

DIGITAL SPECIAL **WIN £300** DCC START UP PACK!
Closing date June 25 2016



HORNBY

magazine

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www.hornbymagazine.com

OULTON



West Midlands 1990s
TMD operations in '00'

WIRING

MADE SIMPLE



TAKE BACK CONTROL

Five of the best DCC
controllers under
£200!

50 TOP DIGITAL MODELLING TIPS

- Selecting a controller
- Layout operation
- DCC addressing
- Essential tools
- Digital sound
- Accessory decoders



MILK FORMATIONS



KEY



05 >

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!

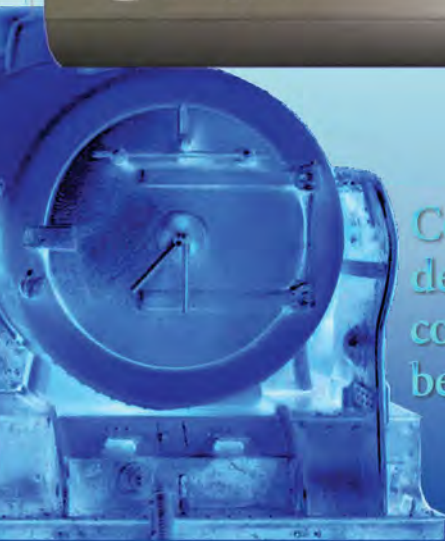
We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

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.

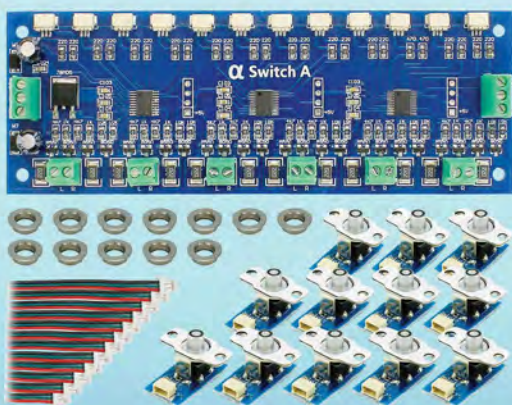
Alpha

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

May 2016 **magazine**

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HORNBY
magazine
LATEST OFFERS
See pages 70-71 for full details.



DIGITAL SPECIAL

36 EQUIPMENT GUIDE

As DCC's popularity grows so too does the range of available controllers – knowing where to start is the hard part. Mark Chivers presents five popular DCC starter control systems for under £200.



46 **DIGITAL WIRING**
Nigel Burkin tackles the basics of installing a Digital Command Control (DCC) power bus and shows how simple techniques can make it an easy process.



64 TOP 50 DIGITAL MODELLING TIPS

To celebrate our special Digital issue, the *Hornby Magazine* team presents 50 essential DCC tips covering accessories, controllers, decoders, sound, wiring and more.

90 DIGITAL SOUND DECODER GUIDE

Paul Chetter lays out the range of digital sound decoders available today and reveals their respective features and abilities.



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EDITORIAL

Mike Wild extols the values of digital control for modern layout construction.

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UPDATE

Bachmann reveals its 2016 range plans, the Little Locomotive Company launches its first ready-to-run diesel, DCC Concepts unveils new products, DJ Models' Class 71 develops, our latest competition and much more.

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OULTON TMD

Set in the West Midlands, Allan Cromarty's stunning 1990s-era exhibition layout encompasses a cement works, oil depot and impressive Traction Maintenance Depot, populated with a vast collection of DCC sound-fitted diesel locomotives.

30

TRAIN FORMATIONS

Conveying milk was once an important traffic for the railway. Mark Chivers suggests a selection of realistic 'OO' gauge milk train formations using ready-to-run products.



GT3

Tim Shackleton sets to work creating a bespoke chassis for his hybrid resin/etched brass model of gas turbine prototype, GT3.

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Reader observations and opinions from the Hornby Magazine mailbag.

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SHORTLEY BRIDGE AND FELTON CEMENT WORKS

From humble beginnings as the Operation Build It! terminus, Hornby Magazine's Shortley Bridge and Felton Cement Works has developed into a spectacular 12ft x 12ft 'OO' gauge continuous-run exhibition layout. And it continues to evolve as Mike Wild reveals.

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ALBION YARD

Paul Marshall-Potter's wonderful 'OO' gauge exhibition layout demonstrates an exacting eye for detail, taking inspiration from the Forest of Dean for its BR Western Region influences and operation.

104

RAILWAY REALISM

Famous for his innovative Southern Railway designs, O.V.S. Bulleid was also responsible for a large number of ideas beyond his famous 'Pacifics', as Evan Green-Hughes discovers.

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Hornby Magazine presents your latest model building and layout projects.

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SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.

REVIEWS



p84 LARGE LOGO GENERATOR in 'OO'

PLUS...

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More than 25 new products fill a packed reviews section this month including Heljan's latest 'O' gauge Cargowaggons, Dapol's new 'OO' gauge HIA hopper wagons, a modular building kit from Wills and much more.



p80



Introducing the MX600 decoder

Legendary motor control

Premium ZIMO quality

Exceptional value for money



Products for all scales

DCC decoders suitable for models ranging in size from 'N' to 'O' gauge, and larger, including garden railways.



Incredible specification

Functionality is paramount at ZIMO. Plenty of function outputs are always provided for greater play value.



Unrivalled motor control

Low-noise, high-frequency drive options with back-EMF sampling. Optimal performance from all motor types.



High current ratings

Plenty of capacity provides peace of mind, plus there are thermal cut-outs and overload protection on all outputs.



Stay alive technology

Many decoders incorporate energy storage circuitry that will improve running over poor or dirty trackwork.



Easy software updating

Our decoders can be easily updated with new software without the need to disconnect or disassemble locos.



Worldwide reputation

Chosen by premium brands like Roco & Fleischmann. Widely respected in continental Europe and the USA.



Great value for money

All decoders are made in our own hi-tech production facility in Austria and are surprisingly affordable.

ZIMO has answered the long-standing call for a top quality economy decoder with the launch of the MX600 family. This has been achieved by focusing on what the railway modeller really needs from a basic decoder and omitting superfluous features. Advanced circuitry design has also allowed for a compact single-sided layout, only 2mm in height.

NEW MX600 ECONOMY DECODER

- MX600 (Wires), MX600R (8-pin), MX600P12 (PluX12)
- Single-sided 'ultra thin' design 25 x 11 x 2mm
- DCC, DC (Analogue), RailCom™ equipped
- 4 Function outputs (F0f, F0r, F01, F02)
- 0.8 Amp (1.5 Amp peak) motor rating
- Automatic motor regulation and optimization
- High frequency 'silent drive' back-EMF sampling for all types of DC motor including coreless
- 3 & 28-step programmable speed curves
- Signal and distance-controlled stopping
- ZIMO software update capability via track
- 3-year 'repair or replace' manufacturing warranty

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Ask for



by name...

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GOLD

YOUCHOOS
0844 772 5052
GOLD

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SILVER

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SILVER

EDM MODELS
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SILVER

DCC TRAIN AUTOMATION
0117 230 8078
BRONZE

WICKNESS MODELS
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Welcome

THE EDITOR'S PAGE



THE DIGITAL AGE is firmly upon us. No matter where you go or what you do, you will almost certainly encounter digital equipment.

Digital is a fast growing area of the hobby with a rapid growth

in product availability, interest and functionality too. Initially the idea of Digital Command Control (DCC) met with a mixed response, but since then it has shown just how much potential it holds - and there is more to come.

There was a time when the majority of layouts at exhibitions and photo shoots used analogue control, but that balance has clearly changed in recent years. More often than not I now find that we are directing our cameras or eyes towards layouts under the auspices of DCC.

As a magazine we are fully committed to digital control. That's not to say that analogue doesn't have a place in what we do - quite the opposite in fact as we have analogue controllers in daily use in the office too. But we are here to support the

developing technology that digital is.

One of the turning points for us - and I don't think we are alone here - was the introduction of quality sound decoders. It was around the same time that Paul Chetter's sound features launched in the magazine that Hornby introduced its RailMaster software which took a giant step towards resolving one of the greatest difficulties of a fully digital layout - point control.

The combination of these two elements saw us build the magazine's first totally digital controlled layout - Bolsover and Seven Lane Pit. This was the forerunner of a list of new builds which included Twelve Trees Junction, Shortley Bridge (see pages 56-63), Barrenthorpe and, most recently, West Riding Power. We also took steps to convert analogue layouts to DCC and all because of one simple factor - operation.

DCC changes the way you can operate a layout. Yes, there is a learning curve and a cost implication, but from a personal point of view it is absolutely worth it. The opportunity to control multiple operations on the same section of track, and having digital sound, points and signals operating from the same handset to computer control, scale speeds, refinement in motor control, constant lighting - I could go on!

This issue has a strong focus on digital layout construction and the *Hornby Magazine* team has been hard at work to bring together a collection of features which put you in the full picture of the capabilities of this inspirational system.

Inside you will find guides to wiring, our top 50 tips, a selection of entry-level control systems for under £200, a full guide to British outline digital sound decoders, the latest Twin Track Sound locomotive from Hornby and three stunning DCC controlled layouts too.

Even if you aren't into the new form of control, there is lots here too. Train formations focused on milk traffic, Tim's conclusion of the GT3 project, all our regulars, the latest news, reviews and much more all await.

We hope you enjoy this special issue as much as we have enjoyed putting it together. Happy modelling!

Mike Wild
Editor, *Hornby Magazine*

ISSUE GUIDE

DIGITAL SPECIAL

Celebrating all that is great about Digital Command Control, this issue includes four great features covering subjects as diverse as wiring, sound and control - and we showcase three stunning digital layouts in full.

OULTON

20 The West Midlands in the 1990s was the inspiration for Allan Cromarty's stunning 'OO' scale layout Oulton TMD. Discover the full story behind this ever evolving exhibition favourite.

WIRING

46 We take the hassle out of digital power bus wiring with Nigel Burkin's step-by-step guide. With full tool and product lists this is the answer to your digital wiring problems.

CONTROLLERS

36 Spoilt for choice or don't know which way to turn? This issue's Equipment Guide will help you to find one of the best entry-level DCC controllers for under £200.



COMPETITION

17 Enter our latest competition to be in with a chance of winning this fantastic DCC starter package! Featuring a Gaugemaster Prodigy Advance2 DCC controller and five locomotive decoders worth more than £300.

50 DIGITAL MODELLING TIPS

64 From selecting a controller to layout operation, addressing, essential tools, sound and accessory decoders, *Hornby Magazine's* top 50 digital modelling tips offer a wealth of information on this expansive subject at your finger tips.

MILK TRAIN FORMATIONS

30 Milk was once an important traffic for the railway which was able to deliver the perishable goods at express speeds ready for the morning rounds. Mark Chivers shows how milk trains can be modelled with ready-to-run rolling stock with 20 train formations.

CLASS 414 EMU HEADLINES

BACHMANN has added more than 200 new products to its 'OO' gauge range for 2016 with the launch of its new catalogue, the highlight of which is an all-new Class 414 2-HAP Electric Multiple Unit (EMU).

Built at Eastleigh Works, the 1950s built two-car EMUs were utilised on outer suburban passenger workings. This latest two-car model will feature all-new tooling, illuminated headcode panels and 21-pin DCC decoder socket. Three models form the initial releases as 6061 in BR green (Cat No. 31-390), 6062 in BR blue and grey (31-391) and 4322 in Network SouthEast colours (31-392).

This year Bachmann is marking the 30th anniversary of Network SouthEast with a number of new items. Highlights include Class 08

08631 *Eagle* (32-109) and Class 47/4 47576 *Kings Lynn* (31-654) together with a class 101, 117 and 121 Diesel Multiple Units (DMUs). A new Capital Commuter train pack which features Class 416 2-EPB 6414 and a NSE-liveried low-relief art deco station frontage and platform sections in commemorative packaging.

Other new 'OO' items include BA containers to accompany the manufacturer's Conflat wagon with a standard container (37-990)

and vented container (37-991) in Speedfreight livery. Bachmann's recent 21ton grain hopper also gains new options enabling alternative roof layouts.

A colourful array of repaints are planned spanning pre-grouping to the latest passenger and freight operators'. Models include LMS 'Jubilee' 4-6-0 5588 *Kashmir* in LMS crimson with DCC sound (31-187DS), Great Central Railway



TABLE 1

NEW BACHMANN 'OO' GAUGE STEAM LOCOMOTIVES, 2016

CLASS	IDENTITY	LIVERY	CAT NO.
GWR '64XX' 0-6-0PT	6424	GWR green	31-635A
GWR '64XX' 0-6-0PT	6422	BR black, early crests	31-636A
GWR '64XX' 0-6-0PT	6419	BR lined green, late crests (W)	31-638
GWR '45XX' 2-6-2T	5532	BR black (W)	32-137A
GWR '2251' 0-6-0	2251	Great Western green	32-304A
GWR '2251' 0-6-0	3212	BR black, early crests	32-301A
LBSCR 'E4' 0-6-0T	2517	SR olive green	35-076A
LBSCR 'E4' 0-6-0T	32494	BR lined black, early crests	35-079
SR 'N' 2-6-0	1406	SR black	32-166
SR 'N' 2-6-0	31874	BR lined black, early crests	32-165
S&DJR '7F' 2-8-0	89	S&DJR black	31-014
S&DJR '7F' 2-8-0	13810	LMS black	31-015
L&YR '1008' 2-4-2T	50764	British Railways lined black	31-170
LMS 'Jinty' 0-6-0T	7365	LMS black (DCC Sound)	32-227DS
LMS '2MT' 2-6-0	6418	LMS black	32-830A
LMS '2MT' 2-6-0	46460	BR lined black, early crests	32-826A
LMS 'Jubilee' 4-6-0	5588 <i>Kashmir</i>	LMS crimson (DCC Sound)	31-187DS
LMS 'Jubilee' 4-6-0	45575 <i>Madras</i>	British Railways lined black	31-190
S&DJR '7F' 2-8-0	89	S&DJR black	31-014
S&DJR '7F' 2-8-0	13810	LMS black	31-015
GCR 'D11' 1'4-4-0	501 <i>Mons</i>	GCR green	31-147
LNER 'D11' 2'4-4-0	6401 <i>James Fitzpatrick</i>	LNER black	31-137A
LNER 'J11' 0-6-0	5954	LNER black	31-318A
LNER 'J11' 0-6-0	64377	BR black, early crests (DCC Sound) (W)	31-321DS
LMR 'WD' 2-8-0	79250	LMR blue	32-250A
LNER 'WD' 2-8-0	77003	LNER black	32-254AG

NOTE

(W)

denotes a weathered finish

2-HAP 4310 heads a six coach formation as it leaves Woking with a London Waterloo-Alton service on April 5 1988.
John Chalcraft/Railphotoprints.co.uk.



BACHMANN 2016 RANGE

TABLE 2

NEW BACHMANN 'OO' GAUGE DIESEL/ELECTRIC LOCOMOTIVES/MULTIPLE UNITS, 2016

CLASS	IDENTITY	LIVERY	CAT NO.
Class 03	2028	BR green, wasp stripes	31-361B
Class 03	D2199	National Coal Board black	31-367
Class 03	03026	BR blue, wasp stripes (DCC Sound)	31-368DS
Class 08	08631 Eagle	Network SouthEast	32-109
Class 37/0	D6714	BR green	32-787
Class 37/0	37041	BR blue	32-782A
Class 37/0	37284	BR blue	32-788
Class 37/4	37401 <i>Mary Queen of Scots</i>	BR 'large logo' blue	32-377A
Class 37/4	37422 <i>Robert F. Fairlie</i>	Regional Railways	32-376A
Class 43	D841 <i>Roebuck</i>	BR green	32-069
Class 43	D838 <i>Rapid</i>	BR maroon, full yellow ends	32-068
Class 43	D836 <i>Powerful</i>	BR blue	32-067A
Class 47/3	47346	BR 'Dutch' yellow and grey (DCC Sound)	31-661DS
Class 47/3	47359	Railfreight Metals	31-662
Class 47/4	47576 <i>Kings Lynn</i>	Network SouthEast	31-654
Class 55	55004 <i>Queen's Own Highlander</i>	BR blue (DCC Sound)	32-534DS
Class 57/0	57007 <i>Freightliner Bond</i>	Freightliner (DCC Sound)	32-753DS
Class 57/3	57305 <i>Northern Princess</i>	DRS 'Northern Belle'	32-764
Class 57/6	57603 <i>Tintagel Castle</i>	GWR green	32-756
Class 66/0	66040	EWS (DCC Sound)	32-733DS
Class 66/0	66065	ex EWS livery, DB Schenker branding (W)	32-737
Class 66/7	66711 <i>Sence</i>	GB Railfreight Aggregate Industries	32-738
Class 101		BR white and blue (refurbished) (P)	32-289
Class 101		Network SouthEast (DCC Sound) (P)	32-290DS
Class 117		BR green, speed whiskers	35-500
Class 117		BR blue and grey	35-501
Class 117		Network SouthEast	35-502
Class 121		BR green, speed whiskers	35-525
Class 121		BR blue and grey	35-526
Class 121		Network SouthEast	35-527
Class 150	150236	Arriva Trains Wales (DCC Sound) (P)	32-939DS
Class 166	166206	GWR green	31-029
Class 416	6262	BR blue and grey, NSE branding (P)	31-380
Class 414	6061	BR green NEW TOOLING	31-390
Class 414	6062	BR blue and grey NEW TOOLING	31-391
Class 414	4322	Network SouthEast NEW TOOLING	31-392

NOTES

(P)	Passenger figures fitted
(W)	Weathered finish
NSE	Network SouthEast

(GCR) 'D11/1' 4-4-0 501 Mons in GCR lined green (31-147) and Longmoor Military Railway (LMR) 'WD' 2-8-0 79250 *Major General McMullen* in LMR blue (32-250A). Diesel and electric highlights are 37422 *Robert F. Fairlie* in Regional Railways livery (32-376A), 57305 *Northern Princess* in 'Northern Belle' umber and cream (32-764), Class 66 66711 *Sence* in GB Railfreight Aggregates Industries (32-738) and Class 166 DMU 166206 in GWR green (31-029). See Tables 1 and 2 for the full list of 2016 'OO' new locomotive releases.

