.50
R4577B Thompson non-corridor brake third in BR crimson (Hor) £29

Wagons



38-502 Megapack of 8 'Covhop' covered hopper in British Industrial Sand bauxite & black (Bac) (list £163.60) BARGAIN £126
38-502 Single (Bac) £18.28
38-502 Pack of 4 (Bac) (list £91.80) BARGAIN £66
37-479 1 plank wagon in BR bauxite (Late) (Bac) £8.46
37-478 1 plank wagon in LMS bauxite (Bac) £8.46
38-115 100 ton TEA bogie tank wagon in Fins - weathered (Bac) £36.51



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) BARGAIN £130
38-030B Single (Bac) £33.96
37-629 102 tonne glw Thial BSA steel ship carrier in DB Schenker (Bac) £27.16
37-180 12 ton moggy van in BR bauxite (Bac) £12.71
38-072 12 ton Southern 2+2 plank ventilated van Express Dairies Eggs (Bac) £18.86



27-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71
37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) £20.83
37-531 20 ton brake van in BR bauxite - weathered (Bac) £20.83
37-530 20 ton brake van in BR grey - weathered (Bac) £20.83
38-601 21 Ton Grain Hopper BR Grey (TOPS) (Bac) £19.51
R6742 3 Plank Wagon Jas Turner & Sons (Hor) NEW £9
R6741 3 Plank Wagon Morton & Storer (Hor) NEW £9
38-024A 11 tonne OBA open wagon in BR Plaster Blocklight (Bac) £18.66
38-044 31 tonne OBA open wagon in BR Railweight brown (Bac) £18.66
38-125A 35 Ton VBA box van sliding door EWS (Bac) (list £23.95) BARGAIN £14
38-125A Pack of 4 (Bac) (list £95.60) BARGAIN £54
38-125A Megapack of 8 (Bac) (list £191.60) BARGAIN £102
38-063A 45 tonne glw MEA open box wagon in Coal sector (Bac) £12.71



38-007 46 tonne RNA nuclear flask barrier wagon (Bac) £16.96
4F-051-045 5 Plank Twin Pack Wynstay Rubson & Co. Mawr & Rhos (Dap) NEW £18
4F-051-045 5 Plank Twin Pack Wynstay Rubson & Co. Mawr & Rhos Weathered (Dap) NEW £18
37-038 5 plank wagon steel floor in E. B. Mason (Bac) (list £12.95) BARGAIN £8



37-084 Pack of 4 5 plank wagon wooden floor in Farndon (Bac) (list £51.80) BARGAIN £30
37-064 Single (Bac) (list £12.05) BARGAIN £8
33-436 51 tonne SSA scrap wagon in blue (Bac) £13.56
4F-031-025 6 Wheel Milk Tank CWS (Dap) NEW £13.50
4F-031-026 6 Wheel Milk Tank CWS Weathered (Dap) NEW £13.50
4F-071-130 7 Plank Gresford Wrotham 224 (Dap) NEW £10
4F-071-131 7 Plank Gresford Wrotham 224 Weathered (Dap) NEW £10
38-150A 60 tonne glw BDA bogie bolster wagon in Loochdale (Bac) (list £23.95) BARGAIN £15
38-150A Pack of 4 (Bac) (list £95.60) BARGAIN £54
38-150A Megapack of 8 (Bac) (list £191.60) BARGAIN £112
R6728A BR (ex-LMS) Horse Box M42357M in BR crimson (Hor) NEW £18
R6728 BR (ex-LMS) Horse Box M42357M in BR crimson (Hor) NEW £18



R6726 BR 21 Ton Hopper Wagon (Hor) NEW £14
R6473 BR Brown mineral wagon x3 (Railroad Range) (Hor) (list £17.99) BARGAIN £12
R6630 BR Extra Long CCT Wagon E 1835F in BR crimson (Hor) NEW £18



38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) BARGAIN £330
38-427 Single (Bac) £46.71
38-427 Pack of 4 (Bac) (list £239.80) BARGAIN £172
38-425 Bulk grain bogie hopper VTG Traffic Services - weathered (Bac) £51.36
38-425 Pack of 4 (Bac) (list £239.80) BARGAIN £192
38-425 Megapack of 8 (Bac) (list £479.60) BARGAIN £370
R6760 CALB PGA Hopper Wagon (Hor) NEW £15



37-951B Pack of 4 Conflat wagon in BR bauxite BD container in BR crimson B709076 (Bac) (list £63.80) BARGAIN £50
37-951B Single (Bac) £13.50
38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard Buff - Flak 43 (Bac) (list £29.05) BARGAIN £19
R6366 Fuel wagon pack Shell, Texaco & Total tankers (Hor) £12



4F-045-002 IOA Network Rail bogie ballast wagon 3170 5992 041-7 (Dap) £17
38-210A JVA auto ballast out loader generator in Railtrack (Bac) £42.46
38-210A Pack of 4 (Bac) (list £169.80) BARGAIN £160
38-210A Megapack of 8 (Bac) (list £269.60) BARGAIN £136
R6727A LMS Horse Box 42442 in LMS red (Hor) NEW £18
R6727 LMS Horse Box 42449 in LMS red (Hor) NEW £18
R6682D LNER Extra Long CCT wagon 1274 in LNER lark (Hor) NEW £18
38-242* MBA Megabox high-sided bogie box wagon in EWS - weathered (with oval buffers) (Bac) (list £27) BARGAIN £78
38-242* Pack of 4 (Bac) (list £108) BARGAIN £78
38-242* Megapack of 8 (Bac) (list £216) BARGAIN £162



4F-046-001 Megafret Twin Pack - weathered + 2 x 45 Ft High Cube Containers (Dap) £31
R659A MFA Side Tipping Ballast Wagon 5 Car Set Network Rail Yellow Livery (Dap) £137



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) BARGAIN £28



37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95) BARGAIN £28
37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac) £33.86
R6787 RailRoad BP Patrol Tanker (Hor) NEW £7
R6789 RailRoad Fuel Tanker Triple Pack - BP, Texaco, Total (Hor) NEW £16



R9302 Thomas and Friends - Old Slow Coach (Hor) NEW £18
R9299 Thomas and Friends - Tanker Triple Pack (Hor) NEW £22.50
R9300 Thomas and Friends - Wagon Triple Pack A (Hor) NEW £22.50
R9301 Thomas and Friends - Wagon Triple Pack B (Hor) NEW £22.50

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply (Hor) £74
36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54

DCC decoders



36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50
DCD27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14



DCR-8PIN-Direct 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
BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205