Five new train packs and sets (Table 3) are also added to the range this year including the 'Thanet Belle' containing a 'Maunsell 'N' Class 2-6-0 in Southern Railway malachite green and two matching carriages,

while the 'Permanent Way' set includes DCC sound-fitted Class 20 20088 in triple grey livery and two breakdown carriages.

Bachmann's new Next 18 decoder interface is also to be introduced to some smaller models in 'OO' gauge starting with the LMS Ivatt '2MT' and LNER 'V3' 2-6-2Ts. It will also be used in the 'J72' 0-6-0T, LNWR 'Coal Tank' 0-6-2T and Class 03 diesel shunter. This new interface is also allowing the first factory sound installation in the compact Class 03 diesel shunter which is to be released as 03026 in BR blue (31-368DS).

Another new development is the inclusion of factory-fitted passengers in a selection of 'OO' gauge carriages. Each coach will feature a dozen decorated figures



Great Central Railway 'Director' 501 Mons (31-147).



Hand decorated sample of the Stanier 'Mogul' as 42968 (31-692).



LMR blue liveried 'WD' 2-8-0 79250 Major General McMullen (32-250A).



Class 47 47576 Kings Lynn in NSE livery (31-654).



Regional Railways Class 37/4 37422 Robert F. Fairlie (32-376A).



Class 43 'Warship' D841 Roebuck in BR green (32-069).

fitted throughout the vehicle. DMUs are also set to benefit from passengers. The factory fitted options don't stop there. Bachmann is also introducing wagonloads to a selection of its 'OO' gauge wagons including its five-plank opens.

Completing the line up for 2016, and taking advantage of the connections on Dynamis Ultima, Bachmann's digital control system is to receive a major

boost with the introduction of Dynamis RailController, a personal computer based software package which has been designed for use in conjunction with its Ultima system, allowing control of locomotives, points, signals, DCC sound functions and more through a desktop computer.

● Visit www.bachmann.co.uk for more information and full product listings.

TABLE 3

NEW BACHMANN 'OO' GAUGE TRAIN SETS AND PACKS, 2016

DESCRIPTION	CAT NO.
The Permanent Way with Digital Sound set	30-049
Military Manoeuvres set	30-130
The Thanet Flyer set	30-165
The Midlander Express set	30-285
Capital Commuter Train pack	30-430

New EMU and wagonloads for Graham Farish range



Class 24 97201 *Experiment* in BR research livery (372-980).



One of three new 'Duchess' 4-6-2s: 46221 *Queen Elizabeth* (372-181A).



A hand decorated sample of GWR 'Castle' 5070 *Sir Daniel Gooch* (372-032).



The Class 70 tooling is to be updated to model the Class 70/8 (371-641).



London Transport liveried Class 20 20227 (371-036), 'OO' model shown.

TABLE 4

NEW GRAHAM FARISH 'N' GAUGE LOCOMOTIVES, 2016

CLASS	IDENTITY	LIVERY	CAT NO.
GWR 'Castle' 4-6-0	5028 <i>Nunney Castle</i>	GWR green (DCC Sound)	372-033DS
LMS '2MT' 2-6-0	46460	BR lined black, early crests	372-629
LMS '2MT' 2-6-0	46443	BR lined black, late crests	372-628
LMS 'Duchess' 4-6-2	46221 <i>Queen Elizabeth</i>	BR green, early crests	372-181A
LMS 'Duchess' 4-6-2	46241 <i>City of Edinburgh</i>	BR green, late crests	372-182A
LMS 'Duchess' 4-6-2	46228 <i>Duchess of Rutland</i>	BR crimson, late crests	372-184A
Class 08	08600 <i>Ivor</i>	Network SouthEast	371-023
Class 08	08907	DB Schenker red	371-024
Class 20	20205	BR blue	371-037
Class 20	20227	London Underground	371-036
Class 24	D5031	BR green	372-976A
Class 24	97201 <i>Experiment</i>	Railway Technical Centre	372-980
Class 25	D5177	BR green	371-085A
Class 25	25225	BR blue	371-087A
Class 37/0	D6801	BR green, small yellow panels	371-457
Class 37/0	37041	BR blue	371-450A
Class 37/4	37421	Colas Rail Freight	371-171
Class 37/4	37422 <i>Robert F. Fairlie</i>	Regional Railways	371-170
Class 57/0	57008 <i>Freightliner Explorer</i>	Freightliner (W)	371-651A
Class 57/3	57306 <i>Jeff Tracy</i>	Virgin	371-650A
Class 66/0	66111	EWS	371-384A
Class 66/4	66416	Freightliner Powerhaul	371-386
Class 70/0	70015	Freightliner Powerhaul	371-640
Class 70/8	70805	Colas Rail Freight	371-641
Class 170	170308	South West Trains	371-427A
Class 170	170521	Cross Country	371-431A
Class 319	319004	NSE NEW TOOLING	372-875
Class 319	319382	Thameslink NEW TOOLING	372-876
Class 319	319362 <i>Northern Powerhouse</i>	Northern Rail NEW TOOLING	372-877

NOTE

(W)

Weathered finish



TABLE 5**NEW GRAHAM FARISH 'N' GAUGE TRAIN SETS AND PACKS, 2016**

Description	Cat No.
Express Mail set	370-130
A Day at the Races set	370-185
Capital Connection pack	370-430

BACHMANN'S 'N' gauge Graham Farish 2016 range is spearheaded by the announcement of a Class 319 dual-voltage four-car Electric Multiple Unit (EMU).

Introduced in 1988 and built in York, 86 sets were introduced for use on Thameslink services between Bedford and Brighton and featured third-rail and overhead electric power collection.

The new model will appear as 319004 in NSE colours (372-875), 319382 in Thameslink (372-876) and 319362 *Northern Powerhouse* in Northern Rail livery (372-876). The model will feature directional lighting, non-operational pantograph, electrical connections within the unit, Rapido couplings in NEM coupler pockets and DCC sound compatibility utilising the latest Next 18 DCC decoder socket.

In addition, more than 100 new items have been added to the 2016 range including 29 locomotives and multiple units, 18 carriages and 36 wagons. See Table 4 for the full listing of 2016 'N' gauge locomotives.

Train sets and packs for 2016 include 'A Day at the Races' containing BR '3MT' 2-6-2T 82001 in BR lined green with late crests and three BR green Mk 1 horse boxes while the 'Night Mail' set includes Class 47522 *Doncaster Enterprise* in BR apple green, a BR Mk 1 General Utility Van and BR Mk 1 Travelling Post Office vehicles. To mark the NSE anniversary, the 'Capital Connection' pack features Class 47 47581 *Great Eastern* in original NSE livery and three NSE liveried coaches together with a model of Downham Market signalbox.

Factory-fitted wagonloads will also feature in the 'N' gauge Graham Farish range this year with a selection of models including five-plank open wagons receiving the loads.

Network SouthEast Class 319 four-car EMU 319164 arrives at East Croydon on a Bedford-Brighton service in autumn 1994. These units are to be produced in 'N' gauge by Bachmann's Graham Farish brand.
Brian Stephenson.



Engineering prototype for the new 'OO' Thompson corridor brake.

Year of consolidation

2016

WILL be a year of consolidation for Bachmann as the manufacturer aims to catch up on the backlog of models already announced. A significant increase in CAD design and tooling resources has already been agreed to move projects forward.

Outlining his plans during the new catalogue launch in March, Bachmann Europe's newly appointed Managing Director David Haarhaus said: "During the year we will be prioritising on getting already announced new tooling to market and we are delighted our parent company, Kader, is providing us with additional resources to enable this to happen".

Work is now progressing through the design process with all of its previously announced projects including the 'OO' London & North Western Railway (LNWR) 'Coal Tank' 0-6-2T, 'N' gauge GWR 'Castle' 4-6-0 and many more. See Tables 6 and 7 for the full production status of Bachmann's forthcoming 'OO' and 'N' gauge projects.

Bachmann says labour rates have stabilised and that it hopes to restrict price increases to between 2% and 4%. However, some prices have increased significantly, especially those with new features such as carriages with seated passengers, which will add in the region of an extra £10 to the price. If the models are also weathered this further increases the price. Wagonloads will add approximately £1.50-£2 per wagon.

TABLE 6**'OO' GAUGE PRODUCTION STATUS UPDATE**

DESCRIPTION	STATUS
GWR '94XX' 0-6-0PT	Research
LBSCR 'H2' 4-4-2	CAD/CAM
LNWR 'Coal Tank' 0-6-2T	Tooling
LMS '2MT' 2-6-2T	Production
LMS '5MT' 2-6-0	Artwork
LMS Parallel boiler 'Royal Scot' 4-6-0 (DCC chassis upgrade)	Research
LNWR 'J72' 0-6-0T (DCC chassis upgrade)	Research
LNWR 'J39' 0-6-0 (DCC chassis upgrade)	Research
LNWR 'V1/V3' 2-6-2T (DCC chassis upgrade)	Production
LNWR 'V2' 2-6-2 (new body tooling)	Research
Class 24/1	CAD/CAM
Class 70/8	Tooling
Class 90	CAD/CAM
Class 117 DMU	Research
Class 121 Railcar	Research
Class 158 DMU (new tooling)	CAD/CAM
Class 450 EMU	Tooling
Wickham Trolley	Production
Baldwin 10-12-D 4-6-0T (009)	CAD/CAM
Three plank bogie open (009)	CAD/CAM
Ambulance bogie van (009)	CAD/CAM
SECR 60ft 'Birdcage' carriages	CAD/CAM
LNWR Thompson carriages	Artwork
BR Mk 1 Travelling Post Office Stowage Van (POT)	CAD/CAM
BR Mk 2f carriages	Tooling
Class B TTA tank wagon	Research
Ransomes and Rapier 45ton steam crane	Research
FFA/FGA Freightliner flats	CAD/CAM
WD Warflat bogie wagon	CAD/CAM
Intermodal wagons with tanktainers	Artwork
20ton tank wagon	Production

TABLE 7**'N' GAUGE PRODUCTION STATUS**

DESCRIPTION	STATUS
GWR '64XX' 0-6-0PT	Production
GWR 'Castle' 4-6-0	Artwork
GWR Railcar (chassis upgrade)	Tooling
LNWR 'J72' 0-6-0T	Research
BR Standard '4MT' 2-6-4T	Production
Class 40	CAD/CAM
Class 70/8	CAD/CAM
Class 108 DMU (DCC Sound)	Shipping
SECR 60ft 'Birdcage' carriages	Research
SR Passenger Luggage Vans	Production
LMS 50ft Inspection Saloon	Shipping
LNWR Thompson Full Brake (N Gauge Society exclusive)	Production
BR Hawksworth autococh	Artwork
Mk 2f carriages	CAD/CAM
SR 25ton 'Queen Mary' brake van	Shipping



First sample of the 'N' gauge Hawksworth autococh.

Bachmann bolsters Scenecraft collection

■ Bachmann's Scenecraft range is bolstered with more than 30 new 'OO' gauge buildings. Highlights include a Southern Railway Art Deco signalbox, 'parachute' water tower, 'pagoda' shed and store, depot messroom and toilet and a new modern servicing point. A new pack of 1960s/1970s lineside figures has also been added.

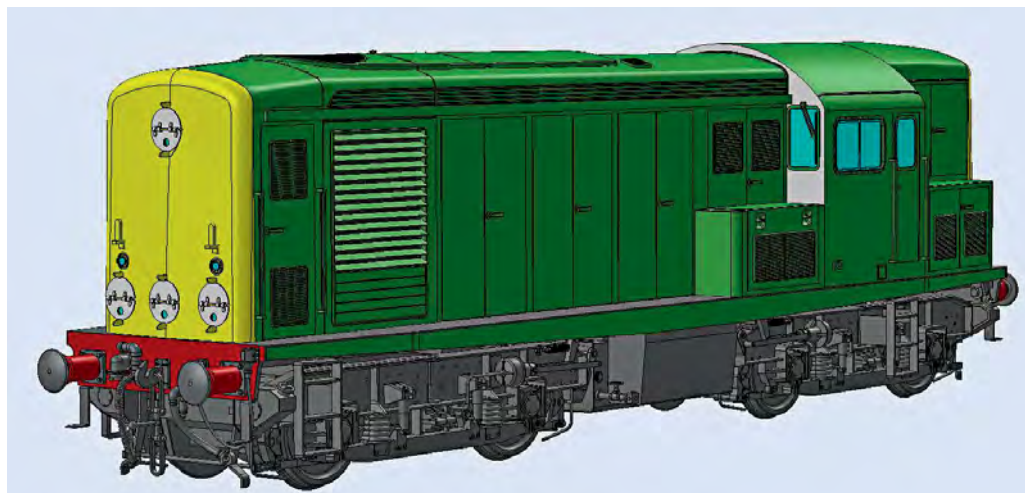
The 'N' gauge range sees more than 22 new additions including a collection of buildings based on Shillingstone station on the former Somerset & Dorset Joint Railway. Other highlights include a BR Type 15 signalbox, double-track footbridge, market stalls and a selection of low-relief shops, houses and Victorian tenements.

Little Loco Company launch CLASS 15 FOR 'O'!

THE Little Loco Company has launched its first ready-to-run 'O' gauge locomotive project – the BTH Class 15 Bo-Bo diesel. The model has been produced with support from the Class 15 Preservation Society and is expected to be available in May 2016 with a retail price from £375 for standard models.

The model has been developed with original works drawings and photographs supplied by the Class 15 Preservation Society. It will feature detailed body, bogies and cab interior and a low-profile drive system connected to both bogies through driveshafts and gearboxes.

A custom designed sound system has also been developed for the model consisting of two 34mm speakers in a bass reflex chamber. It will feature a PluX22 DCC compliant decoder socket – the first of its kind for ready-to-run 'O' gauge – and will have DCC controllable lighting as well as working head code discs. Cab



interior lighting is also included.

On release the Class 15 will be available with five different identities inclusive of two limited edition models of the Liverpool Street pilot and preserved example D8233. Numbering on standard models will be supplied separately on transfer sheets together with shedplates. Standard models will

be priced at £375 with limited editions following at £395 – the latter only being available from the Little Loco Company.

As a further benefit of the project the Little Loco Company will be making a donation of more than £10,000 towards the restoration of the sole surviving Class 15 from sales of the model.

The Little Loco Company has also revealed that the Class 15 is the first in a line-up of new ready-to-run products that it is working on. Future projects are set to include diesel shunters, steam locomotives and wagons for 'O' gauge.

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

DJ Models shows second '71' sample

A second engineering prototype of DJ Models' crowd funded' BR Class 71 has been received showing the latest development for this 'OO' gauge locomotive.

The new sample features alterations to the cab front, window frames, roof panels and more while the manufacturer says further revisions will be made to the cab handrails to improve their appearance. Etched brass lamp irons, front steps and works plate have also been added.

The model features a non-working pantograph which can be posed in the raised position. Other features include detailed bogies with a number



of separate fittings, a 21-pin DCC decoder socket, space for a DCC sound speaker and directional lighting. A coreless motor is also being installed in the model.

DJ Models is expecting to receive decorated samples of the model during April for inspection ahead of full production to fulfil orders placed by those supporting

the 'crowd funding' initiative.

● Visit www.djmodels.co.uk for more information and www.kernowmodelrailcentre.com for purchase information.

News in brief

■ Revolution Trains' project to produce a ready-to-run model of the Class 320/321 Electric Multiple Unit (EMU) for 'N' gauge moved ahead in March with the start of design work.

Initial design work is based on drawings, with Revolution Trains

also measuring a unit to collect data for the 3D CAD drawing work. Prices are expected to be in the region of £200 for a four-car Class 321 and £170 for a three-car Class 320.

● For more information visit www.revolutiontrains.com

■ Five new products have joined the 4Ground collection with a low-relief modern industrial building topping the list. All the kits are laser cut and pre-painted ready for assembly.

The low-relief industrial unit (Cat No. 00-IE-102R) is priced at £29.00. It is joined by a wooden

platform shelter (00-TE-125) for £6.50 together with a pack of medium and small pallets (00-TE-126), wooden coal staithees (00-TE-127) and large pallets (00-TE-128) priced at £4.50 each.

● For more information visit www.4groundtrackside.co.uk

Tower Models reveals 'O' gauge 'Prairie' identities

Tower Models has published details of its plans for seven limited edition versions of the recently announced Heljan 'O' gauge model of the GWR 'Large Prairie' 2-6-2T (HM101). These will be in addition to five standard versions numbered in the '61XX' range from Heljan.