R8213 DCC Select unit (boxed) (Hor) £90

R8312 e-LINK Module, Railmaster Software & 1 Amp Transistor (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

DCC accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £3
R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7



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 rails) (Hor) £48

Lighting equipment

GM56 Butler lights x2 (Gau) £10

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

36-069 Class 47 Snowplough (x4) (Bac) NEW £4.21

SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68



36-027 10 x Mk2 Couplings NEM Shaft (Cranked) pocket (Bac) £7.61

36-033 8 x Oval Head Spring Buttons (Bac) £5.06

36-066 Class 101 Drawbars (x4) (Bac) NEW £5.91

36-065 Class 350/416 Drawbars (x4) (Bac) NEW £5.91

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

GM50 Locomotive wheel cleaner (Gau) £24

Metal Conductive RAIL JOINERS

110/00, O and O-16.5

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
20KADEE NEM-362 Extra Long Coupler - 11.68 mm (296/4) (w/o Draft Gear Boxes) (2 pair) (Kad) £2.90
TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) £21.75

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
36-033 8 x Oval Head Spring Buttons (Bac) £5.06
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.9mm diameter (Hor) £5.50
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199

LK-55 70t Well type turntable (Pec) £38



R083 Box of 6 Buffer Stop (Hor) £8

R083 Single (Hor) £1.40

R8227 Building/Trackmate 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

R537 Linedside Fencing (Hor) £7



SL-43 Loco Lift and storage unit (Pec) £11

44-508 Motive Power Depot Accessories (Bac) (list £15.45) BARGAIN £9.50



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

R514 Platform Canopy x 2 (Hor)	£12
SL-40 Rail built buffer stop (Pec)	£1.50
R460 Straight Platform (Hor)	£3.50
Signals	
R406 Colour Light Signal (Hor)	£19
R169 Home Junction signal (Hor)	£10
DST One Touch DCC Signal Home (R/G) (Tra)	£22

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)	£22
4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OOSIGN4) (Dap)	£22

Buildings - general

R8810 Skaleदार Corrugated Iron Workshop (Hor)	£26.84
R8806 Skaleदार Railwayman's Arms (Hor)	£46.29
44-0047 Corner Store (Bac) NEW	£29.71
44-0046 Corner Store (Bac) NEW	£33.96
44-025 Hampton Heath colliery - Pit Head Lift - Smeecraft range (comes in plain white box) (Bac)	£23
44-265 Low Relief Block of flats (Bac)	£53.51
44-269 Low Relief Cement Board Warehouse (Bac) NEW	£21.21



PO279 Low Relief Department Store (Met) NEW	£12.50
44-260 Low Relief Local Garage (Bac) NEW	£23.76
44-259 Low Relief Office Block (Bac) NEW	£23.76
44-227 Low Relief Floor of Victorian Tenements (204 x 56 x 160mm) (Bac)	£24.46
44-261 Low Relief Station Hotel (Bac)	£36.51
PO274 Low relief terrace house fronts - red brick (Met)	£10
PO275 Low relief terrace house fronts - stone (128w x 73d x 125mm) (Met)	£10
PO261 Pair of red brick terrace houses (Card Kit) (Met)	£18



44-0021 Rural Workers Cottages (Bac) NEW	£38.21
PO263 Small factory kit (Met)	£12
PO262 Stone Terraced Houses (Met)	£8
44-0020 The Jackdaw Pub (Bac)	£42.29
44-0040 Toilet Block (Bac) NEW	£21.21

Man-made scenic structure - non-railway

D233 Bulldozer Cat D7 Tractor (Woo) NEW	£10.16
44-016 Fuel Storage Tanks (Bac)	£33.96
OOCW1 Horse Drawn Coal Wagon Kit (Anc) NEW	£7
OOCW2 Horse Drawn Delivery Van anconote (Anc) NEW	£6.50
GM381 Roadside Crash Barriers (Gau) NEW	£5.50
44-505 Security fences x 10 - Smeecraft range (Bac)	£5
D208 Sooder & Tractor (1938-1946) (Woo) NEW	£8.72
D235 Track Type Loader Cat 6 (Woo) NEW	£10.16

Bridges, Tunnels & Walls

R076 Foot Bridge (Hor)	£14
R8008 Grand suspension bridge (Hor)	£39
44-225 Low Relief Retaining Walls (108 x 10 x 85mm) (Bac)	£14.41
MO055 Paving stone thick card sheets x 8 (Met)	£5
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met)	£11



PO245 Retaining Wall in Stone - 4 wall sections per kit (Met)	£11
R6744 Straight walls x 3 - Skaleदार 'Gasworks' range (Hor)	£11
PO242 Tunnel Entrance (Kable) (Met)	£7.50

Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau)	£3
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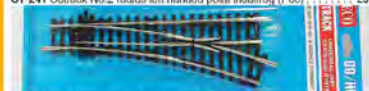
People - civil

36-407 1950s Train Crew x 6 (Bac)	£6.21
36-047 Locomotive staff x 6 (Bac)	£6.21
36-046 Shopping figures x 6 (Bac)	£6.21
36-045 Station passengers sitting x 6 (Bac)	£6.21
36-044 Station passengers standing x 6 (Bac)	£6.21
36-043 Station staff x 6 (Bac)	£6.21

Track - Code 100 Setrack



ST-245 Setrack curved double radius left handed point insulfrog (Pec)	£14
ST-244 Setrack curved double radius right handed point insulfrog (Pec)	£14
ST-201 Setrack double straight (Pec)	£2
ST-247 Setrack medium radius Y point insulfrog (Pec)	£10
ST-226 Setrack No 2 radius double curve (Pec)	£2.50
ST-241 Setrack No 2 radius left handed point insulfrog (Pec)	£9



ST-240 Setrack No 2 radius right handed point insulfrog (Pec)	£9
ST-225 Setrack No 2 radius standard curve (Pec)	£2
ST-231 Setrack No 3 radius double curve (Pec)	£3
ST-235 Setrack No 4 Radius Standard Curve. No 'double' version produced - use 16 to form a circle (Pec)	£2
ST-204 Setrack Quad Straight (Pec)	£3.50
ST-204 Box of 24 (Pec)	£78
ST-200 Setrack standard straight (Pec)	£1.50

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)	£66
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SL-100 Single (Pec)	£3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)	£3
SL-102 Pack of 25 (Pec)	£70
SL-E99 3 way medium radius point electrofrog (Pec)	£29



SL-99 3 way medium radius point insulfrog (Pec)	£25
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SL-90 Double slip insulfrog (Pec)	£31
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SL-87 Left hand curved point (Pec)	£12.50
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SL-E87 Left hand curved point electrofrog (Pec)	£12.50
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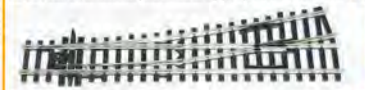
SL-E88 Left hand large point electrofrog (Pec)	£12
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SL-89 Left hand large point insulfrog (Pec)	£12
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SL-96 Left hand medium point (Pec)	£10
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SL-E96 Left hand medium point electrofrog (Pec)	£10
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SL-92 Left hand small point (Pec)	£9.50
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SL-E92 Left hand small point electrofrog (Pec)	£9.50
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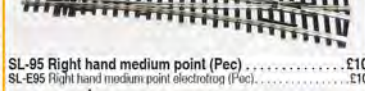
SL-94 Long crossing insulfrog (Pec)	£10
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SL-86 Right hand curved point (Pec)	£12.50
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SL-E86 Right hand curved point electrofrog (Pec)	£12.50
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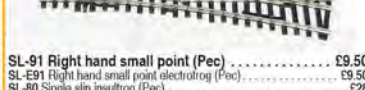
SL-E88 Right hand large point electrofrog (Pec)	£12
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SL-86 Right hand large point insulfrog (Pec)	£12
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SL-95 Right hand medium point (Pec)	£10
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SL-E95 Right hand medium point electrofrog (Pec)	£10
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SL-91 Right hand small point (Pec)	£9.50
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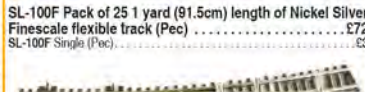
SL-E91 Right hand small point electrofrog (Pec)	£9.50
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SL-80 Single slip insulfrog (Pec)	£28
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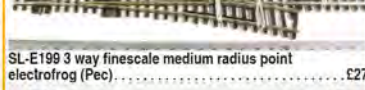


SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)	£72
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SL-100F Single (Pec)	£3
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SL-E199 3 way finescale medium radius point electrofrog (Pec)	£27
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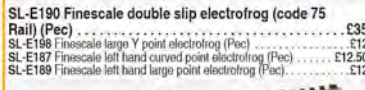


SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec)	£35
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SL-E198 Finescale large Y point electrofrog (Pec)	£12
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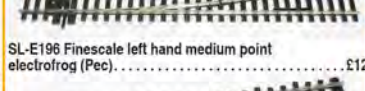
SL-E187 Finescale left hand curved point electrofrog (Pec)	£12.50
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SL-E189 Finescale left hand large point electrofrog (Pec)	£12
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SL-E192 Finescale left hand small point electrofrog (Pec)	£10
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SL-E186 Finescale right hand curved point electrofrog (Pec)	£12.50
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SL-E196 Finescale left hand medium point electrofrog (Pec)	£12
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SL-E192 Finescale left hand small point electrofrog (Pec)	£10
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SL-E186 Finescale right hand curved point electrofrog (Pec)	£12.50
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SL-E188 Finescale right hand large point electrofrog (Pec)	£12
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SL-E195 Finescale right hand medium point electrofrog (Pec)	£12
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SL-E191 Finescale right hand small point electrofrog (Pec)	£10
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Track & Points

R605 1st radius double curve (8 make a circle) (Hor)	£2.50
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R605 Circle of 8 (Hor)	£15
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R606 2nd radius curve (Hor)	£2
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R607 2nd radius double curve track (8 make a circle) (Hor)	£2.25
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R607 Circle of 8 (Hor)	£18
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ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec)	£10
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R609 3rd radius double curve track (8 make a circle) (Hor)	£3
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R609 Circle of 8 (Hor)	£22
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R6262 Double 4th radius curve (8 make a circle) (Hor)	£3
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R601 Box of 24 Double Straight (Hor)	£49
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R601 Single (Hor)	£25
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R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R603 (Hor)	£21
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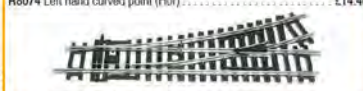
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor)	£21
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R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R606, 1 x R603, 1 x R603 (Hor)	£32
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R8225 Extension Pack E. Contains 1 x R8073, 2 x R600, 1 x R601, 2 x R607, 1 x R606, 1 x R603 (Hor)	£19
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R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R603 (Hor)	£22
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R8074 Left hand curved point (Hor)	£14.40
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R8072 Left Hand Standard Point (Hor)	£9
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36-874 Left-hand curved point Road 430mm Area 22.5 x 33.75 (same as Hornby R8074) (Bac) (list £13.70)	BARGAIN
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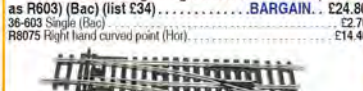
R603 Long Straight (Hor)	£3.25
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36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34)	BARGAIN
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36-603 Single (Bac)	£24.80
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R8075 Right hand curved point (Hor)	£14.40
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R8073 Right Hand Standard Point (Hor)	£9
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36-873 Right-Hand Standard Point (Bac)	£7.52
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R810 Short Straight (Hor)	£1.50
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R821 Single 970mm length of flexible track (Hor)	£3
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R621 Pack of 24 (Hor)	£86
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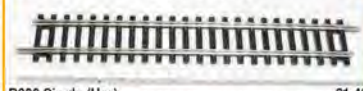


R600 Box of 24 Standard Straight (Hor)	£33
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R600 Single (Hor)	£1.40
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36-601 Straight track 335mm (same as Hornby R601) (Bac)	£1.70
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Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)	£19
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GM210 Brown ballasted underlay x 5 metres (Gau)	£19
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SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16" 4") (Pec)	£9
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R638 Roll of track foam underlay Approx. 4800mm (16ft) (Hor)	£9
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Railway publications



R8153 Hornby 2016 140-page handbook - replaces annual catalogue (Hor) NEW	£6
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Buses