Tower's exclusive models will be available in two formats - unnumbered but finished in terms of livery details and fully finished including specific locomotive numbers. Liveries will cover GWR and BR period schemes including both black and green for the later

THE TOWER MODELS LOCOMOTIVES, LIMITED TO JUST 50 OF EACH, ARE:

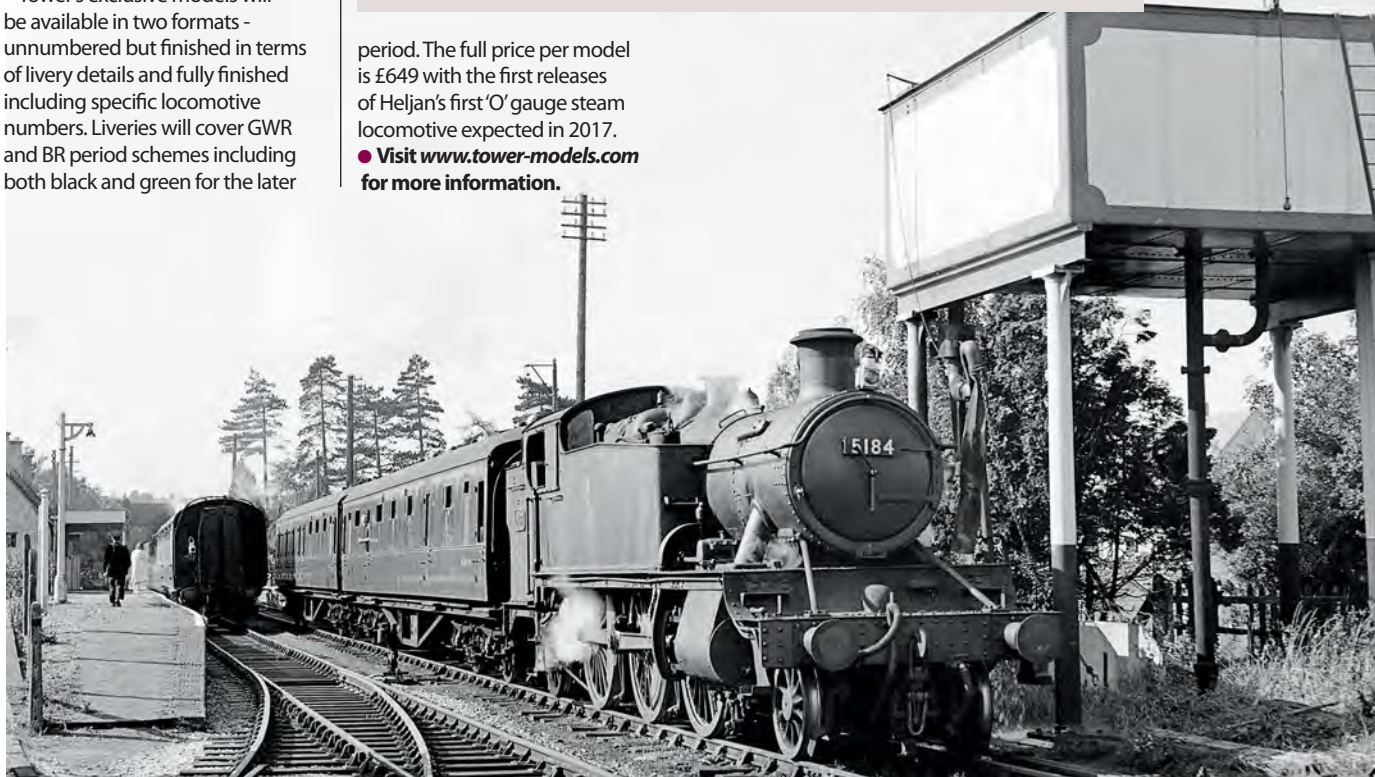
Unnumbered '41XX'/'51XX'/'61XX' in Great Western green - Cat No. HJ6120
Unnumbered '41XX'/'51XX'/'61XX' in BR unlined black with early crests - Cat No. HJ6121
Unnumbered '41XX'/'51XX'/'61XX' in BR unlined green with late crests - Cat No. HJ6122
Unnumbered '41XX'/'51XX'/'61XX' in BR lined green with late crests - Cat No. HJ6123
'51XX' 5184 in Great Western green - Cat No. HJ6124
'41XX' 4144 in BR unlined black with early crests - Cat No. HJ6125
'51XX' 5158 in BR lined green with late crests - Cat No. HJ6126

period. The full price per model is £649 with the first releases of Heljan's first 'O' gauge steam locomotive expected in 2017.

● Visit www.tower-models.com for more information.

Tower Models has commissioned seven limited edition 'O' gauge 'Large Prairies' from Heljan. On September 29 1962 5184 departs Bourton with a pair of Hawksworth carriages.

Railphotoprints.co.uk



Limited edition Mammoth

The latest limited edition locomotive to be released by Kernow Model Rail Centre (KMRC) is Western Region allocated Class 47 D1670 Mammoth in BR two-tone green livery.

Making it stand out is the Western Region style small yellow warning panel which wraps over the lip below the cab windows. This livery was



carried by the locomotive between 1965 and the early 1970s.

The model was due to arrive with

KMRC at the beginning of April with 512 being produced using the Bachmann product as the basis.

It will be available DCC ready for £149.99, DCC fitted for £169.99 and DCC sound fitted for £249.99.

● For more information visit www.kernowmodelrailcentre.com

Okehampton car carrier for 'OO'

It will be possible to model the Okehampton car carrier train with a new limited edition Mk 1 General Utility Van (GUV) from Kernow Model Rail Centre (KMRC).

The limited edition comes with Surbiton-Okehampton Car Carrier roof boards and will be finished in Southern Region green livery. The train operated along the Southern Region main line between 1960 and 1964 and included up to eight GUV



vans capable of holding 32 cars as well as passenger accommodation. Priced at £44.95 the GUV van

was due to arrive with KMRC in early April for immediate release.

● For more information visit www.kernowmodelrailcentre.com

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Dapol shows 'DECORATED' 'O' GAUGE 08'

THE FIRST DECORATED sample of Dapol's 'O' gauge ready-to-run model of the BR Class 08 diesel shunter has been revealed. Decorated in plain BR black as 13240 it is one of six to be released in the first wave later this year.

The Class 08 will be Dapol's second ready-to-run 'O' gauge locomotive following on from the

Stroudley 'Terrier'. It will feature a 21-pin DCC decoder, options for Digital Command Control (DCC) ready and DCC sound fitted models together with a five-pole motor and flywheel. The recommended price is £199.95 for DCC ready models and £399.95 for DCC sound fitted versions. Delivery is expected mid-2016.

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



Dapol invites interest in 'N' gauge prototype HST

Dapol is inviting prospective customers to express their interest in its planned limited edition model of the prototype High Speed Train (HST) for 'N' gauge following the announcement of its project in November 2015.

At least 700 expressions of interest in the 10-coach train pack are needed to get the project off the ground which promises to model power cars 41001 and 41002, four Trailer Firsts and four Trailer Seconds in a limited edition pack. The model will only be available from Dapol and trade funds from sales of the limited edition will be donated to Project Miller to keep the National Collection's unique HST prototype power

car 41001 in working order.

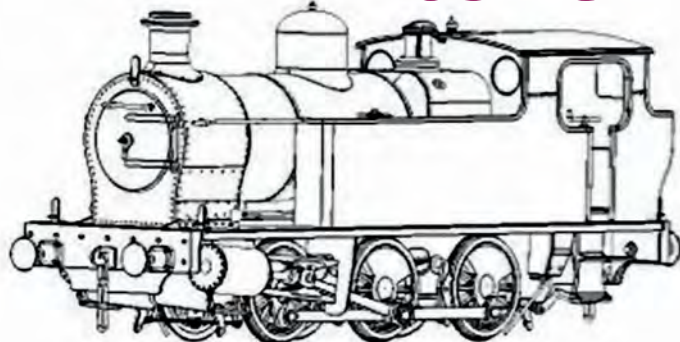
Dapol plans to produce just 1,000 sets in two liveries covering grey and blue with partial yellow ends and grey and blue with full yellow ends. The price will be £349.99 with an additional two car add on pack priced at £49.95. Production of the buffet vehicles has been ruled out on cost grounds, but the Mk 3 carriages in the set will feature frameless windows, no door open indicator lamps and correct roof detail. All vehicles will have NEM coupling pockets and 6-pin DCC decoder sockets will be provided in the power cars.

● Visit www.dapol.co.uk to find out more and to register your interest in the model.



Dapol is looking to gauge interest in its 'N' gauge prototype HST set. 252001 races through Sonning Cutting in March 1976. Railphotoprints.co.uk

Minerva launches 'VICTORY' TANK PROJECT



Minerva Model Railways' second ready-to-run 'O' gauge steam locomotive will be the Kerr Stuart 'Victory' 0-6-0T for release at the end of 2016. The 'Victory' follows on from the successful launch of the new 'O' gauge ready-to-run producers Peckett 'E' class 0-4-0ST (HM104).

The 'Victory' class of 10 locomotives was introduced in 1917 for the Inland Waterways and Docks Department. The class later saw use on dock and colliery railways as well as on the East Kent Light Railway. Three were inherited by the Great Western Railway (GWR) and two of these entered BR stock in 1948 - remaining in service until 1954 and 1955. The last was withdrawn from service with

the National Coal Board in 1969.

The specification for the new 'Victory' matches that of the Peckett. It will include an injection moulded body, over 200 individually fitted components, a die-cast chassis, fine scale wheels, a 40:1 gearbox for slow speed running and provision for fitting of digital control and sound. Sprung buffers will be fitted together with working three-link couplings. On release it will be available in lined light green, lined red and unlined black.

Standard analogue models will be priced at £270 with a DCC sound option - with a bespoke Paul Chetter sound file - priced at £390. Pre-orders are being taken now.

● For more information visit www.minervamodelrailways.co.uk

BACHMANN JOINS...

THE GREAT ELECTRIC TRAIN SHOW

BACHMANN Europe will be returning to the Great Electric Train Show in 2016 with its display and Collectors Club stand offering a chance to meet the team and inspect the latest samples.

The layout line-up for the event on October 8/9 continues to grow with three new layouts being revealed from the 25 strong list. Newly announced are Oulton TMD by Allan Cromarty (see pages 18-25), Peter Midwinter's Western Region theme 'OO' layout Watermill Halt (HM105) and



Helston & Falmouth Model Railway Club 'O-16.5' narrow gauge layout Gweek North Quay (HM71)

Also confirmed for the show are the first of the Skills Zone demonstrators. Alan Buttler will be returning with his popular ModelU 3D laser scanning stand while Mick Bonwick will be offering hands on weathering demonstrations alongside a number of other modelling stands.

● **For the full layout list to date, traders, advance ticket purchase and event information visit www.grealelectrictrainshow.com.**



REVOLUTION PLAN KFA CONTAINER FLAT

The next 'N' gauge model to be produced by Revolution Trains is the PFA/KFA Tiphook operated container flat. 240 were built in 1987-1988 and coded PFA, later changed to KFA.

Revolution's model will cater for both Gloucester GPS and

Sambre & Meuse VNH-1 bogies and will feature a combination of die-cast and plastic construction. The model is being produced for Revolution by Rapido Trains and will be supplied without containers. It will, though, be

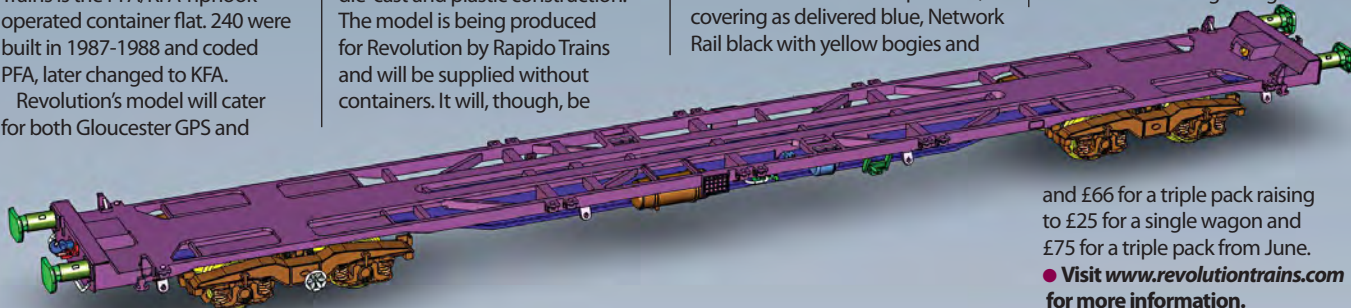
designed to accommodate existing container models for 'N' gauge.

In total six versions are planned, covering as delivered blue, Network Rail black with yellow bogies and

Tiphook rail branded blue. Prices for early support of the project will be £22 for a single wagon

and £66 for a triple pack raising to £25 for a single wagon and £75 for a triple pack from June.

● **Visit www.revolutiontrains.com for more information.**



BULLHEAD 'OO' TRACK LEADS DCC CONCEPTS 2016 PLANS

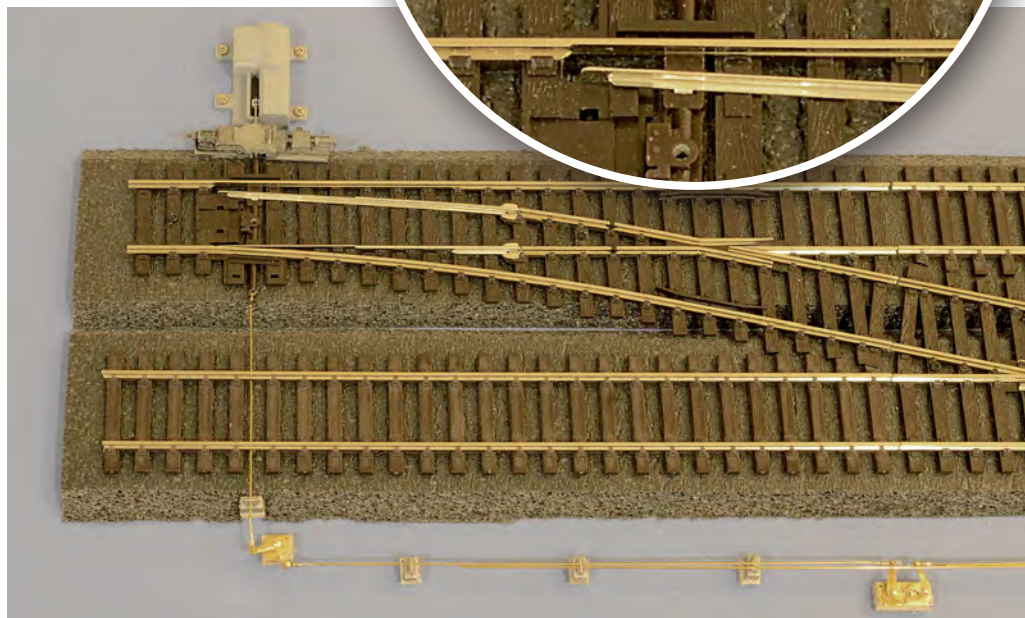
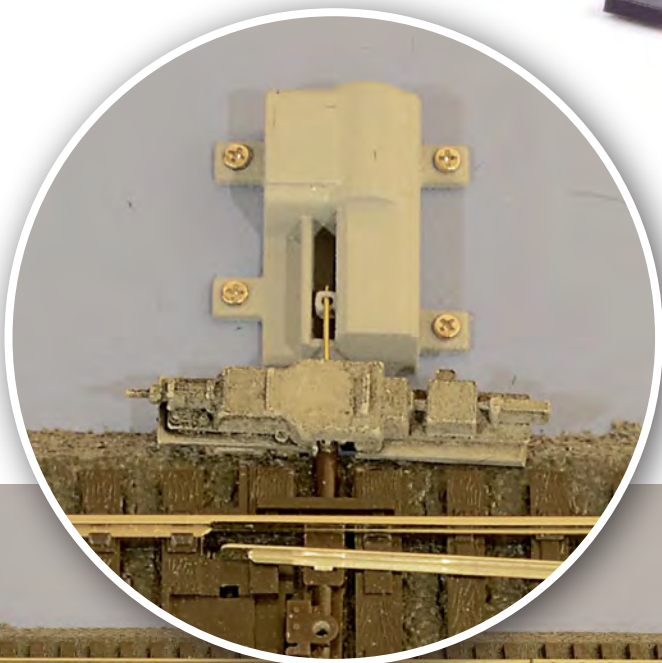
Legacy scale sleeper track to be joined by ground signals, working point rodding, micro point motor and more as manufacturer moves to the UK!

DCC Concepts Legacy track range is to be produced ready to lay with flexible track and points on the cards for 2016. This is the new bullhead rail profile and sleeper web.

A NEW RANGE of ready-to-run 'OO' gauge bullhead rail track and fully detailed working colour light ground signals are amongst the highlights of DCC Concepts' range of new products for 2016.

The range was launched to the public in March offering an exciting range of prospects for model railway builders from electrical components through to a new 'postage stamp' size above board point motor and working point rodding in 4mm:1ft scale.

Topping the list is DCC Concepts' commitment to produce ready-to-run fully detailed bullhead track. The range will comprise 960mm lengths of flexible track, phosphor bronze rail joiners with bolt detail and up to three sizes of point



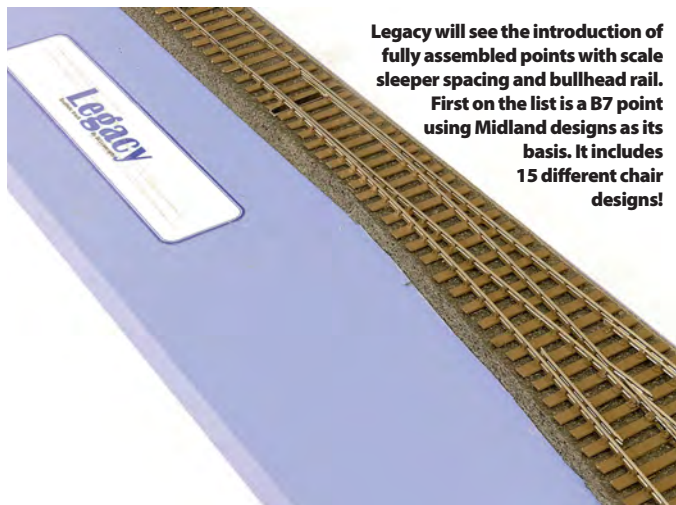
The new Cobalt SS surface mounted point motor measures just 22mm x 14mm (see inset) and each pack will be supplied with a single Westinghouse dummy motor model too, the latter available separately in multi-packs. Also shown here are the first samples of the new Legacy point rodding stools, cranks and rods.

initially. Points will be modelled on Midland Railway diagrams with the first being the B7, the equivalent of a large radius point in current flat bottom track.

The bullhead track will use stainless steel rail and have a plastic sleeper web to support them. Points will have up to 15 different chair designs to allow them to accurately model the prototype items in full detail. All of the track will be produced to 'OO' - 16.5mm - gauge. Prices are expected to be in the region of £5 per length for flexible track and £25-£30 for points.

Joining the track in DCC Concepts' Legacy range is a fully operational scale point rodding system which will feature cast brass stools, hand assembled cranks and scale diameter rodding. This will be sold in packs ranging from a full pack for assorted runs for around £25, a rod and stool pack for long runs for £20 and an under track and long linkage set for £15.

Allied to this is a new development in point motors – the Cobalt SS. This 'super small' point motor measures just 22mm x 14mm and is controlled by a stepper motor. It will self adjust and is linked to a turnout by fine wire links. It will be finished in grey and is designed to operate on analogue and digital layouts through a separate control



Legacy will see the introduction of fully assembled points with scale sleeper spacing and bullhead rail. First on the list is a B7 point using Midland designs as its basis. It includes 15 different chair designs!

PCB which will control two motors.