22914 Bedford TK short Boxvan - BR Rail Express Parcels (EFE) NEW	£25
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14017 Bristol FLF Localbus - Bristol Omnibus (EFE) NEW	£28
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38124 Bristol VRT 'United Counties' (EFE)	£28
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38119 Bristol VRT BR Engineering Training Bus (EFE)	£33
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DA92 Forden DG Ballast Tractor & Low Loader Trailer 'Pickfords' (Circa 1937 - 1950) Reg No. DL T 331 (Bac)	£12
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29013 G.M. Standard Atlantean Swindon Thamesdown (EFE) NEW	£28
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16539 Leyland MCW Atlantean 'City of Manchester' (EFE) NEW	£28
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16538 Leyland MCW Atlantean 'Devon General' (EFE) NEW	£28
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17312 Leyland National Mkl Long 'East Kent N.B.C.' (EFE) NEW	£28
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17707 Leyland National Mkl Colchester Transport (EFE) NEW	£28
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17511 Leyland National Mkl 1 Door Highland Scottish (EFE) NEW	£28
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76P2001 Leyland Titan P20/12 Maidstone & District (Ox)	£16
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76SET38 Southdown Canterbury Sea Leyland Royal Tager & Weymouth Fanfare (Ox)	£23
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OM46710A Wright Eclipse 2. First Hampshire, E2 Gosport Ferry (Cor) (list £29.99)	BARGAIN
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OM46507A Wright Eclipse Gemini 2. Dolaine, 101 Bourne (Cor) (list £29.99) NEW	BARGAIN
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OM46507B Wright Eclipse Gemini 2. Dolaine, 102 The Deepings (Cor) (list £29.99) NEW	BARGAIN
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Cars

76ASU001 Austin 1300 Brown Yellow (Ox)	£4.75
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76ACF001 Austin Cambridge Premier blue/white (Ox)	£5
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76BT2003 Bentley T2 Saloon Maroon Black (Ox) NEW	£4.95
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Want it DCC fitted?

www.ehattons.com/dccfitting

for more details



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest (Gra) £135.96

372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £93.46
372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) £93.462S-015-004 Class 2MT Ivatt 2-6-2 in BR black early emblem - weathered (Dap) £57
2S-009-005 Class 3800 2-6-0 3819 in GWR green GWR lettering (Dap) £105
2S-009-006 Class 3800 2-6-0 3846 in BR black early emblem (Dap) £105
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46
372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender (Gra) £93.46
372-060 Class 4F 0-6-0 43324 BR black late crest & Fowler tender (Gra) £93.46
372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) £97.71372-752 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) £97.71
372-654 Class 4MT Standard 2-6-0 70083 BR lined black late crest (Gra) £110.46
372-139 Class 5-4-0 45206 in BR Lined Black Early Emblem (Gra) £118.96
372-138 Class 5-4-0 5190 in LMS black (Gra) £110.462S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £61
2S-007-011 Class 57xx Pannier 0-6-0 6746 GWR green shuntition emblem (Dap) £61
2S-007-010 Class 57xx Pannier 0-6-0 8700 GWR green shuntition emblem (Dap) £61
2S-007-013 Class 57xx Pannier 0-6-0 8744 in British Railways green (Dap) £61
2S-019-002 Class 6800 4-6-0 6802 'Barnpton Grange' GWR green G & W lettering (Dap) £100
2S-019-006D Class 6800 4-6-0 6803 'Buckebury Grange' in BR lined green late crest. DCC Fitted (Dap) £119
2S-019-001 Class 6800 4-6-0 6820 'Kingstone Grange' in GWR green shuntition emblem (Dap) £100
2S-019-010D Class 6800 4-6-0 6820 'Kingstone Grange' in GWR green shuntition emblem. DCC Fitted (Dap) £119
2S-019-005 Class 6800 4-6-0 6837 'Forthampton Grange' in BR lined green early emblem (Dap) £100372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR lined green late crest - weathered (Gra) £118.96
2S-001-003D Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shuntition emblem (Dap) £1002S-001-003D Class 7800 Manor 4-6-0 7805 'Broome Manor' in GWR green GWR lettering. DCC Fitted (Dap) £119
2S-017-002 Class 7MT Britannia 4-6-2 70009 'Allied the Great' in BR green late crest (Dap) £101
2S-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' BR green late crest (Dap) £101
2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) £87
372-800A Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra) £133.75372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) £135.96
372-388 Class A2 4-6-2 60332 'Blue Peter' BR lined green late crest (Gra) £135.96
ND129ED Class A3 steam loco 60070 'Gladstone' in BR lined green early crest. DCC fitted (Dap) £1152S-008-004D Class A4 steam loco 60022 'Mallard' in BR dark blue early crest & double chimney. DCC fitted (Dap) £140.25
372-079 Class B1 4-6-0 1040 'Roadster' in LNER lined black (Gra) £110.46
2S-020-002 Class B17 4-6-0 61664 'Liverpool' BR green early emblem (Dap) £942S-020-002D Class B17 4-6-0 61664 'Liverpool' in BR green early emblem. DCC Fitted (Dap) £110
2S-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53
372-932 Class N 2-6-0 31811 in BR black late crest (Gra) £106.21372-931 Class N 2-6-0 31844 in BR black early emblem (Gra) £106.21
372-933 Class N 2-6-0 810 in SECR grey (Gra) £106.21
372-930 Class N 2-6-0 868 in SR Olive green (Gra) £106.21
2S-021-002D Class Q1 0-6-0 32018 BR black late crest. DCC Fitted (Dap) £110
372-428 Class WD Austerity 2-6-0 90560 in BR black late crest (Gra) £116.96
372-186 Princess Coronation Class 4-6-2 46226 'Duchess of Norfolk' in BR Express Passenger blue early emblem (Gra) £127.46

370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) £203.96

370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 'Duchess of Hamilton' in BR maroon late crest. 3 x Mk1 coaches in blue/grey & Scenecraft 'Ais Gill' Signal box (Gra) £131.71
370-300 Landship Train Train Pack Class 4F 3846 in Midland Railway black. 3 x bogie locker wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89.21

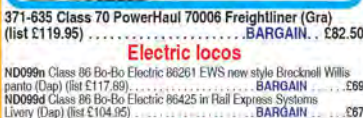
370-400 Longmoor Military Railway Train Pack WD Austerity Class No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) £118.96

371-015C Class 04 Shunter 2D235 in BR Blue Wasp Stripes (Gra) £72.21
371-054 Class 04 Shunter 2D232 'Lloyd' in NCB Yellow (Gra) £72.21

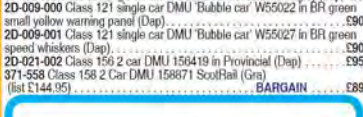
371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra) £76.46