On release Cobalt SS will be available in packs of two, six and 12 which will also include enough control boards to operate the contents as well as a scale model of a Westinghouse EP pneumatic point motor suitable for 'N', 'OO' or 'O' scale. Cobalt SS can also be used in conjunction with the new Legacy point rodding.

Three new electrical products are also on the cards for 2016, headlined by Alpha Mimic. This allows a realistic track mimic diagram to be reproduced and linked to a digital system to show routes set. Mimic will be supplied as a pack containing the mimic board and 24 LEDs which can be connected to any track bus with two wires. Additional packs of LEDs will also be available to expand its capacity. Prices will be £49.95 for Alpha Mimic and £24.95 for the add on LED pack.

Taking Alpha Mimic further DCC Concepts will also be introducing a range of height-adjustable colour light ground signals which can be

operated with the Alpha Mimic board to match the position of turnouts. Ground signals will be made to scale with four versions planned covering pre-Second World War red/green, late London Midland & Scottish Railway/BR three-light designs, modern British four-light signals and a generic American outline two-light red-green design.

The signals will be supplied pre-wired to connect to Alpha Mimic and available in a 12 pack with the Mimic board for £69.95 or separately as a pack of 12 ground signals for £39.95.

The final addition is Alpha-Panel which is designed to work with the Cobalt Alpha range. It is a multi-socket connector which can be used directly with NCE, Roco and Lenz DCC controllers as well as DCC Concepts Alpha products. It offers 50% more connections front and rear and can be used with both the NCE Power Cab and NCE Power Pro systems. It is priced at £19.95.

● Visit www.dccconcepts.com for more information.

DCC Concepts drives UK pricing down

A reduction in retail prices is accompanying DCC Concepts' move to a new UK base in the Sidings at Settle station, North Yorkshire, from its previous location working from Australia.

The new pricing structure went live from March 19 with reductions being brought about by a joint effort between Gaugemaster and DCC Concepts, a change to ex-China distribution – avoiding the need for costly round the world shipping via Australia – and growth in the business.

Chief Executive Richard Johnson said: "From the very beginning, DCC Concepts always considered a World Price to be the correct approach. We have

for the past five years, pre-costed all proposed products in \$A, \$US, € and £, not establishing our target retail prices until happy with this. Now, for the first time, we are able to re-position our entire range to meet our intended price positions."

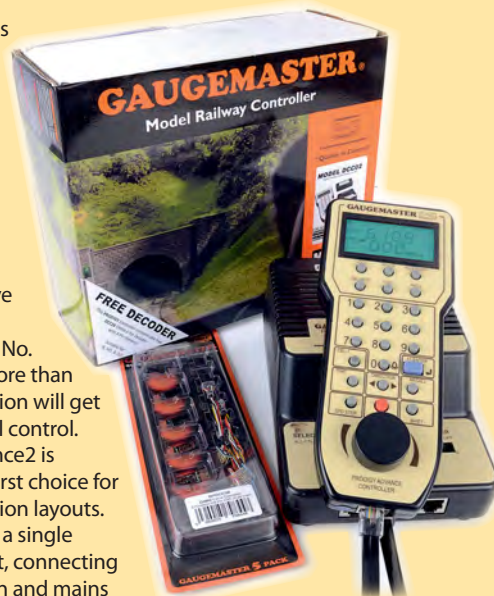
Price reductions are across the board and include single Cobalt IP digital point motors changing from £21.95 per unit to £19.95. Other significant reductions include the 12-axle rolling road coming down from £119.95 to £99.95 and the AD-S8fx accessory decoder reducing from £74.95 to £59.95.

● Visit www.dccconcepts.com for more information and a full pricing update.

Gaugemaster Prodigy Advance2 DCC controller and decoders!

Hornby Magazine has teamed up with the UK's largest model railway distributor Gaugemaster to offer an exclusive digital prize of a Gaugemaster Prodigy Advance2 DCC controller (Cat No. DCC02) and a five pack of 8-pin/6-pin Omni decoders (Cat No. BPDCC28), worth more than £300! This combination will get you started in digital control.

The Prodigy Advance2 is Hornby Magazine's first choice for operating its exhibition layouts. The pack consists of a single walkaround handset, connecting cables, a base station and mains lead. The controller itself offers main track and programming track connections, programming on the main and programming track, a rotating speed control, options for 14, 28 and 128 speed steps, four digit addressing, unlimited locomotive allocation (up to address 9,999) and storage for the last 25 locomotives operated by the handset. Points and signals can be controlled from it too while route setting



is also within its abilities. Visit www.gaugemaster.com for the full specification.

All you have to do to enter the competition is answer the following simple question before the closing date of June 25 2016. Even if you don't win the Gaugemaster Prodigy Advance2 DCC controller is available to purchase for £279 from www.gaugemaster.com and its retailer network.

QUESTION: What does DCC stand for?

- Digital Command Control
- Digital Cab Control
- Digital Control Cab

HOW TO ENTER

Send your answer in by visiting www.hornbymagazine.com and fill in the entry form. Or send your answer, subscriber number (if applicable), and full contact details on a postcard to 'Hornby Magazine DCC competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to competitions@keypublishing.com with 'Hornby Magazine DCC competition' in the subject field. **RULES:** Strictly no multiple entries. The winner will be the first

correct answer drawn at random immediately after the closing date. There is no cash alternative, and no correspondence can be entered into. The competition is not open to employees of Key Publishing or Hornby Magazine. The Marketing Manager's decision is final. The winner will be notified by post, and will be published in HM109. The closing date for entries is June 25 2016 and winners will be notified within a week of the closing date. No purchase necessary.

GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

DIGITAL CONTROL SYSTEMS

DCC01 Prodigy Express System £149.95

DCC02 Prodigy Advance2 System £279.95

DCC03 Prodigy Advance2 Wireless System £479.95

DECODERS

DCC22 CLASSIC 2 Function Micro £24.95

DCC23 CLASSIC 6 Pin Plug-in Decoder £24.95

DCC27 OMNI 21 & 8 Pin Decoder £18.95

DCC28 OMNI 6 Pin Decoder with Harness £28.95

DCC29 OMNI Direct Plug Decoder £19.95

BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95

BPDC28 OMNI 6 Pin with Harness (5) £99.95

BPDC29 OMNI Direct Plug Decoder (5) £94.95

DCC30 Accessory Decoder 4 Accessories £59.95

DCC31 Accessory Decoder Kato UniTrack £15.95

DCC ACCESSORIES

DCC11 Prodigy Extension Plate £37.95

DCC13 Prodigy Adv2 Wireless Walkaround £179.95

DCC14 Prodigy Adv2 Backlit Walkaround £129.95

DCC15 "Decoder Doctor" Decoder Tester £79.95

DCC40 Auto Reverse Module £39.95

DCC49 Prodigy DCC Booster Unit 8 Amp £179.95

DCC51 Prodigy Wireless Conversion Set £259.95

DCC55 Prodigy Wired Computer Interface £54.95

DCC60 Spare plug for Prodigy £3.25

DCC61 Medium NEM 652 Socket (5) £7.95

DCC62 Prodigy Universal Lead (2m) £4.95

DCC63 Prodigy Adv Power Supply Unit £24.95

DCC64 Prodigy Power Pack Lead £6.95

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DCC72 8 to 21 Pin Adaptor £4.50

DCC77 Prodigy Walkaround Adapter £9.95

ANALOGUE CONTROL

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GMC-COMBI Single Track Controller £39.95

GMC-100M Single Track £84.95

GMC-100M Single Track O Scale £84.95

GMC-10LB Single Track G Scale £99.95

GMC-10LB5F Single Track G Scale Fan £169.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £99.95

GMC-D Twin Track £94.95

GMC-DO Twin Track O Scale £164.95

GMC-DF Twin Track Feedback £99.95

GMC-DS Twin Track Simulation £164.95

GMC-TS Three Track Simulation £174.95

GMC-Q Four Track £169.95

PANEL MOUNT CONTROLLERS

GMC-100 Single Track £34.95

GMC-100 O Single Track O Scale £44.95

GMC-100LB Single Track G Scale £44.95

GMC-U Single Track Simulation £39.95

GMC-UO Single Track Simulation O Scale £59.95

GMC-UO Twin Track £54.95

GMC-UDF Twin Track Feedback £59.95

GMC-UDS Twin Track Simulation £69.95

GMC-UTS Three Track Controller Sim. £79.95

GMC-UQ Four Track £84.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95

GMC-WH Single Track Feedback £39.95

GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16V AC £49.95

GMC-M1DC Output 2 x 12V DC £54.95

GMC-M2 Output 1 x 18V AC (2.5a) £54.95

GMC-M3 Output 1 x 24V AC (1.25a) £54.95

GMC-M4 Output 2 x 12V AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

GMC-WM1 Output 1 x 16V AC or 12V DC £19.95

GMC-WM2 Output 1 x 9V DC (0.6a) £14.95

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GMC-T1 Output 2 x 16V AC (1a) £24.95

GMC-T2 Output 1 x 18V AC (2.5a) £24.95

GMC-T3 Output 1 x 24V AC (1.25a) £24.95

GMC-T4 Output 2 x 12V AC (1a) £24.95

MODULES

GMC-S51 Super Shuttle Unit £34.95

GMC-S51GB Super Shuttle Unit G Scale £44.95

POINT CONTROL

POINT CONTROL STARTER SET £49.95

GMC-PCSET Point Control Starter Set £49.95

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95

GMC-PCU2 Slave Unit for PCU1 £52.95

CAPACITOR DISCHARGE UNITS

GMC-CDU Capacitor Discharge Unit £13.95

GMC-MCDU Mains Powered CDU £24.95

POINT MOTORS

GMC-PM1 Motor with Built-In Switch £5.35

GMC-PM2 Motor No Switch £4.95

GMC-PM4 Motor Latching Mechanism £6.25

UNCOUPLERS

GMC-EM1 N Electro Magnetic Uncoupler £8.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

TRACK

ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

GMC-HF1 Single Track Unit £39.95

GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.50

GM39 N Track Cleaning Pads (3) £5.50

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Flexible Track (100) £295

GM93 900mm N/Silver Blk Flexi Track (24) £79.95

GM94 900mm N/Silver Bm Flexi Track (24) £79.95

GM97 900mm N/Silver Bm Flexi Track (100) £295

GM19 Code 100 (OO) Rail Joiners (24) £24.95

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.35

GM54 OO Buffer Stop £1.85

BPGM54 OO Buffer Stop (5 Pack) £8.35

GM55 OO LH Buffer Stop £6.95

GM56 OO Buffer Stop Lights (Pack of 2) £9.95

GM13 Pair of Leads (Joiners/Bare Wire) £4.95

GM66 Hornby Type Track Pins 10mm £2.60

GM67 Extra Long Track Pins 15mm £2.60

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

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95

GM53 N Scale Buffer Stop £4.50

BPGM53 N Scale Buffer Stop (Pack of 5) £19.95

GM57 N Lit Buffer Stop on Track £9.25

GM58 N Buffer Stop Lights (Pack of 2) £9.95

GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

DO GREY BALLASTED UNDERLAY SYSTEM

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

DO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.55

GM210 Flexible Ballasted Underlay (5m) £22.95

GM214 Point & Crossing Ballasting Kit £7.95

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.55

GM118 N Granite Ballast (200g) £2.35

GM160 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.15

GM171 Summer Grass Flock (30g) £3.15

GM172 Moorland Grass Flock (30g) £3.15

GM173 Meadow Grass Flock (30g) £3.15

GM174 Woodland Floor Grass Flock (30g) £3.25

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.55

GM211 N Flexible Ballasted Underlay (5m) £22.95

GM215 Point & Crossing Ballasting Kit £7.95

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £8.95

GM252 3mm Cork Plates 15 x 50cm (2) £4.50

GM240 For RH Sectional Points (2) £3.95

GM241 For LH Sectional Points (2) £3.95

GM244 For RH Sectional Curved Points (2) £3.95

GM245 For LH Sectional Curved Points (2) £3.95

GM247 For Y Sectional Points (2) £3.95

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £8.95

GM232 2mm Cork Plates 15 x 50cm (2) £4.50

GM225 For RH Sectional Points (2) £3.95

GM226 For LH Sectional Points (2) £3.95

SCENICS

STARTER PACK

GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.50

GM119 Fine Plaster of Paris (1kg) £3.95

GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.50

GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £10.50

GM167 Balsa Bundle 50 x 75 x 229mm £1.95

GM168 Balsa Bundle 75 x 150 x 450mm £9.95

GM128 OO Scale Spring Trees (10) £10.95

GM129 OO Scale Summer Trees (10) £10.95

BULK TREES

GM120 Deciduous Trees (25) £19.95

GM121 Mixed Trees (25) £19.95

GM122 Fir Trees (25) £19.95

GRASS & GRAVEL MATS

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

MEADOW MATS

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

GM147 Meadow Mat - Beige 6mm Grass £8.95

GM148 Meadow Mat - Beige 12mm Grass £11.95

STATIC GRASS SYSTEM

GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.75

GM160 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.15

GM171 Summer Grass Flock (30g) £3.15

GM172 Moorland Grass Flock (30g) £3.15

GM173 Meadow Grass Flock (30g) £3.15

GM174 Woodland Floor Grass Flock (30g) £3.25

BUDGET SCATTERS

GM101 Meadow Scatter (50g) £1.85

GM102 Mid Green Scatter (50g) £1.85

GM103 Dark Green Scatter (50g) £1.85

GM105 Spring Green Scatter (50g) £1.85

GM108 Earth Brown Scatter (50g) £1.85

GM109 Black Scatter (50g) £1.85

GM110 Red Brown Scatter (50g) £1.85

GM112 Irrigation Coal (50g) £2.35

GM116 Grey Tarmac Scatter (50g) £1.85

LICHENS & HEDGES

GM160 Light Green Hedgerow (1m) £6.95

GM161 Dark Green Hedgerow (1m) £6.95

GM164 Light Green Lichen (80g) £4.75

GM165 Dark Green Lichen (80g) £4.75

GM166 Assorted Lichen (80g) £4.75

FOLIAGE

GM150 Fine Light Green Foliage (30g) £3.15

GM151 Fine Dark Green Foliage (30g) £3.15

GM152 Fine Mid Green Foliage (30g) £3.15

GM153 Fine Light Brown Foliage (30g) £3.15

GM154 Fine Brown Foliage (30g) £3.15

STANDARD TREES

GM180 Plum Trees (3) £6.95

GM181 Plum Trees in Blossom (3) £6.95

GM182 Fruit Trees (3) £6.95

GM183 Apple Trees (3) £6.95

GM184 Birch Trees (3) £6.95

GM185 Weeping Willow Trees (3) £6.95

GM186 Poplar Trees (3) £6.95

GM187 Pine Trees (3) £8.50

GM188 Beech Trees (2) £7.50

VALUE TREE ASSORTMENTS

GM127 N Scale Tree Assortment (10) TBA

DO SCALE WIDE ROAD SYSTEM

GM370 80mm Wide Tarmac Road (1m) £6.95

GM371 80mm Wide Universal Curves (2) £6.95

DO SCALE NARROW ROAD SYSTEM

GM375 68mm Wide Tarmac Road (1m) £6.95

GM376 68mm Wide Universal Curves (2) £6.95

OO/HO SCALE VEHICLE LIGHTING KITS

GM380 Standard Vehicle Kit £12.95

GM386 Emergency Vehicles Kit (Blues) £14.95

GM387 Service Vehicles Kit (Orange) £14.95

N SCALE ROAD SYSTEM

GM390 40mm Wide Tarmac Road (1m) £6.95

GM391 40mm Wide Universal Curves (2) £6.95

STRUCTURES

DO SCALE FENCING

GM145 Country Fencing 290mm Length £6.95

GM146 Garden Fencing 290mm Length £6.95

DO SCALE LASER CUT KITS

GM451 Wooden Fencing 300mm Length £5.00

GM452 Lattice Fencing 300mm Length £5.00

MAKE YOUR OWN TREES

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

FLOWERS

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

GM178 OO/HO Wild Flowers £9.25

GRASS TUFTS

GM136 Spring Grass Tufts £10.95

GM137 Summer Grass Tufts £10.95

GM138 Flowering Grass Tufts £11.95

BRICKWORK

GM30 Plain Stone Wall Grey £9.25

GM31 Grey Stone Wall & Buttresses £9.25

GM32 Grey Stone Wall & Arches £9.25

GM197 Stone Tunnel Wall £7.95

GM198 Single Tunnel Mouth & Walls £14.95

GM199 Double Tunnel Mouth & Walls £19.95

BACKSCENES

GM701 Large Valley Backscene £7.95

GM702 Large Countryside Backscene £7.95

GM703 Large Open Field Backscene £7.95

GM704 Large Village Backscene £7.95

GM705 Large Cloudy Sky Backscene £7.95

GM706 Large Industrial Backscene £7.95

GM707 Large Housebacks Backscene £7.95

GM708 Large Pretty UK Town Backscene £7.95

GM751 Small Valley Backscene £4.95

GM752 Small Countryside Backscene £4.95

GM753 Small Open Field Backscene £4.95

GM754 Small Village Backscene £4.95

GM755 Small Cloudy Sky Backscene £4.95

GM756 Small Industrial Backscene £4.95

GM757 Small Housebacks Backscene £4.95

GM758 Small Pretty UK Town Backscene £4.95

HIGHWAYS

TENS OF THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.
WE CAN DELIVER POST FREE TO MOST UK ADDRESSES

Gaugemaster Controls Ltd, Gaugemaster House, Ford Road
Arundel, West Sussex, BN18 0BN, United Kingdom

Tel - 01903 884488

Fax - 01903 884377 E Mail - engineshed@gaugemaster.co.uk



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.



GM401 Fordhampton Station £25.50



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



GM408 Fordhampton Village Store or Pub £17.95

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



KESTREL DESIGNS

N GAUGE PLASTIC KITS

- GMKD01 House £4.25
- GMKD02 Shop £3.50
- 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
- GMKD07 Four House Unit £6.50
- GMKD08 Country Station £8.50
- GMKD09 Station Buildings £5.25
- GMKD10 Island Platform with Flat Canopy £8.00
- GMKD11 Flat Canopy £5.75
- GMKD12 Small Signal Box £5.75
- GMKD13 Farm Rail Fencing Brown £3.00
- GMKD13W Farm Rail Fencing White £3.00
- GMKD14 Telegraph Poles £4.25
- GMKD15 Windows Doors & Guttering £2.75
- GMKD16 Platforms (2) £2.25
- GMKD17 Platform Ramps (2) £3.25
- GMKD18 Station Yard Huts £4.25
- GMKD19 Weighbridge & Office £3.25
- GMKD20 Coal Office £5.75
- GMKD21 Level Crossing/Keepers Cottage £3.00
- GMKD22 Four Greenhouses £3.00
- GMKD23 Two Domestic Garages £3.00
- GMKD24 Water Tower £4.50
- GMKD25 Corner Shop £4.50
- GMKD26 Corner Pub £4.50
- GMKD27 Three Storey Townhouse £5.75
- GMKD28 Three Storey Town Shop £5.75
- GMKD29 Modern Station £7.75
- GMKD30 Modern Station Waiting Room £5.50
- GMKD31 Station Masters House £6.25
- GMKD32 Pair Pre War Semi Det. Houses £7.00
- GMKD33 Boilerhouse & Chimney £6.25
- GMKD34 Stable Block £3.75
- GMKD35 Cow Shed £3.50
- GMKD36 Barn £5.75
- GMKD37 Farm House £7.25



- GMKD38 Steel Footbridge £7.25
- GMKD39 Modern Industrial Unit £5.75
- GMKD40 Modern Fire Station £7.00
- GMKD41 Platforms Wide (2) £3.25
- GMKD42 Platform Ramps Wide (2) £2.75
- GMKD43 Goods Shed £7.50
- GMKD1000 Town Station £16.95
- GMKD1001 Old Factory with Chimney £19.95

N GAUGE LASER CUT KITS

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

- GMKD51 Wooden Fencing £5.00
- GMKD52 Lattice Fencing £5.00
- GMKD53 Garden Sheds (2) £5.00

N GAUGE VALUE KIT SETS

- GMKD2000 Station Set £14.95
- GMKD2001 Town Set £12.95
- GMKD2002 Suburban Set £14.95
- GMKD2003 Farm Set £16.95



TOOLS

MODEL RAILWAY MAINTENANCE

- GM50 OO/HO Locomotive Wheel Cleaner £39.95
- GM47 N Gauge Wheel Cleaner £34.95
- GM51 Spare Pads for GM50 £17.95
- GM49 Spare Pads for GM47 £17.95
- GM59 N Scale Wheel Cleaner £15.95



- GM60 OO Scale Wheel Cleaner £19.95
- GM61 Precision Lubricator £4.75
- GM67 Superfine Oil Pen w/Teflon Particles £5.75
- GM68 Electrical Contact Oil Pen £9.75

GENERAL MODELLING TOOLS

- GM08 Modelstrip (115mm) £6.95
- GM26 Track Rubber £3.15
- GM27 Junior Track Rubber £5.75
- GM600 A2 Cutting Mat £14.95
- GM601 A3 Cutting Mat £9.95
- GM602 A4 Cutting Mat £4.95
- GM603 A5 Cutting Mat £2.95
- GM604 Round Nose Pliers £6.75
- GM605 Flat Nose Pliers £6.75
- GM606 Side Cutters £6.75
- GM607 Half Round Pliers £6.75
- GM608 Bent Nose Pliers £6.75
- GM609 S/Steel Tweezers (4) £7.95
- GM610 Double Ended Pin Vice £5.75
- GM611 Sawset 1 w/ Scalpel Handle £9.50
- GM613 Trim-away Knife £3.75
- GM614 S/S Scalpel & Blades £4.95
- GM615 Plastic Scalpel & Blades £5.50
- GM616 Cutting Knife & 5 Blades £5.95
- GM617 Pick-Up Tool £5.95
- GM618 Magnifier Tweezers £3.95
- GM621 Locking forceps Curved £6.75
- GM624 Swivel Top Pin Vice £6.50
- GM625 Curved Tweezer R/Action £3.95
- GM626 Straight Tweezer R/Action £3.95
- GM627 Blunt End Tweezer R/Action £3.95
- GM629 Cutting Discs (10) £4.75
- GM630 Screw Top Mandrels (3) £4.25
- GM631 Slicing Discs (10) & Mandrel £6.75
- GM632 Budget Needle File Set £4.75
- GM633 Glass Fibre Pencil 4mm £4.75
- GM634 4mm G/Fibre Refills (10) £4.50
- GM635 2mm Glass Fibre Refills (10) £4.50
- GM636 2mm G/Fibre Refills (5) £5.75
- GM638 Cutting Broaches 0.6-2.0 £5.75
- GM640 Archimedian Drill Stock £7.75
- GM641 HSS Jobbs Drills 0.5 (5) £5.50
- GM642 HSS Jobbs Drills 0.8 (5) £6.25
- GM643 HSS Jobbs Drills 1.0 (5) £6.25
- GM644 HSS Jobbs Drills 1.2 (5) £6.25
- GM645 HSS Jobbs Drills 1.5 (5) £6.25
- GM646 HSS Jobbs Drills 1.8 (5) £6.25
- GM647 HSS Jobbs Drills 2.0 (5) £6.25
- GM648 Microbore Drills 0.3-1.6 £5.75
- GM649 Microbore HSS Twist Drill Bits 61-80 £10.95
- GM650 HSS Jobbs Drills 0.3 (5) £3.95
- GM651 HSS Jobbs Drills 0.4 (5) £3.95
- GM652 HSS Jobbs Drills 0.6 (5) £3.95
- GM653 HSS Jobbs Drills 0.7 (5) £3.95
- GM654 HSS Jobbs Drills 0.9 (5) £3.95
- GM655 Spare Blades for GM616 £2.50
- GM656 Spare Blades for GM616 £2.50
- GM660 Pick n Place Twin Pack £7.75
- GM661 Economy Sprue/Plastic Cutter £4.50
- GM666 Clip on Magnifying Eye Glass £6.50
- GM669 Pin Pusher with Depth Stop £9.95
- GM670 Deluxe Paintbrush Set £9.95



- GM683 Soft Grip Knife Set with Blades £6.95
- GM684 Spare Blades for GM683 £1.50
- GM693 Value Model Railway Drill £9.95
- GM694 Mains Powered Value Drill £16.95
- GM695 Model Railway Screwdriver Set £4.95
- GM696 Masking Tape 8mm x 18m (2) £2.25
- GM697 Masking Tape 10mm x 18m (2) £2.25
- GM698 Masking Tape 18mm x 18m (1) £2.75

- GM672 Razor Saw Superfine £13.95
- GM673 3 in 1 Saw Set £10.95
- GM674 Razor Saw Fine £10.95
- GM675 Razor Saw Medium £14.95
- GM676 Aluminum Mitre Box £10.95
- GM677 Fine Woodrill Saw £14.95
- GM678 Flush Cutting Saw £11.95
- GM679 Universal Razor Saw £11.95

- GM680 15W 230V Soldering Iron £14.95
- GM681 25W 230V Soldering Iron £18.95
- GM682 40W 230V Soldering Iron £18.95
- GM683 15W No.8 Tip £3.50
- GM684 15W No.8 Tip £3.50
- GM685 25W No.8 Tip £3.75
- GM686 25W No.7 Tip £3.75
- GM687 25W No.8 Tip £3.75
- GM688 25W No.8 Tip £3.75
- GM689 40W No.8 Tip £3.75
- GM690 40W No.7 Tip £3.75
- GM691 40W No.7 Tip £3.75
- GM692 40W No.8 Tip £3.75

- GM693 Low Heat Solder 70 degrees (20g) £4.25
- GM694 Solder 180 degrees (20g) £3.95
- GM695 White Metal Flux £5.95
- GM696 Brass Flux £5.95
- GM697 Non Acid Safety Flux £6.25
- GM698 Solder Wire 145 Degrees £4.85

- GM699 Low Heat Solder 70 degrees (20g) £4.25
- GM699 Solder 180 degrees (20g) £3.95
- GM699 White Metal Flux £5.95
- GM699 Brass Flux £5.95
- GM699 Non Acid Safety Flux £6.25
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- GM699 White Metal Flux £5.95
- GM699 Brass Flux £5.95
- GM699 Non Acid Safety Flux £6.25
- GM699 Solder Wire 145 Degrees £4.85

- GM506 Mini-Toggle DPDT £2.70
- GM507 Mini-Toggle SPST £2.40
- GM508 Mini-Toggle SPDT £2.40
- GM509 Mini-Toggle SPDT (Cioff) £2.40
- GM510 Mini-Toggle for Point Motors £2.65
- GM511 Mini-Toggle for G Point Motors £3.60
- GM512 Push to Break Black (5) £5.95
- GM513 Push to Make Black (5) £2.75
- GM514 Push to Make Blue (5) £2.75
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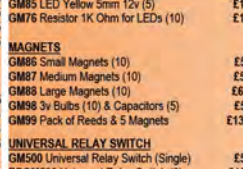
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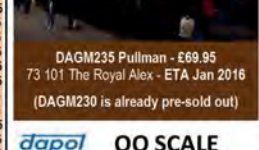
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Oulton

ALLAN CROMARTY and friends went back to the 1990s for their sublime exhibition layout set in the Midlands in the colourful Sectorisation era.

PHOTOGRAPHY, TREVOR JONES



OULTON TRACTION Maintenance Depot is a fictitious location with influences from the Midlands, including Crewe and Bescot. It

is the time of Sectorisation, which I witnessed first-hand the change from BR corporate blue to the colourful Intercity and freight sub-sector liveries that were becoming prevalent at that time.

Necessity is the mother of invention, so they say, and Oulton Traction Maintenance Depot (TMD) came about through necessity. In the late-1990s I started to build a large four-track layout in my garage but before I managed to finish it, building work at home meant that I would lose the use

of the garage for a considerable time.

The layout was dismantled but I still wanted a model railway project. My plan was to eventually build a large sectional layout starting with just a small 12ft x 2ft section containing only the TMD that I had salvaged from the original layout, it took about six months from the planning stage until it was completed to a standard where it could be operated.

There were two main factors in the decision to start with a small diesel depot layout. One was to run some of my collection and secondly that after many years of being a visitor to model railway shows I now had the possibility to become an exhibitor. The layout has continued to grow over the past ten

STATISTICS

Owner:	Allan Cromarty
Scale:	'OO'
Length:	27ft (scenic)
Width:	3ft (scenic)
Track:	Peco code 100 and code 75
Control:	DCC, Lenz
Period:	BR Midlands, 1987-1995

years with my plan being that as time, space and finances allowed additional sections would and have been added with the TMD finally becoming the centrepiece of a 27ft x 3ft railway scene. »



The Class 14 arrives for duty at the cement works, while 37671 Tre Pol and Pen departs Kibblestone Sidings with a rake of RMC JGAs.





The Class 14 in Blue Circle Cement livery sets off to do some shunting in the cement works.



CONSTRUCTION

On my large garage layout, Sundeala on 2in x 1in batons had been used for baseboards but I found it bowed at the joints. The boards for the new layout needed to be more substantial so I built a frame using 4in x 1in batons, with 12mm plywood on top and used 2in x 1in batons for intermediate supports. These were fitted after the track was laid in order to miss the point motors.

The scenic section of the layout is made up from seven baseboards. The main boards are generally 3ft wide with two being 6ft long (these are just too big and I certainly regret building them this size). There are two more at 5ft long, one 3ft x 4ft deep and there is one more scenic board with the cement works that is 2ft x 4ft. There are another 11 boards of various sizes that make up the off scene storage yard.

The track was laid on 1/8in cork sheet which I had previously painted grey.

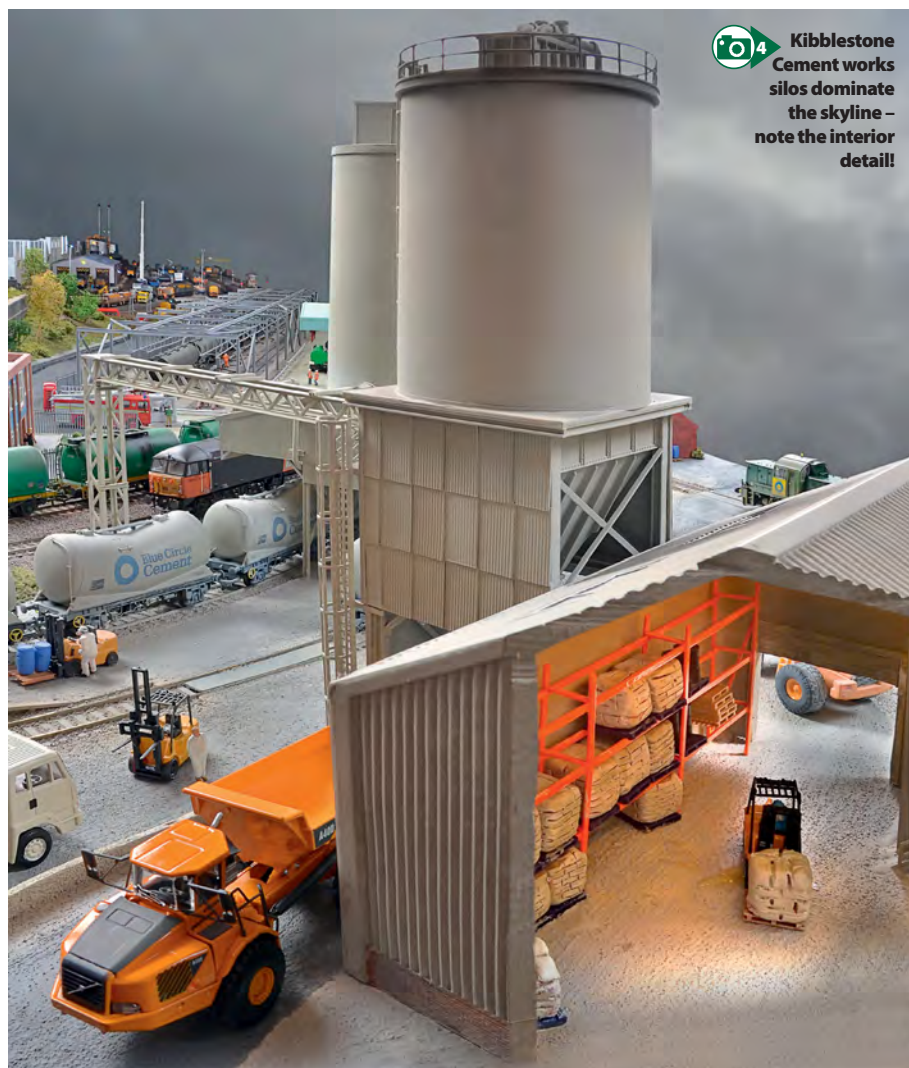


A busy depot scene: a pair of Class 60s await their next duty while a scruffy Class 08 passes by with a load of steel pipes bound for the transfer yard.



It was then pinned down using fine Peco track pins but these sometimes bent because of the hardness of the plywood sheet so I snipped the ends by about 3mm, which made them easier to fix into the wood.

Peco code 100 track was used and once laid the next job was to wire the many track feeds. During testing I found that locomotives and wagon wheels would short-circuit the electrics on a crossing I had fitted. This short crossing had originally been code 100 so to solve this problem I changed it to a code 75 live frog crossing which is totally isolated and is fed from accessory switches connected to the points leading into it. These change the polarity of the crossing to suit the direction of trains travelling over it. Although all the track leading on to it is code 100, I have had no more problems with it. After using code 100 track to start with, when I next extended the layout I decided to use code 75 track



Kibblestone Cement works silos dominate the skyline – note the interior detail!

throughout the scenic section, only using code 100 in the storage yard.

The layout was originally wired for normal 12v DC operation so I needed to have numerous isolated sections and several weeks were spent wiring up the layout and a suitable control panel. At that time Digital Command Control (DCC) was starting to make an appearance and there were positive reports on the internet and in magazines so the decision was made to change the layout to DCC operation.

I bought the Lenz Set 100 and several decoders. The downside was that I now needed to build a totally new control panel and had to rewire the layout as I no longer needed all the isolated sections.

DEVELOPMENTS

Oulton TMD in its original 12ft x 2ft form consisted of a maintenance shed, refuelling point, fuel tank storage and locomotive/wagon stabling point. It was first exhibited at the Alsager show in 2005, with its second outing being a year later at Loughborough for the Soar Valley MRC. I regularly attended shows, generally in the Midlands and in early-2009 the layout was extended to 15ft x 3ft so a station and freight transfer

sidings could be included. A larger storage yard was also added to cater for the additional freight and passenger traffic.

In 2010 after attending a show at St Johns in Trent Vale it was decided to extend the layout again, adding another 7ft, so a small oil terminal and a 'virtual quarry' could be incorporated into the layout; Wigan 2010 was its first outing at this new 22ft length.

In late-2012 work started on another extension. This time the oil terminal was extended and a cement works was added, with the layout now being nearly 28ft

long. In 2013 the layout was invited to exhibit at Eurospoor in Holland and at the Warley show at the NEC.

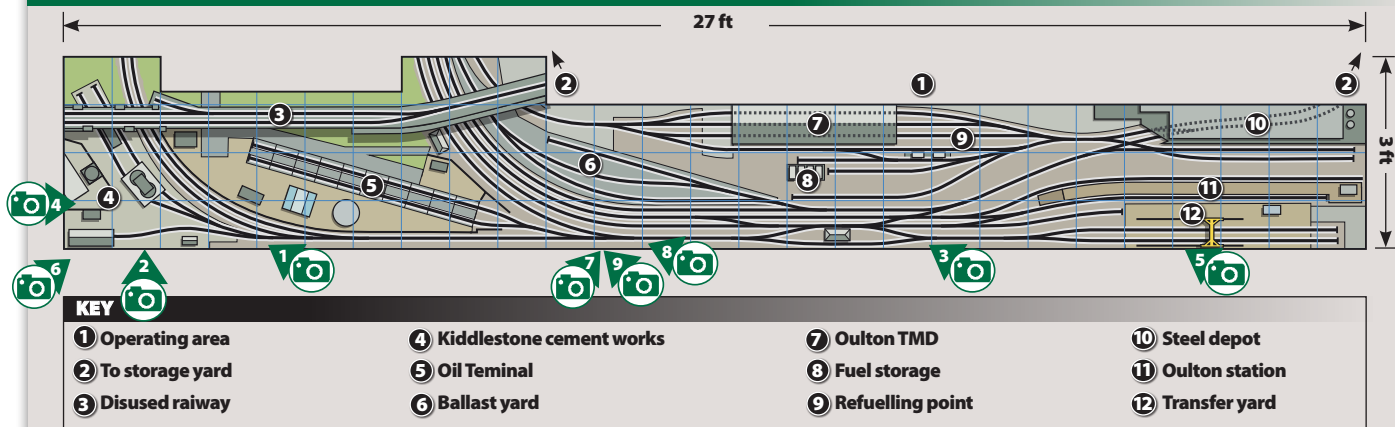
SCENERY

The biggest problem with the scenery was my lack of experience. I had never done any scenery on my permanent layout - only the track, wiring, station building and platforms. I had never ballasted the track either.