371-021A Class 08 Shunter D3785 in BR Green Late Crest (Gra) £76.46
372-953 Class 14 D3626 in BR Green Wasp Stripes - weathered (Gra) £72.08
2D-020-001 Class 153 DMU 153378 in Central Trains green (Dap) £792D-021-003 Class 156 156403 Central Trains Express Livery (Dap) NEW £99
371-034 Class 20 20132 in BR Railfreight Red Stripe (Gra) £89.21371-033 Class 20 D8011 in BR Green Small Yellow Panel (weathered) (Gra) £97.71
372-878 Class 24 24001 BR Blue Yellow Ends (Gra) £94.96
371-086 Class 25/1 D5222 in BR Green (weathered) (Gra) £93.46
371-088 Class 25/2 25231 in BR Blue (weathered) (Gra) £93.46
ND146F Class 26 diesel 20026 BR blue anemophyte & hawthorn dies (Dap) £86
ND145J Class 26 diesel loco D5236 BR green (not blue as previously announced) (Dap) £85
2D-013-000 Class 27 diesel 827108 in BR blue (Dap) £82
2D-013-001 Class 27 diesel loco D5401 BR green small yellow panels. DCC Fitted (Dap) £110
2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) £1102D-018-003 Class 35 Hymek D7013 in BR green (Dap) £79
2D-018-003D Class 35 Hymek D7013 in BR green. DCC Fitted (Dap) £99
2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
371-155 Class 37 37251 in BR Blue (weathered) (Gra) £106.21
371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra) £89.21
371-605 Class 42 Weather 910 'Cockade' in BR Blue (weathered) (Gra) £106.21
371-828B Class 47/0 47096 in BR Blue (Gra) £101.96
371-825B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) £101.96372-245 Class 47/7 47710 'Sir Walter Scott' in BR ScotRail Livery (Dap) £101.96
372-244 Class 47/7 47711 'Greyfriars Bobby' BR Blue Large Logo (Gra) £101.96372-246 Class 47/7 47715 'Hepke' in BR Network South East (Gra) £101.96
2D-003-011 Class 52 diesel loco D1000 'Western Invader' in BR Blue full yellow ends - weathered (Dap) £94
371-287 Class 55 Deltic 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR Blue (Gra) £93.46
371-285 Class 55 Deltic 55007 'Pinza' in BR green (Gra) £93.46
2D-004-002 Class 56 diesel loco 56001 in Railfreight triple grey construction sector (Dap) NEW £113.80
2D-004-002D Class 56 diesel loco 56001 in Railfreight triple grey construction sector. DCC Fitted (Dap) NEW £134.70
2D-004-000D Class 56 diesel loco 56003 in Loadhaul black & orange. DCC Fitted (Dap) NEW £134.70
2D-004-004 Class 56 diesel loco 56016 in Railfreight triple grey coal sector (Dap) NEW £113.80
2D-004-004D Class 56 diesel loco 56016 in Railfreight triple grey coal sector. DCC Fitted (Dap) NEW £134.702D-004-001 Class 56 diesel loco 56019 in Railfreight red stripe (Dap) NEW £113.80
2D-004-001D Class 56 diesel loco 56019 in Railfreight red stripe. DCC Fitted (Dap) NEW £134.70
2D-004-000 Class 56 diesel loco 56022 in BR blue (Dap) NEW £113.80
2D-004-000D Class 56 diesel loco 56022 in BR blue. DCC Fitted (Dap) NEW £134.70
ND103F Class 58 Diesel 58017 Triple Grey Coal Sector (Dap) £97
371-356 Class 60 60020 'Ben Nevis' Railfreight Metal Sector Livery (Gra) £93.46
371-396 Class 60/9 66731 'InterhubGB' in GBRI Livery (Gra) £89.21
ND101J Class 67 Diesel 67030 EWS (Dap) £93
371-636 Class 70 PowerHaul 70003 Freightliner (Gra) £82.50 (list £119.95)

371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (list £119.95) BARGAIN £82.50

ND099n Class 86 Bo-Bo Electric 86261 EWS new style Beckonell Willis livery (Dap) £69
ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & 2w Mk3 coaches (Dap) £135

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96
2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90
2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90
2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) £90
2D-021-002 Class 150 2 car DMU 150419 in Procel (Dap) £95
371-558 Class 158 2 Car DMU 158971 ScotRail (Gra) £89 (list £144.95)

371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) BARGAIN £100



371-741 Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) BARGAIN £171



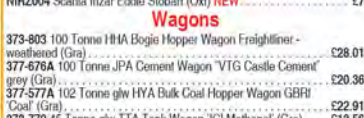
371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) BARGAIN £99
372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02

370-070 Cornish Riviera Express Class 42 D829 in BR Green and BR Mk1 BCK & SO Coaches in Chocolate & Cream (Gra) £157.21



370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR livery, Midland Brake Van, 7 Plank Wagon & 5 Plank Wagon (Gra) £140.21

374-087 BR Mk1 BCK Brake Corridor Composite Intercity (Gra) £24.61
374-188C BR Mk1 BSK Brake Second Corridor Blue & Grey (Gra) £24.61
374-134 BR Mk1 GUV Blue Motorail (Gra) £24.61374-013C BR Mk1 SO Second Open Blue & Grey (Gra) £24.61
374-015 BR Mk1 SO Second Open Intercity (Gra) £24.61374-012D BR Mk1 SO Second Open Maroon (Gra) £24.61
374-775A BR Mk1 Super BG Full Brake Rail Express Systems Red & Grey (Gra) (list £19.95) BARGAIN £11
374-880A BR Mk2A BSO Brake Second Open in blue & grey (Gra) £24.61
374-882 BR Mk2A BSO Brake Second Open Network South East (Gra) £24.61
2P-000-051 Collett Coach GWR Chocolate & Cream Composite 7053 (Dap) £18
2P-000-002 Collett composite coach W7021 in BR maroon (Dap) £17
374-535 Hawksworth 3rd Class Corridor BR Crimson & Cream (Gra) £25.46
374-536 Hawksworth 3rd Class Corridor GWR Chocolate & Cream (Gra) £25.46
374-187C Mk1 BSK Brake Second Corridor Maroon Weathered (Gra) £25.46374-162 Mk1 FK first corridor in green (Gra) (list £28.95) BARGAIN £14
2P-005-121 Mk3 Intercity 1st Class #11011 loco haulod (Dap) £19
NIR2004 Scania Intra Eddie Stobart (Dap) NEW £7373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner-weathered (Gra) £28.01
3P-076A 100 Tonne JPA Cement Wagon 'VTG Castle Cement' livery (Gra) £20.36
377-577A 102 Tonne ghw HYA Bulk Coal Hopper Wagon GBRI Coal (Gra) BARGAIN £22.91
373-779 45 Tonne ghw TTA Tank Wagon ICI Mathand (Gra) £13.56
373-237 Bulk grain bogie hopper wagon. Traffic Services Limited (Gra) £33.96
2F-013-025 Gunpowder Van SR Improved 59005 (Dap) NEW £8
2F-013-026 Gunpowder Van SR Improved 59005 Weathered (Dap) NEW £9
377-701 JKA Mk2 Auto-Ballast Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.962F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25
373-907C 1CA bulk powder wagon 'Castle Cement' grey weathered (Gra) (list £9.95) BARGAIN £7
NHSPCE004 Silver Bullet China Clay bogie wagon in ex-works pristine silver 3367 789 8 044-5. Ltd edition of 250 (Dap) (list £24.95) BARGAIN £18
NHSPCE003 Silver Bullet China Clay bogie wagon in ex-works pristine silver 3367 789 8 071-2. Ltd edition of 250 (Dap) (list £24.95) BARGAIN £18
377-965 Triple pack 13 Ton high sided steel open wagons BR haulage weathered (Gra) £28.01
377-786 Triple Pack 45 Ton ghw TTA Tank Wagon Weed Killing Train (Gra) £40.76
377-235A Triple Pack of 16 Ton Steel Mineral Wagons BR grey - weathered (Gra) £36.51