I experimented with track ballasting on a small section of track until I was confident enough to start work ballasting on the main layout. Baseboard joints are another challenge: I would bolt the layout together but clamp a thin sheet >>

“There were two factors in the decision to start with a small diesel depot.”

OULTON TMD TRACK DIAGRAM (NOT TO SCALE)

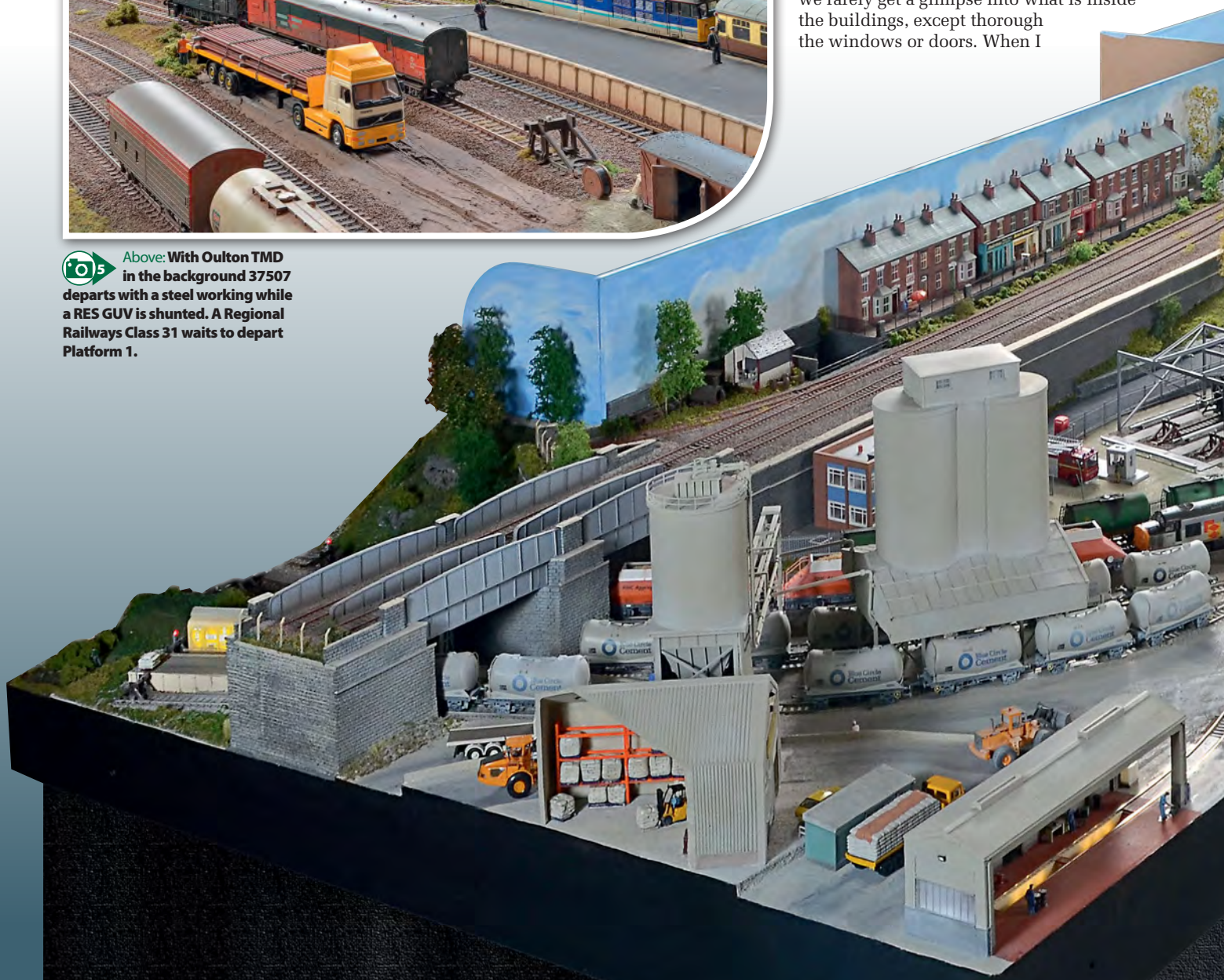


of clear plastic at the joint, this allowed the ballast and scatter material to be worked right up to the plastic, the idea being to leave a less noticeable joint.

Starting with a small layout meant I could concentrate on certain areas. I had always built kits and the Heljan car repair shop was a good starting point which was used to create the main depot building.

When most layouts are built great detail is made of the building and scenery but we rarely get a glimpse into what is inside the buildings, except through the windows or doors. When I

5 Above: With Oulton TMD in the background 37507 departs with a steel working while a RES GUV is shunted. A Regional Railways Class 31 waits to depart Platform 1.



built the TMD I deliberately left the roof windows out so the interior details could be viewed. When the construction of the cement works took place I decided that the whole side of the buildings would be opened up to allow the detailed interiors to be viewed. The diesel locomotive shed had one side removed and this allows additional details like the fitter welding, the lit inspection pit and general clutter to be seen. Kibblestone works store was cut in half, lights were fitted and racks of stored pallets built to create a scene

“In late-2012 work started on another extension for an oil terminal”

that would otherwise be hidden.

On one of Oulton TMD's regular growth spurts I decided to include an oil terminal and the cement works, both created a new set of challenges for my modelling skills and I am very pleased with both of them.

The oil terminal was based on one I recall being at Etruria, Stoke-on-Trent, in the late-1980s. It is now long gone but the terminal at Westerleigh is

almost identical to the one I remembered. Referring to the photographs, my friend Derek and I constructed the various parts that would make up the overhead gantry.

Plastruct section was used to make the framework and Derek constructed the handrail that runs the whole length of the terminal out of brass wire, I fitted the chequer-plate walkways, pipework and fittings that help create the scene.

The cement works involved the construction of several buildings, again referring to photographs from the internet. The cement silos were constructed using a Plastruct frame over which corrugated plastic sheet was laid, some parts having individual scale sheets fitted. Lights, pipework and clutter, along with weathering the structures hopefully create a realistic working scene into which the railway fits well. »



Below: An overview of Oulton TMD showing its 27ft length – more than double what it was when construction started more than a decade ago.



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OPERATION

The layout uses colour light signals. These are Eckon kits for the three and four-aspect signals and CR Signals ground signals. All are switch operated from the control panels. Some of the signals have route indicators fitted and these will only show if the point is set in the correct direction, achieved by wiring the signal through an accessory switch fitted to the point motor. All the signals are mimicked on the control panel with LEDs showing how the signal is set.

I like to have a team of at least six operators whenever possible with two of the team assigned as drivers - one on passenger and one on freight. They drive to the signals and will follow the route set by the 'signalman'. The main panel operator ('signalman') manages all the points, signals and train movements in the scenic area, while another operator looks after the storage yard. The two other operators control both the points and locomotives in their respective areas, one being the cement works, the other being the TMD. The challenge is to get everyone working together and to communicate.

THE TRAINS

The locomotives and rolling stock are a mixture of Hornby, Bachmann, Heljan and Dapol, and have liveries common to the time period of BR sectorisation - 1987 to 1995. The liveries range from 'large logo' blue to triple grey, although the odd BR blue locomotive will make an appearance, along with Loadhaul,



A grubby 37698 passes a busy ballast yard with local coal empties. The three RES Class 47s await their next turn in the depot.

Transrail and Mainline liveries of the pre-privatisation period. There is even a steam special to represent that aspect of main line operation.

We are lucky that the major manufacturers have not neglected the time period I model. Some of my favourites are the freight locomotives in triple grey and the Rail Express

Systems livery adopted by BR parcels.

Weathering is important to the look that I try to portray and when Andy Small from Alsager Model Railway Club saw the shiny new oil tanks running on the layout and pointed out how out of place they looked he kindly offered to weather them for me. This effort to give all models a working appearance continues to this day.



37507 Hartlepool Pipe Mill waits for the road as Technical Services liveried 47972 heads a test train for the depot. On the left Kibblestone Oil Terminal hosts the unloading of a rake of 100ton TEA crude oil tanks while 37431 Bullidea departs with a rake of 45ton BPTTA wagons.



ENLISTING SUPPORT

I didn't do it all alone. I initially spent about six months working on the layout before the first show. Over the next few years I continued to upgrade the layout by adding further details and lights. I then started to build the station area but realised I had no chance to complete it in time for its next booked appearance, that's when I enlisted the help of Derek Barnett, who owns a model railway shop, Footplate of Kidderminster. Before I built the layout I used to buy a lot of my stock from him and I ended up helping him with his trade stand at exhibitions and once I started to exhibit the layout he would occasionally help me operate it.

We have worked together on the layout for the last six years, doing both the track and baseboard wiring, and in the end the layout came out roughly as I had intended. Some of Derek's handiwork can be seen and includes the bridge over the four tracks, the cameos where the track is being re-ballasted, the ballast yard and the overhead gantry in the oil terminal.

A lot of my time was spent building the control panels, and again pressure was mounting to complete them in time for the layout going to Eurospoor in Holland. One of the operators, Ashley Rowen, offered to help wire the panels for me, and his help was greatly appreciated as they were fully operational in time for that show. I can't leave this section without also mentioning Oulton TMD's other operators including Carl, Simon, Jeff, Keith, Richard H, and Rich B, and



An Oulton bound Class 150 in Provincial livery passes 'Dutch' 31110, complete with its load of sleepers.

various other members of the Alsager, Stafford and Soar Valley model railway clubs who have at one time or another helped in some way with the layout, again their help is very much appreciated.

Recently, after spending over four hours just setting up and levelling the layout baseboards, Richard, one of the team, remarked that I must be mad to design and

build an exhibition layout that is over 27ft long! I am beginning to think I agree!

I enjoy exhibiting the layout and hopefully encouraging other people into a hobby that has given me a great deal of pleasure. There is a real satisfaction in seeing the amount of interest that the layout generates and I enjoy talking to and answering questions from the many people that view the layout. [Video](#)



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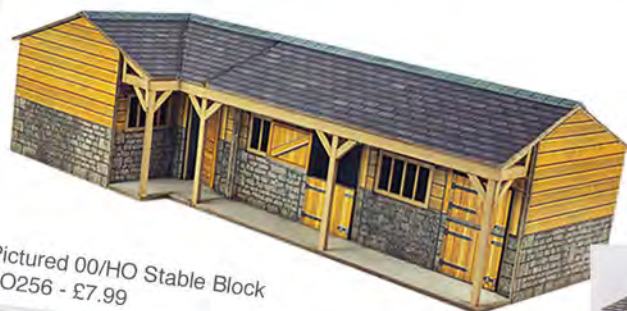
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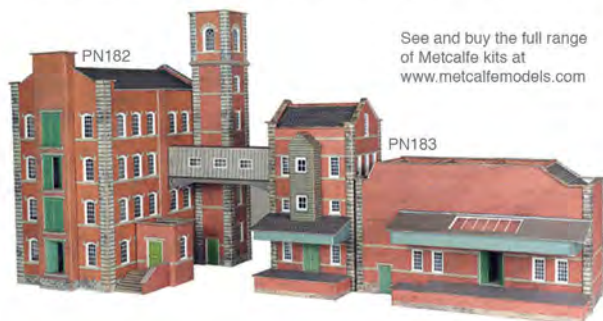


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Milk TRAFFIC

Fresh milk was transported across the country by rail for decades. **MARK CHIVERS** examines some typical train formations using readily available locomotives and rolling stock.



DURING THE MID-1800s THE railway developed an important role in transporting milk from its rural source to the consumer and by the 1930s dedicated fleets of railborne tank wagons were conveying bulk trainloads of milk to bottling factories and creameries across the railway network.

This important traffic continued to grow into and through the 1960s until competition from road transport saw its gradual decline during the 1970s. The last milk trains operated on the railway network in the early 1980s.

Most dairies were in country locations and often a long distance from the markets they served. Some operations featured dedicated milk trains, while other more rural setups saw wagonloads split across the day and transported separately or as part of mixed goods or passenger trains for part of the journey.

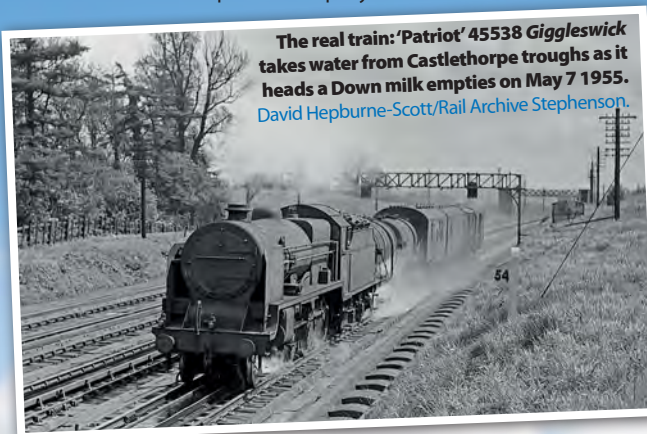
Because of the perishable nature of the flows, milk trains were authorised to operate at higher speeds, but this also presented problems as a lively journey at speed could cause the milk to churn within the lined tanks, which was far from ideal. To overcome this, six-wheel underframes were developed offering a smoother ride for the cargo. Extensive baffling fitted inside the tanks helped restrict movement of the milk and limit the risk of a train arriving with a trainload of butter! Interestingly, the milk tanks themselves were owned by the dairies while the underframes remained the property of the railway companies.

Many of the services were concentrated on London with regular diagrams serving depots at Acton, Cricklewood, Ealing Broadway, Finchley, Ilford, Kensington Olympia, Morden, Vauxhall, West Ealing, Wood Lane and others. These would usually travel during the evening and overnight from dairies across the country to their respective company

Trucks (CCTs) for this traffic, the Great Western Railway (GWR) developed its own dedicated 'Siphon G' and 'Siphon H' bogie vans for the task. Passenger-rated brake vehicles were usually marshalled within most long distance milk train formations reflecting the higher speeds that they operated and in turn offering an improved level of comfort for the guard.

In terms of available 'OO' gauge motive power, the main manufacturers offer a wide range of suitable locomotives while six-wheeled milk tank wagons are available from Dapol and Hornby, the former introduced in 2005 while the latter manufacturer's model appeared during 2007. Lima produced the six-wheel tank during the 1980s too. A large number of liveries have been offered including Co-operative Wholesale Society (CWS), Express Dairy, Independent Milk Supplies (IMS), Milk Marketing Board (MMB), Royal Arsenal Co-op Society, Unigate Creameries, United Dairies, Wiltshire United Dairies and more.

The subject of milk trains is complex and whilst not exhaustive, the following list of train formations is representative of a small selection of actual formations which can be recreated using off-the-shelf 'OO' gauge ready to run products. While some trains could run to 20 or more wagons, there were many more that might only convey a handful of vehicles, which offers plenty of scope for modelling realistic short milk formations. [FEBMA](#)



The real train: 'Patriot' 45538 Giggleswick takes water from Castlethorpe troughs as it heads a Down milk empties on May 7 1955.
David Hepburne-Scott/Rail Archive Stephenson.

depots for unloading and bottling.

Liveries abounded in the early years with companies such as Cow and Gate, Co-operative Wholesale Society (CWS), Express Dairies, United Dairies and many more displaying their respective colours and logos. In due course many were repainted silver, although it was often difficult to tell their origin as they soon attracted a thick layer of brake dust and grime, which was a surprise given the nature of the contents!

In addition to tank traffic, milk was also transported in metal churns for use in other dairy products. Whilst most railway companies utilised ventilated vans or Covered Carriage

PLEASE TURN FOR THE FORMATIONS



Recreating a Down milk working from May 7 1955, a 'Patriot' 4-6-0 passes through Topley Dale with tankers and vans.