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use as analogue track) (Bac) £15.26
DCC26 8-pin 4-function 1A (1.5A peak) mini OPTI decoder (Gau) £13

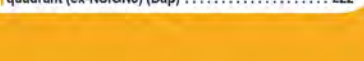
GM59 Wheel Cleaning Brush (Gau) NEW £14.50

2A-000-008 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5
SL311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec) £1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17



2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22



2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

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Buildings - general

- PN817 Platform Kiosk (Met) NEW £5.50
 PN821 Wooden Pavilion (Met) NEW £5.50
Man-made scenic structure - non-railway
 GM396 Roadside Crash Barriers (Gau) NEW £5.50
 NF9 Security fencing barbed wire kit 9ft high (150ft long) (And) £8.50

Bridges, Tunnels & Walls

- 42-225 Low Relief Retaining Walls (86 x 5 x 44mm) (Gra) £5.06
 PN144 Retaining Wall (Stone) (Met) £7.50

Track - Code 80 Setrack



- ST-11 Double straight track (Pec) £1.50
 ST-20 Level Crossing gates for single track (Pec) £7
 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 (Pec) £2
 ST-12 No.1 radius double curve (Pec) £1.50
 ST-3 No.1 radius single curve (Pec) £1.30



- ST-15 No.2 radius double curve (Pec) £1.50
 ST-6 Setrack left hand point insulfrog (Pec) £8.50



- ST-5 Setrack right hand point insulfrog (Pec) £8.50
 ST-1 Standard straight track (Pec) £1.30



- ST-300 Starter Track Set (Pec) £44

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-389 Left hand large point insulfrog (Pec) £10



- SL-E396 Left hand medium point electrofrog (Pec) £9



- SL-396 Left hand medium point insulfrog (Pec) £9
 SL-E388 Right hand large point electrofrog (Pec) £10
 SL-E395 Right hand medium point electrofrog (Pec) £9



- SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale Streamline



- SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3

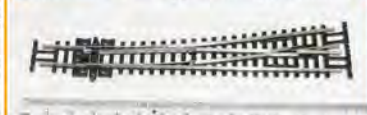


- SL-E399F 3-way finescale turnout (Pec) £26
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
 SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



- SL-E390F Finescale double slip electrofrog (Pec) £35

- SL-E389F Finescale left hand large point electrofrog (Pec) £11



- SL-E396F Finescale left hand medium point electrofrog (Pec) £10
 SL-E394F Finescale long crossing electrofrog (Pec) £10



- SL-E388F Finescale right hand large point electrofrog (Pec) £11
 SL-E383F Finescale scissors crossover electrofrog (Pec) £58
 SL-E380F Finescale single slip electrofrog (Pec) £34
 SL-E360F Finescale single slip insulfrog (Pec) £32

Track & Points



- 379-452 Curved Track - Radius 228.6mm Arc 45 (Gra) (list £1.30) BARGAIN £1
 379-460 Left Hand Standard Point (Gra) £7
 379-461 Right Hand Standard Point (Gra) £7
 ST-45 Setrack N Gauge Curved Turnout LH (Pec) £14
 ST-44 Setrack N Gauge Curved Turnout RH (Pec) £14
 379-451 Straight Track 87mm. (Gra) £0.95
 379-451 Pack of 12 (Gra) £9

Track underlay



- GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18
 SL-350 Roll of Underlay (5 Metres) (Pec) £6

Commercial vehicles

- NOWB006 Bedford OWB British Railways (Oxt) NEW £5.95
 NLR001 Leyland Royal Tiger Ribble (Oxt) NEW £7

HO Gauge (1:87 Scale)

Cars

- 87LC56003 1956 Continental Midl Summit Green (Oxt) NEW £5
 87MT57003 1957 Mercury Turnpike Fiesta Red/Classic White (Oxt) NEW £4.95

O Gauge (1:43 Scale)

Diesel locos



- 6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates). (Hel) £499

DMUs

- 8890 AC Cars Railbus W79376 in BR light green speed whiskers (Hel) £400

Coaches



- 4922 BR Mk1 BSK brake 2nd corridor coach in blue & grey (Hel) £250

Wagons

- 1002 33xx class B tank in Waste Oil black (Hel) £63
 7F-031-015 5 Plank (Cl) (Dap) £34
 7F-031-001 6-wheel milk tanker in "Express Dairies" (Dap) £62



- 7F-031-004 6-wheel milk tanker in "United Creameries" (Dap) £62
 7F-031-000 6-wheel milk tanker in "United Dairies" (Dap) £62
 7F-080-017 6 Plank Dorsetshire Carriage 1945 (Dap) NEW £37
 7F-080-017W 6 Plank Dorsetshire Carriage 1945 Weathered (Dap) NEW £37
 7F-080-018 6 Plank Stewart & Lloyds 6309 (Dap) NEW £37
 7F-080-018W 6 Plank Stewart & Lloyds 6309 Weathered (Dap) NEW £37



- 4375 BR black DB983021 - Dogfish (Hel) £79
 4378 Engineers grey/yellow DB993116 - Dogfish (Hel) £79
 7F-100-003 SR 25T "Pillbox" Brake van S56108 BR grey right hand ducklet (Dap) £62

People - civil

- A2733 Engineers (Woo) NEW £16.58

Track - Code 124 Bullhead Streamline



- SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
 SL-700BH Single (Pec) £8.50
 SL-E790BH Double slip (8 degree angle) Electrofrog (Pec) £83
 SL-E787BH Left hand O gauge curved turnout (Pec) £50



- SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
 SL-E786BH Right hand O gauge curved turnout (Pec) £50



- SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6

Cars

- 43DSP002 Daimler SP250 Royal Red (Oxt) £20
 VA09518 Ford Escort Mk1 1300E, Amber Gold (Cor) (list £10.99) BARGAIN £16
 43JAGXK150006 Jaguar XK1500 Coupe Bluebird Blue - D Campbell (Oxt) NEW £18
 VA13207A Vauxhall Astra Mk2 C17E 16V Arctic White, Vauxhall Heritage Centre, Flint (UK) (Cor) (list £18.99) NEW BARGAIN £16

G Scale

Train sets - analogue

- 90089 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) £199
 90088 Thomas Annie & Clarabel train set (Loco moving eyes) Thomas the Tank range (Bac) £199
 90087 Thomas Christmas Delivery train set (Thomas the Tank range) (Bac) £260

Coaches

- 97004 Emily's brake coach (Thomas the Tank range) (Bac) £55

People - civil

Track & Points



- 10610 Box of 6 Straight track 1200mm long (LGB) £124
 10610 Single (LGB) £23

Any or Multiple Scales

Analogue controllers



- COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30
 DS Double power controller brake simulator (Gau) £119



- D Double/Twin track power controller (Gau) £69



- Q Quadruple 4 circuit power controller (Gau) £130
 W Walkabout circuit controller (Gau) £29

Analogue power supplies



- M1 Transformer Output 2 x 16v AC 1A (Gau) £37

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



- 36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50
 36-564 8-pin decoder socket harness x1 (Bac) £9.91

DCC controllers



- DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £215
 DCC49 Prodigy 9 Amp booster unit (Gau) £144



- DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124
 524-027 S85 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-10WE High performance turnout point motor extended pin (Pec) £8
 PL-10 Point Motor (Switch Machine) (Pec) £34
 PL-10 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

Switches & Levers

- GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau) £2.50



- PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
 PL-26R Passing Contact Switch - Black Lever (Pec) £5.50
 PL-26R Passing Contact Switch - Red Lever (Pec) £5.50
 PL-26V Passing Contact Switch - Yellow Lever (Pec) £5.50
 PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5.50

Lighting equipment

- WJP5700 LIGHTS & HUB SET (Just Plug) (Woo) £16.50

- WJP5772 POWER SUPPLY-UK (Woo) £18.50

Accessories

- SL-14 Track Fixing Pins (Pec) £1.50

Spares

- TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25

Grass, Ground, Lichen, Hedges & Foliage



- T1349 Shaker Of Blended Turf - Green Blend (Woo) £7.80

Minerals, Water & Rocks

- B1394 Ballast Shaker - Blend Medium - Gray (Woo) £8.60

- B1382 Ballast Shaker - Medium - Gray (Woo) £8.60

- C1138 Rock Face Ready Rocks (Woo) £14

Track underlay

- GM130 Cork sheet - 1/16" thickness 3' x 2' (600 x 900mm) approx (Gau) £5.50

- JCS116S Cork Sheet - 1/16" Thick - 12" x 36" (Jav) £2

- JCS132L Cork Sheet - 1/32" Thick - 24" x 36" (Jav) £23

- JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

- ST1410 Incline For Transition From 1 Level To Another - 2% Set - Elevates Track 4" in 16" - 2.5" Wide - Pack of 8 (Woo) £15.40

- 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

Railway publications

- CAT-3 Peco Catalogue - September 2015 (Pec) £4.75

Paint accessories

- AB602 Complete Airbrush Starter Set (Exp) £109.95

Glues

- AD-57 Floet Card Glue, Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del) £5.20

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Feb 13 NEWBURY MODEL RAIL SHOW St. Bartholomews School, Andover Rd, Newbury, Berks **RG14 6JP** 10 - 4.30pm. 13 Layouts - Free Parking. Close to Station.

Feb 14 - MANCHESTER ALSRM NORTH 'O' Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, **M22 1QW** Sun 10 - 4pm Free Parking - Test Track and 16 "O" Gauge layouts.

Feb 19/20/21 - BRIGHTON Model World 2016 Brighton Centre, Kings Rd, Brighton, **BN1 2GR** 10-5pm. **We are in our Normal Position in the EAST WING - Beat the queues! - enter via the Pay Desk at East Wing**

Feb 20 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, **TN9 1SF**, Sat 10 - 5pm. www.tonbridgemrcc.com

February 26 - 28 - GLASGOW Model Rail Scotland 50th Anniversary Show, SECC, Glasgow, **G3 8YW**. Fri 10.30-6, Sat 9.30-6, Sun 9.30 - 5. Coming to Glasgow? Why not try Saturday?? or Sunday??? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!! :-)

Mar 5 - KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Sat 10 - 4.00.

Mar 5/6 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm.

Mar 12/13 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH**. Sat 10 - 5, Sun 10 - 4. **Plenty of FREE Parking**

Mar 12/13 Nottingham - East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Rd, Bilborough, Nottingham **NG8 4PB**. Sat 9.30 - 5.30, Sun 10 - 5.

Mar 12/13 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College, Western Way, Basingstoke, **RG22 6HA** Sat 10-5, Sun 10 - 4.

Mar 19 - ABINGDON Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. Sat 10-5pm. *Note CHANGE of DATE*

Mar 20 - STAFFORD G Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. **Plenty of FREE Parking. ** Sun 10-5. * Features Normal Squires Stand for all Scales *

Mar 26 - 28 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road York. **YO23 1EX**. Sat/Sun 10 - 5, Monday 10 - 4.30. ***Advance Tickets Now Available from Squires** T & C's Apply*** Coming to York? Why not try Sunday?? or Monday??? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-)

April 2 - NORWICH Model Railway Exhibition, Hellesdon High School, Norwich **NR6 5SB**. Sat 10 - 4.30pm.

April 9/10 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House Sch, Farthings Hill, Guildford Rd Horsham, **RH12 1SR**. Sat 10 - 5, Sun 10 - 4.30. *PLENTEY OF FREE PARKING*

April 11/12 CORSHAM Trainwest 2016 Model Railway Exhibition presented by Bentley M/Railway Group, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10 - 5. **NEW Venue**

April 16 - NEWPORT - NEWGOG South Wales Show 'O' Gauge Show, Lysaghts Institute Building, Orb Road, Newport, **NP19 0RA**. 10am - 4.30pm.

April 23 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10 - 4.30.

April 23/24 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wyld Green Rd, Sutton Coldfield, **B76 1QT** **Plenty of FREE Parking. ** Sat 10 - 5, Sun 10 - 5.

April 28/29/May 1 - The 48th Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1 - 7pm, Sat 10 - 6.30, Sun 10 - 5.

May 7 - READING Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ**. Sat 10 - 4.30

May 14 - PORTSMOUTH Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, **PO3 5XT**. Sat 10 - 4.