The formations



LMS '2P' 4-4-0 BR lined black, early crests (Hornby), eight six-wheel milk tanks, 12ton ventilated van, six-wheel milk tank, LMS 'porthole' BTK BR carmine and cream, two 12ton ventilated vans, Fairburn '4P' 2-6-4T BR lined black, early crests (Bachmann)

YEAR: 1951 LOCATION: Shap SERVICE: Down milk empties



LMS 'Patriot' 4-6-0 BR lined green, early crests (Bachmann), two six-wheel milk tanks, LMS 'Stove R' BR crimson, LMS 50ft BG BR crimson, 12ton ventilated van, SR PMV BR crimson

YEAR: 1955 LOCATION: Castlethorpe SERVICE: Down milk empties



LSWR short-frame 'M7' 0-4-4T BR lined black, early crests (Hornby), 12ton LNER ventilated van, two six-wheel milk tanks, Hawksworth BG BR carmine and cream

YEAR: 1956 LOCATION: Exeter St Davids SERVICE: Local goods to Exeter Central



GWR '2884' 2-8-0 BR lined black, early crests (Hornby), five six-wheel milk tanks, Hawksworth BG BR maroon, two six-wheel milk tanks

YEAR: 1956 LOCATION: Dawlish Warren SERVICE: Up milk



LNER 'B17' 4-6-0 BR green, early crests (Hornby), 10 six-wheel milk tanks, LNER CCT BR crimson, LNER BG BR maroon, LMS 50ft BG BR maroon, SR Van C BR crimson, LNER CCT BR crimson

YEAR: 1957 LOCATION: Westerfield SERVICE: Up milk



GWR 'Castle' 4-6-0 BR lined green, late crests (Hornby), nine six-wheel milk tanks, 'Fruit D' van BR maroon, Hawksworth BG BR maroon, three six-wheel milk tanks

YEAR: 1959 LOCATION: Hayes and Harlington SERVICE: Down milk empties



Maunsell 'N' Class 2-6-0 BR lined black, late crests (Bachmann), 12ton ventilated van, two five-plank open wagons, three 12ton ventilated vans, three six-wheel milk tanks, four 12ton ventilated vans, SR 12ton ventilated van, BR 20ton brake van

YEAR: 1960 LOCATION: Bere Alston SERVICE: Mixed goods



LMS 'Jubilee' 4-6-0 BR green, late crests (Bachmann), three six-wheel milk tanks, BR 20ton brake van

YEAR: 1960 LOCATION: Hurlford SERVICE: Dumfries to Aberdeen milk



Bulleid air-smoothed 'West Country' 4-6-2 BR lined green, late crests (Hornby), SR PMV BR green, 12ton ventilated van, seven six-wheel milk tanks, BR Mk 1 BG BR maroon

YEAR: 1963 LOCATION: Farnborough SERVICE: Clapham Junction to West Country milk empties



BR Sulzer Type 2 BR green, small yellow warning panels (Bachmann), BR 20ton brake van, two six-wheel milk tanks, BR Mk 1 BG BR maroon, BR 20ton brake van, three six-wheel milk tanks, three 12ton ventilated vans, BR 20ton brake van

YEAR: 1963 LOCATION: Willesden Junction SERVICE: Kensington Olympia milk empties

ATIONS



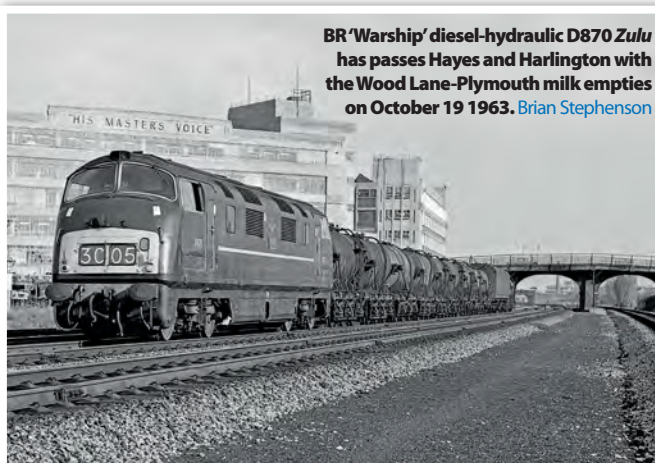
VEHICLE DESCRIPTIONS

BG	Gangwayed Brake
CCT	Covered Carriage Truck
GUV	General Utility Van
PMV	Parcels and Miscellaneous Van

Short-framed Drummond 'M7' 0-4-4T 30670 departs Exeter St Davids with a milk working on August 13 1956.
Bob Tuck/Rail Archive Stephenson.



BR 'Warship' diesel-hydraulic D870 Zulu has passes Hayes and Harlington with the Wood Lane-Plymouth milk empties on October 19 1963. Brian Stephenson



USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Key Publishing	www.keypublishing.com



On a wet Cornish day in October 1974 Class 46 46018 passes Liskeard with an Up milk train. Brian Stephenson.



The formations



BR Class 43 'Warship' BR green, small yellow warning panels (Bachmann), nine six-wheel milk tanks, Hawksworth BG BR maroon, six-wheel milk tank
YEAR: 1963 **LOCATION:** Hayes and Harlington **SERVICE:** Wood Lane to Plymouth milk empties



Bulleid 'Q1' 0-6-0 BR black, late crests (Hornby), seven six-wheel milk tanks, BR 20ton brake van
YEAR: 1964 **LOCATION:** Clapham Junction **SERVICE:** Vauxhall to Clapham Junction milk empties



BR Class 15 BR green (Heljan), ten six-wheel milk tanks, BR 20ton brake van
YEAR: 1969 **LOCATION:** Ilford **SERVICE:** Ilford to West Country milk empties



BR Class 43 'Warship' BR blue (Bachmann), 15 six-wheel milk tanks
YEAR: 1969 **LOCATION:** Bath Spa **SERVICE:** London to St Erth milk empties (diverted)



BR Class 08/09 BR blue (Bachmann/Hornby), BR Mk 1 BG BR blue and grey, six six-wheel milk tanks
YEAR: 1970 **LOCATION:** Clapham Junction **SERVICE:** Vauxhall-Clapham milk empties



BR Class 22 BR blue (Dapol), 13 six-wheel milk tanks
YEAR: 1971 **LOCATION:** Exeter St Davids **SERVICE:** Exeter St Davids to Chard Junction milk empties



BR Class 25 BR blue, double-headed (Bachmann), seven six-wheel milk tanks
YEAR: 1972 **LOCATION:** St Austell **SERVICE:** St Erth to Acton milk



BR Class 46 BR blue (Bachmann), 17 six-wheel milk tanks
YEAR: 1974 **LOCATION:** Liskeard **SERVICE:** St Erth to Acton milk



BR Class 52 'Western' BR blue (Dapol/Heljan), five six-wheel milk tanks
YEAR: 1974 **LOCATION:** St Erth **SERVICE:** St Erth to Acton milk



BR Class 73 BR blue (Dapol/Hornby), 12 six-wheel milk tanks
YEAR: 1976 **LOCATION:** Clapham Junction **SERVICE:** Morden/Vauxhall to St Erth milk empties

ATIONS



MILK TRAIN 'OO' GAUGE 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
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 13ton steel sand tippler	BR bauxite	Bachmann	37-355C
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 Hawksworth BG	BR car/cream	Hornby	R4404A
Five-plank open wagon	BR grey	Bachmann	37-016C
GWR 'Fruit D' van	BR maroon	Dapol	B745A

GWR 'Siphon G'	BR maroon	Airfix	54307
GWR 'Siphon H'	BR maroon	Hornby	R6539
LMS Stanier 50ft Period III BG	BR maroon	Bachmann	34-325B
LMS Stanier 50ft Period III BG	BR maroon	Hornby	R4237A
LMS 'porthole' Corridor Brake Third (BTK)	BR car/cream	Bachmann	39-460
LMS 'Stove R'	BR crimson	Key Publishing	HM003c
LMS 'Stove R'	BR maroon	Key Publishing	HM004B
LMS 'Stove R'	BR blue	Key Publishing	HM005
LNER Gresley 61ft 6in BG	BR maroon	Hornby	R4531C
LNER extra-long CCT	BR crimson	Hornby	R6683/A/B/C
LNER Gresley 63ft BG	BR maroon	Hornby	R4531B/C
Midland 20ton brake van	BR grey	Bachmann	38-550
North Eastern 12ton vent van	BR bauxite	Bachmann	38-376
Seven-plank end door open wagon	BR grey	Bachmann	37-081F
Seven-plank fixed end open wagon	BR grey	Bachmann	37-107
Six-wheel milk tank CWS	Green	Dapol	B678
Six-wheel milk tank CWS	Red	Dapol	B866
Six-wheel milk tank IMS	Light blue	Dapol	4F-03-1008
Six-wheel milk tank IMS	Red/brown	Dapol	4F-03-1011
Six-wheel milk tank Unigate Creameries	Silver	Dapol	4F-03-1003
Six-wheel milk tank United Dairies	White	Dapol	B629

Six-wheel milk tank Express Dairy GWR	Blue	Hornby	R6378
Six-wheel milk tank Express Dairy LMS	Blue	Hornby	R6404
Six-wheel milk tank MMB Milk GWR	Grey	Hornby	R6406
Six-wheel milk tank MMB Milk LMS	Grey	Hornby	R6567
Six-wheel milk tank United Dairies Ltd	Silver	Hornby	R6379
Six-wheel milk tank United Dairies SR	Silver	Hornby	R6453
SR 12ton 2+2 planked vent van	BR bauxite	Bachmann	38-082C
SR 12ton 2+2 planked vent van	BR grey	Hornby	R6267
SR Bogie Van B	BR green	Hornby	R4536B
SR Maunsell Van C	BR green	Hornby	R4306D
SR Maunsell Van C	BR crimson	Hornby	R4347C
SR Parcels and Misc. Van (PMV)	BR crimson	Bachmann	39-526
SR Parcels and Misc. Van (PMV)	BR green	Bachmann	39-527

5 OF THE BEST CONTROLLERS

EQUIPMENT GUIDE

If you are looking to get started in Digital Command Control we are here to help. **MARK CHIVERS** selects five of the best start up systems readily available for under £200.

A QUICK GLANCE ONLINE or at an exhibition reveals a staggering selection of Digital Command Control (DCC) systems available ranging from simple starter systems to top of the range command stations. But what if you are starting out on a budget? Which way should you go? Here we will look at what we believe are five of the best value digital control systems for under £200.

Purchasing a DCC system for the first time requires some thought as to what you wish to achieve from it. As well as the present you need to consider the future. Consider whether you will be taking advantage of all the benefits that a particular system offers such as fine-tuning the responsiveness of your locomotives, fitting and operating sound, point control, signalling, route setting and more.

This is important as the specification of systems differs between manufacturers, especially on the entry level models. This can include differences in power output, number of function outputs it supports and even how portable it is.

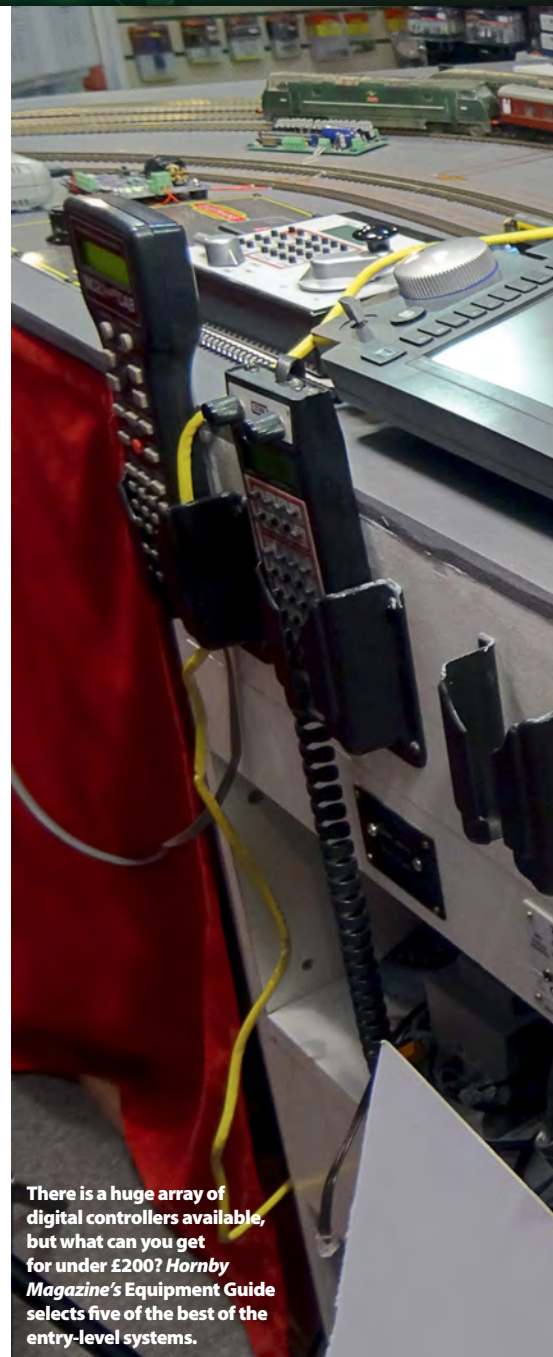
In addition to offering DCC control, most

systems offer the ability to programme DCC decoders through reading and writing of Configuration Variables (CVs) - although there are still a few that don't support the reading of CVs.

Ease of operation is also important as some systems are much easier to set up and navigate than others while a growing number of command stations feature the ability to upgrade the firmware through a USB connection to a computer. This in turn may also offer additional benefits such as computer layout control using suitable software making a system future proof for further development of your own layout.

At *Hornby Magazine*, we are staunch supporters of DCC and its capabilities. All of our exhibition layouts are operated using DCC and most of the locomotives that appear are fitted with DCC sound and in some cases smoke units. It is this functionality that enhances the enjoyment and satisfaction of running a layout.

● Thanks to Jeremy Fairlie-Smith and the team at Digitrains in Lincoln for their assistance in preparing this feature.



There is a huge array of digital controllers available, but what can you get for under £200? *Hornby Magazine's Equipment Guide* selects five of the best of the entry-level systems.

Digitrax Zephyr Xtra

Digitrax is well known for its DCC controllers and accessories which includes its DCS51 Zephyr Xtra entry level Digital Command Control system.

Packaged as a complete system, it features an all in one command station with push-button operation and cab-like throttle and direction controls together with built-in booster. Whilst traditional in appearance, the technology within provides 3amps of power, CV read and write capability, programming on the main or separate programming track, control of up to 28 DCC functions, basic, advanced and universal consisting, and more.

The package also includes a suitable power supply and LocoNet cable and decoder tester kit. LocoNet port allows the controller to be connected to a computer and is compatible with software applications such as JMRI DecoderPro.

The system supports two and four-digit locomotive addresses (0-9999), control of up to 2,048 accessories and recall of up to eight locomotives in its memory. A basic digital



readout displays the locomotive address and function status. The system does, however, feature limited memory for locomotive addresses and requires regular 'house keeping' to free up space if you have a lot of rolling stock.

If you are operating more than one locomotive at a time with this system it can be challenging when recalling a previously set locomotive as you have to move the throttle control to

THE DETAILS

Manufacturer:	www.digitrax.com
Cat No:	ZEPXUKI
Description:	DCS51 Zephyr Xtra DCC starter set
Price:	£165

GUIDE RATINGS

	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

roughly where you originally set the speed or that locomotive may come to a stand, which limits its ability to operate slickly with multiple locomotive operation. However, this can be overcome by connecting additional throttles to the system to provide extra flexibility.

Representing good value for money at £165, this is a fully-fledged DCC system which offers the added benefit of a traditional appearance.

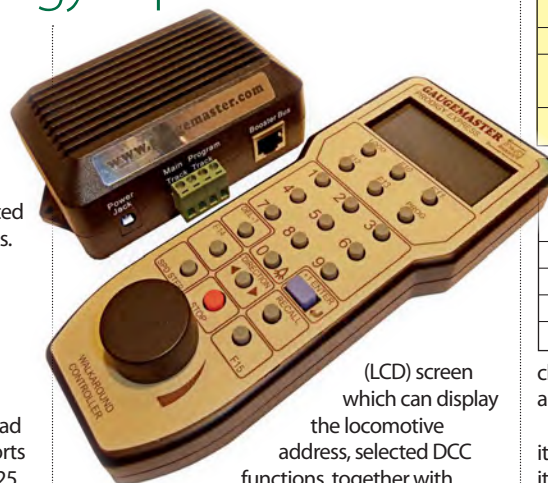


Gaugemaster Prodigy Express

Prodigy Express is Gaugemaster's entry-level DCC system and whilst limited in its specification compared with the high-end Prodigy Advance2, it still offers a healthy degree of functionality.

Prodigy Advance2 is the system of choice for *Hornby Magazine's* exhibition layouts, and many of the functions featured on the advanced system are also present on the Prodigy Express.

Offered as a starter package, this 1.6amp system is supplied with a small black plastic base station together with a handheld cab throttle. Whilst there are some limitations, it supports two and four-figure addressing (0-9999), up to 16 DCC function outputs and programming on the main track. It can also read and write CVs on a programming track, supports advanced consisting and has a recall of up to 25 locomotive addresses – although any number of locomotives, up to 9,999, can be operated with the system, it will only remember the last 25. The handset also features a Liquid Crystal Display



(LCD) screen which can display the locomotive address, selected DCC functions, together with speed steps and direction arrows. Speed is controlled by a black control dial while a push button keypad provides for most other functions on the handset including

THE DETAILS

Manufacturer:	www.gaugemaster.com
Cat. No:	DCC01
Description:	Gaugemaster Prodigy Express DCC starter package
Price:	£149.95

GUIDE RATINGS

	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

choice of speed steps (14, 28 or 128), address and decoder programming routines.

Prodigy Express does have limitations such as its inability to read CVs on the main track and it is unable to operate accessories or perform route setting. However, it is expandable and a Prodigy Advance2 handset can be connected to the base station which can perform the majority of these functions and more.



Hornby eLink and Railmaster

Launched in 2011, RailMaster is DCC software developed for Hornby and initially designed to operate in conjunction with the manufacturer's Elite DCC command station and a suitable Windows based computer.

Railmaster is impressive with its computer screen graphics, layout design capabilities, voice control option, large speed-profiled database of Hornby locomotives and more. The system currently supports 25 function outputs, control of up to 2,048 accessories and 9,999 locomotive addresses. It can also read and write CVs on a programming track, although the read task can be quite slow for decoders containing large numbers of CVs, such as DCC sound modules.

Up to ten locomotives can be controlled on-screen at the same time and consisting is also supported together

GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

with the ability to set profiled speeds for each locomotive in the roster.

Route setting for decoder fitted points and signals is also possible and can quickly be set up within the track layout design software supplied as part of the programme. In addition, a series of automated movements can also be recorded using a time-based programming system which will automatically control locomotive movements, change points as required and even activate DCC sounds.

Networking of up to nine Windows-based computers is also possible to enable operation of larger layouts with multiple operators while an additional Pro-pack (extra cost) offers an upgrade which includes voice control for the layout, extra pop-up controller on screen, operation of sequential multiple-aspect signalling, printing of locomotive CV lists and more.

Now combined with a 1amp eLink interface, which is a little underpowered on its own, an extra 4amp power booster is

TIP

If you are looking to buy a new digital control system we always recommend trying it first. Specialists in the field have a ready supply of controllers for shop and exhibition visitors to try when making the important choice.

THE DETAILS

Manufacturer:	www.hornby.com
Cat. No:	R8312
Description:	Hornby eLink and RailMaster combination pack
Price:	£84.99

also available separately. If operating a large roster of DCC sound-fitted locomotives and DCC controlled points, it would be worth

considering the extra power supply.

Setting up the system initially can take a while to master but much of the operation has been developed to be as user friendly as possible and it can be configured for touchscreen or mouse click operation.

With downloadable apps also available for mobile phone and tablet control,

Hornby's Railmaster/eLink DCC

system is an impressive piece of kit and, for the price of less than £90, it represents the best value system in this survey.