May 21 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, **PO22 8EL**. 10 - 4.30. www.swing.model-railway.org.uk.

May 21/22 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, **TS1 5NQ**. Sat/Sun 10 - 5.

May 28/29 - GLASGOW 'O' Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat 10 - 4, Sun 11 - 4. *Free Parking - Close to Station - *NOTE Change of Date*

Jun 4 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00. **NOTE - New Venue & New Date**

June 25/26 - PERTH Model Railway Exhibition, Dewars Ice Rink, Perth, **PH2 0TH** Sat 10-5.30, Sun 10-5

July 2/3 - GUILDFORD 49th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Rd, Guildford Surrey, **GU1 1TU** Sat 10-6, Sun 10-5.

Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Rd, Bexhill-on-Sea, East Sussex, **TN40 1SE** Sat 10 - 5

Sept 3/4 - TELFORD GUILDEX 2016, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10 - 5, Sun 10 - 4. Coming to Telford??? - Why not try Sunday??? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!! :-)

Sept 10/11 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, **SN2 2EY** Sat/Sun 10 - 5 Tel 01793 466646, steamuseum@swindon.gov.uk

Sept 24/25 - HALIFAX Model Railway Exhib, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Oct 1/2 - PORTSMOUTH Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Sat 10-5.30, Sun 10.00-16.30. **50th Anniversary*

Oct 8/9 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Rd, Aldershot, Hants. **GU12 4AS**. Sat 10 - 5, Sun 10 - 4.30

Oct 15/16 - DUNDEE Model Railway & Model Show Sports Centre, Mains Loan, Dundee, Angus **DD4 7AA**

Oct 15/16 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield. **TN22 1AE** Sat/Sun 10 - 5.

Oct 29/30 - HAZEL GROVE STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10-4. **50th Anniversary - larger show with an extra hall - plenty of FREE parking** - www.hgdmrs.org.uk

Oct 29/30 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar Sch, Alwoodley Gates, Harrogate Rd, Leeds, **LS17 8GS** Sat 10 - 5, Sun 10 - 4.30

Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Rd, High Wycombe, Bucks **HP12 4UD**. Sat 10 - 5

Nov 5 - ANGMERING W.Sussex Area Group N Gauge Society Model Railway Ex, Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**. Sat 10 - 5 *Short Walk Angmering Station*

Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10-6, Sun 10-4.00 Free Entry for IPMS Members.

Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**, Sat 10-5, Sunday 9.30 - 4.30.

Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Enercus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10 - 5, Sun 10 - 4.

Nov 25/26 - BIRMINGHAM - Warley National Model Railway Exhibition Hall 5, NEC Birmingham B40 1NT

Dec 10/11 - NORTH SHIELDS RAILX NE Model Railway Exhibition - Blyth & Tyne Model Railway Society, Quorum Business Park, Newcastle-upon-Tyne, **NE12 8BF** Sat 10 - 5, Sun 10 - 4. www.railxne.com

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Photo of LWMRS '00' layout 'Duxbury', by Mike Wild - Hornby Magazine



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- 30+ trade stands
- Secondhand stall
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NEXT ISSUE

BUILDING A ROUNDHOUSE

The *Hornby Magazine* team is ready to take on a new challenge and next month we'll be showing how to build a railway roundhouse using readily available buildings and a Peco turntable powered by a sophisticated motor system giving it supreme reliability. We reveal all next issue.



MODELLING GT3



The gas turbine prototypes of the late 1950s hold great fascination, but so far they have never been reproduced as ready-to-run models. All is not lost though as a resin kit holds the key to producing a detailed model of the unique 4-6-0 – GT3.

THINKING IN 6X4

The typical trainset starter layout is based around a baseboard size of 6ft x 4ft. Next issue we take on the challenge of designing model railways with greater realism and operation to fit within this limited space.

DURSTON



The Great Western Railway captured the imagination of Brian Woolwich and using his experience from working with a number of model railway clubs he developed this compact through station. Next month we reveal the story behind this detailed model of the 1930s.

THE NEXT ISSUE OF
HORNBY
magazine

is on sale March 10 2016

DON'T MISS IT!

PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Reader Projects, answering your questions in the Enquiry Office and taking you behind the scenes at the *Hornby Magazine* workshop to help you get the most out of your modelling projects.

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- 2S-012-005** - Terrier BR Black Early Crest 32655
- 2S-012-006** - Terrier SR Lined Green 2644
- 2S-012-008** - Terrier KESR Bodiam KESR Blue



- 2F-013-023** - GPV - Spillers 173
- 2F-013-024** - GPV - Spillers 173 Weathered



- 2F-038-027** - 20T Steel Mineral - Blaenavon 2445
- 2F-038-028** - 20T Steel Mineral - Blaenavon 2445 Weathered

O GAUGE

- 7F-071-029** - 7 Plank - Ruabon 825
- 7F-071-029W** - 7 Plank - Ruabon 825 Weathered

All product release dates correct at time of going to press

OO GAUGE



- 4F-026-001** - HIA Freightliner Green Heavy Haul Limestone Hopper 369008
- 4F-026-002** - HIA Freightliner Green Heavy Haul Limestone Hopper 369052
- 4F-026-003** - HIA Freightliner Green Heavy Haul Limestone Hopper 369027
- 4F-026-004** - HIA Freightliner Green Heavy Haul Limestone Hopper 369044
- 4F-026-005** - HIA Freightliner Green Heavy Haul Limestone Hopper 369002
- 4F-026-006** - HIA Freightliner Green Heavy Haul Limestone Hopper 369020



- 4F-030-011** - 16T Steel Mineral - BR Grey M620214
- 4F-030-012** - 16T Steel Mineral - BR Grey M620214 Weathered



- 4F-052-017** - 5 Plank 9FT W/B - George Harwood
- 4F-052-018** - 5 Plank 9FT W/B - George Harwood Weathered

Also released this month include;

- 4F-071-013** - 7 Plank - LMS 302121
- 4F-071-014** - 7 Plank - LMS 302121 Weathered
- 4F-010-001** - JNA Falcon Network Rail NLU29006
- 4F-010-002** - JNA Falcon Network Rail NLU29023
- 4F-010-003** - JNA Falcon Network Rail NLU29149
- 4F-010-004** - JNA Falcon Network Rail NLU29239
- 4F-028-001** - 45FT H/C Container Twin Pack Argos/Co-operative
- 4F-028-002** - 45FT H/C Container Twin Pack Argos/Co-operative Wthd
- 4P-010-045** - 60FT Stanier Corridor Comp BR Lined Maroon M3872M
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