HORNBY
magazine
**BEST
VALUE!**

NCE Powercab

NCE has been developing Digital Command Control systems since the early-1990s with the Powercab offering a great entry point to digital operation.

This 2amp system offers a handset throttle controller with black fascia, push-button operation and digital LCD screen. The package also includes a power supply, power panel and cables.

With its tactile construction the handset can be held easily in the palm of the hand and includes a central throttle dial for fine tuning locomotive speeds, which is perfectly placed for operation using your thumb. In addition, a pair of speed step buttons are also provided on the handset for finer control and the system supports 14, 28 or 128 speed steps.

Operating up to five locomotives

simultaneously, the NCE Powercab will also remember the speed step status of each model. Whilst it may only have a memory recall of six previous addresses, the system can accept unlimited address entries, which is handy if you have a large roster of locomotives.

CVs can be read and programmed within the same menu, it supports two and four-figure addresses together with programming on the main track and a programming track, although a separate auto switch is required to enable a separate programming track to be connected to the system. The Powercab can also address up to 9,999 locomotive addresses, 2,044 accessories, supports advanced consisting and also provides up to 28 DCC function outputs. Route setting is also possible while a useful ammeter is displayed on the screen showing the power consumption of particular locomotives.

Also available in 2amp and 10amp Powerpro guises, a 5amp power booster can be added to the basic system which allows further cab

HORNBY
magazine
**FIRST
CHOICE**



handsets to be added and a greater number of on layout features to be operated.

Fully expandable, the system also features a separate USB interface to connect to a computer for linking to software such as JMIRI

DecoderPro for multiple CV programming.

Simple to install, the NCE Powercab is convenient to use and attractively priced.

THE DETAILS

Manufacturer:	www.ncedcc.com
Cat. No:	524-025
Description:	NCE Powercab DCC system
Price:	£140

GUIDE RATINGS

	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					



Roco Multimaus

Roco's Multimaus DCC controller is a 2amp system which is usually only available within the manufacturer's digital starter train sets. That said, the combined cost is around £180, which represents good value for money.

Finished in red plastic, the Multimaus handset controller features a manual speed dial, push-button key pad, digital readout screen and is easy to use. The system supports programming on the main and programming tracks, although the basic system can only write CVs and not read them. It can operate up to 1,024 accessories and store 64 locomotive addresses in its roster.

GUIDE RATINGS

	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

THE DETAILS

Manufacturer:	www.roco.cc
Cat. No:	RC41348
Description:	Roco freight digital starter set with Multimaus handset and amplifier
Price:	£180

Control of 20 function outputs is supported while the system also features an Xpressnet connection which enables Roco Multimaus handsets to be connected to other compatible systems such as a Lenz base station, which in turn offers additional functionality such as the ability to read CVs. Extra handsets are available separately.

Roco's Multimaus is a useful DCC control system at a very reasonable price when you factor in its inclusion with a good quality European outline 'HO' scale digital starter train set. However, its inability to read CVs in its basic form means that it is more suited to operation than full programming.

WORKBENCH

I reckon about 15 modelling sessions went into this, each of about 1-2 hours' duration. None of it was especially challenging but then I wasn't using the kind of kits or tools that make life difficult for you. The various commercial products I used provide a platform from which to build a fairly accurate model.



USEFUL WEBSITES

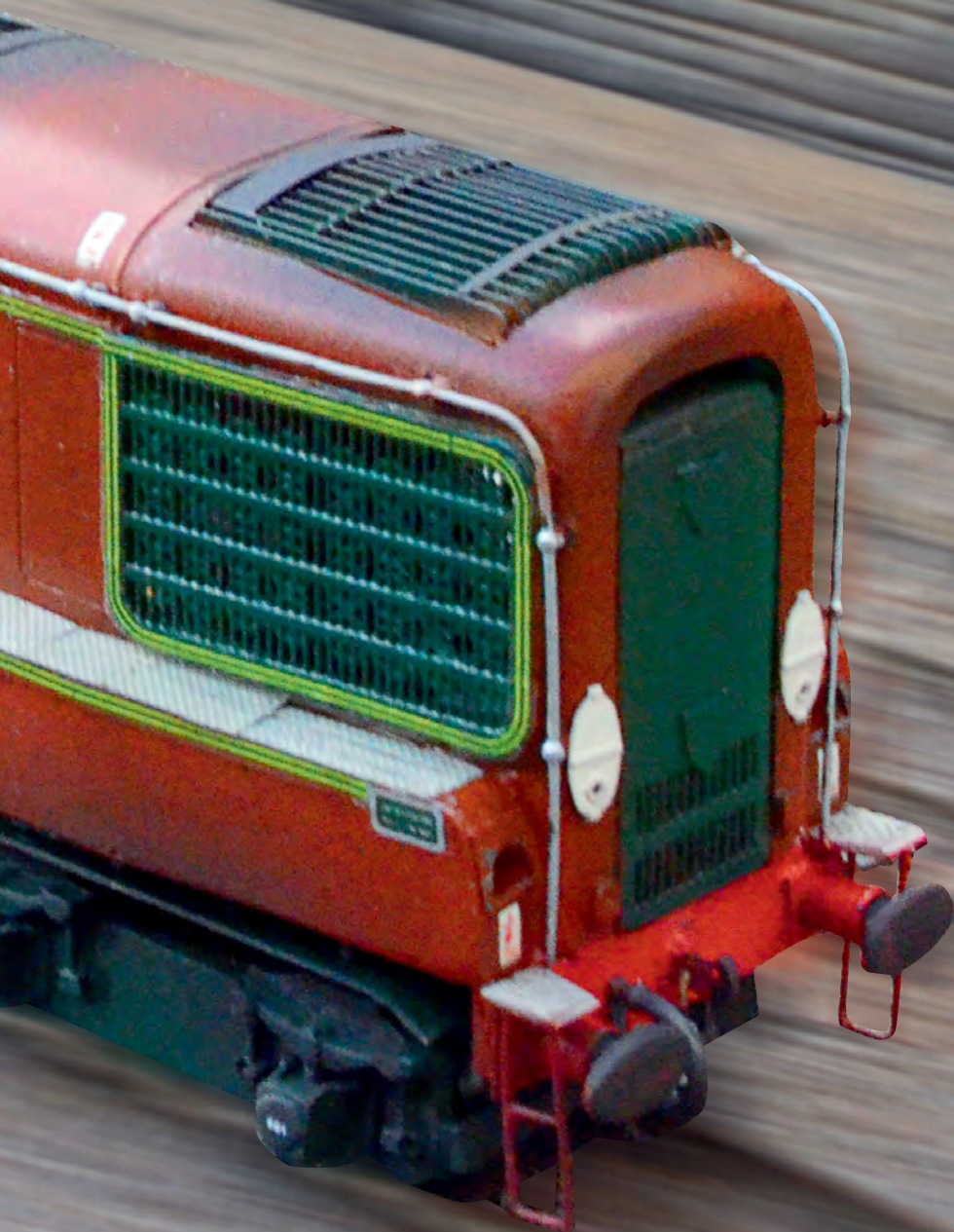
Model U	www.modelu3D.co.uk
Alan Gibson Workshop	www.alangibsonworkshop.com
High Level Kits	www.highlevelkits.co.uk
Cambridge Custom Transfers	www.cctrans.org.uk

THE GT3 PROJECT

PART
TWO

MAKING IT GO!

Continuing his model of this gas turbine prototype, **TIM SHACKLETON** builds a bespoke chassis for his hybrid resin/etched brass locomotive.




THIS YEAR MARKS the 50th anniversary of my first excursion into locomotive kit-building – a Wills 'Crab' with a white metal body kit running on a sawn-off Tri-ang chassis.

In the intervening years I've had a lot of fun building scale model locomotives but if there's one thing I've learned, it's that pretty well everything depends on the quality of the components. I don't mean how refined the detail is or whether the tender sides look as though they're made of thin sheet metal or pre-cast concrete – that's neither here nor there. Assuming you possess certain basic skills in metalwork and electrical matters – and even in the digital age there's no conceivable benefit in not having them – then what matters most is how carefully (or not) the kit has been designed and, accordingly, how well it goes together.

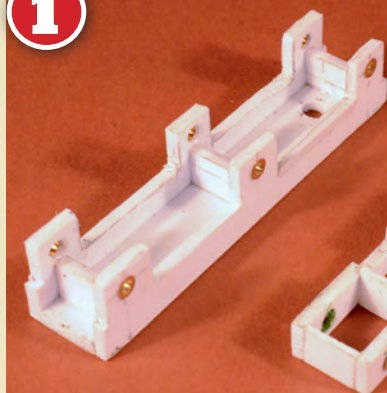
The chassis is the critical part. Regardless of your skill level or toolset if the components aren't good enough you're always going to be up against it. If you're an experienced builder you can cope with their shortcomings. If not, you're struggling from the start.

Some seemingly complex kits (this chassis for instance) are quite straightforward to build because they're so well designed. Each successive stage generally involves nothing more complex than folding up a component, holding it carefully in position and then soldering it to the previous part in the sequence. Some so-called 'simple' kits, on the other hand, are so badly conceived and executed as to be almost builder-proof.

I've never been afraid to experiment in my modelmaking but there are various techniques and brand names that I come back to time and again because I know I can rely on them. The build of GT3's chassis is pretty conventional and many of the add-ons come from suppliers I know I can trust – especially Alan Gibson and High Level Kits.

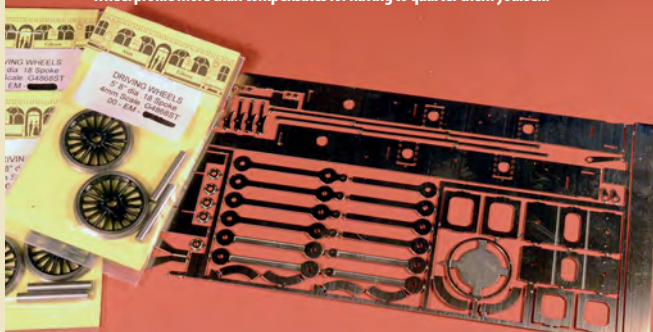
I'm largely self-taught as a locomotive builder but I've learned a lot from Iain Rice's *Locomotive Kit Chassis Construction* (Wild Swan, 1993). Most writers tell you what should happen – Iain describes what actually does happen, which is a lot more informative. In a single article I can't show you everything there is to know about chassis building but I can give some useful pointers and hopefully show you what's involved. So let's plug in the soldering iron and see what happens. 

1



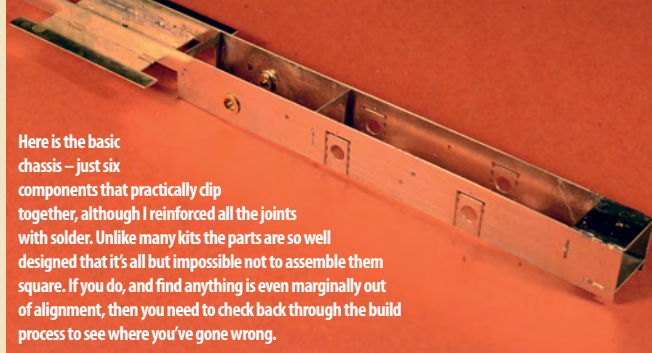
To give a better ride I created a new inner chassis for the tender and front bogie. I made these out of 80thou Plastruct styrene – if you use black, you don't have to paint it! Each cut was a series of incisions with a heavy blade – you can't cut through material this thick at one pass, so don't try. Before assembly I carefully marked out the axle positions and then drilled these out to take 2mm inside-diameter brass bearings. Be sure they are absolutely true and level in all planes, otherwise the unit will derail.

2



The locomotive runs on a kit-built chassis that I commissioned from High Level – there has never been an accurate 4mm scale chassis for GT3 before and I'm hoping we can make this one commercially available in due course. I have used Alan Gibson wheels many times in the past with complete success and they were my automatic choice here. The elegance of the wheel profile more than compensates for having to quarter them yourself.

3



Here is the basic chassis – just six components that practically clip together, although I reinforced all the joints with solder. Unlike many kits the parts are so well designed that it's all but impossible not to assemble them square. If you do, and find anything is even marginally out of alignment, then you need to check back through the build process to see where you've gone wrong.

4



The starting point for any chassis build is the set of coupling rods. They govern the wheelbase, which in turn determines everything – how accurate your chassis is, how well it will run, how everything else measures up. For prototypical appearance each rod is in two sections, and triple thickness.

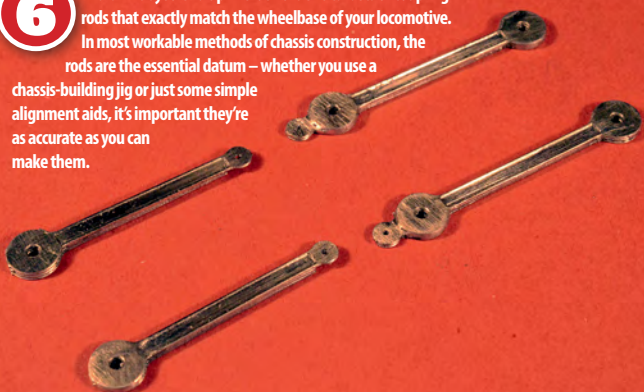
5

A simple way to layer up coupling rods accurately. Open up the holes for the crankpins to the merest whisper over 1mm, then drill down through the holes into a block of wood and use 1mm drill bits to anchor the three layers in perfect alignment. Check the alignment visually and then solder along the edge of each rod with a hot, clean iron.

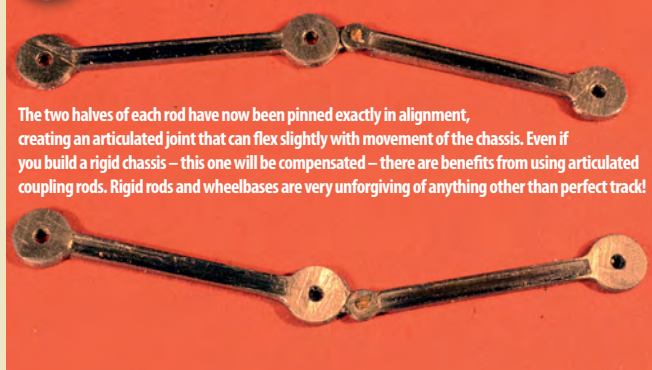


6

This is what you end up with: two identical sets of coupling rods that exactly match the wheelbase of your locomotive. In most workable methods of chassis construction, the rods are the essential datum – whether you use a chassis-building jig or just some simple alignment aids, it's important they're as accurate as you can make them.

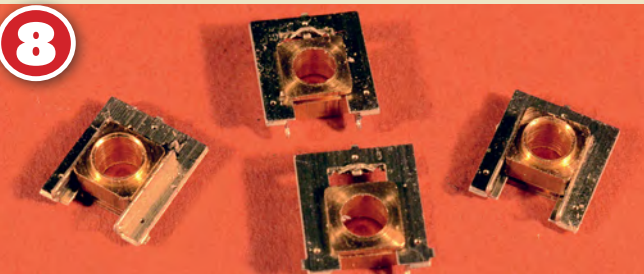


7



The two halves of each rod have now been pinned exactly in alignment, creating an articulated joint that can flex slightly with movement of the chassis. Even if you build a rigid chassis – this one will be compensated – there are benefits from using articulated coupling rods. Rigid rods and wheelbases are very unforgiving of anything other than perfect track!

8



I find it's a lot easier to build a smooth-running, compensated chassis than a rigid one. One of the key ingredients are these High Level hornblocks, which give a little movement to each wheelset to enable the wheels to remain on the track at all times and improve adhesion and electrical continuity. On most rigid chassis, on typical track, only three wheels will generally be in firm contact with the rail at any given moment. The High Level hornblocks – unlike some makes I've used – are amazingly accurate and also surprisingly easy to assemble without specialist tools. I can put one together in less than a minute.



With no official drawings available, I based a lot of the detailing on works photographs of GT3 extracted from contemporary magazines.

The etched brass detailing components on the resin body (HM106) make a huge difference to the finished look of GT3, especially after painting.

9

The gearbox is also built from a kit – a High Level RoadRunner+. It's nothing like as difficult as it seems providing you go carefully and check every stage. The can motor is an old favourite, the powerful and dependable Mashima 1630. This motor/gearbox combination gives me exactly the right combination of torque and maximum speed – the equivalent of a scale 60mph. Slow-speed running is exemplary too.

10

The frames are assembled on a special chassis-building jig – this one was made by Phil Atkinson of Hobby Holidays. It is capable of almost infinite adjustment, which means any chassis built on it will be extremely accurate. See how the coupling rods set the critical wheelbase dimension, while the extended axles hold the hornblocks in position ready to be soldered into the frames. You can build a chassis using as alignment aids nothing more sophisticated than a couple of engineer's squares and some graph paper – I've done so, many times – but a proper jig is much easier and more accurate.

Dispelling the chassis myths

■ If you can learn to programme a decoder or wire up a layout, you can learn to solder or file metal. All you need is someone to show you how it's done. Most beginners take about ten minutes to learn skills that will last them a lifetime.

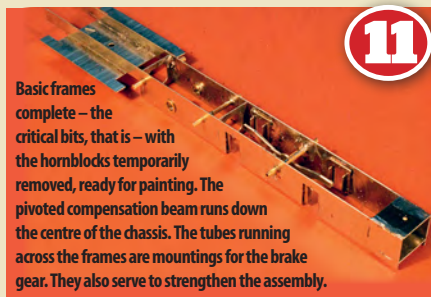
■ Chassis building isn't as complex as you think. The way you approach the work is all-important, and this has little to do with tools and technique. I suggest you work at a bench in good light. Use a magnifier if it will help. Be very patient and read the instructions carefully, preferably more than once. Learn how to hold things steady while you're working on them – the human hand is a fantastically versatile tool. Don't carry on when you're feeling tired and don't try and do too much at one sitting.

■ A huge toolkit isn't essential. I built much of this locomotive with just a 25w Antex soldering iron, assorted pliers and cutters, some needle files and a mini-drill. These are things almost every modeller will have and they're simple to use. Where I've used specialised pieces of kit I've flagged them up –

they're not strictly necessary but if, like me, you build a lot of models, they're worth having.

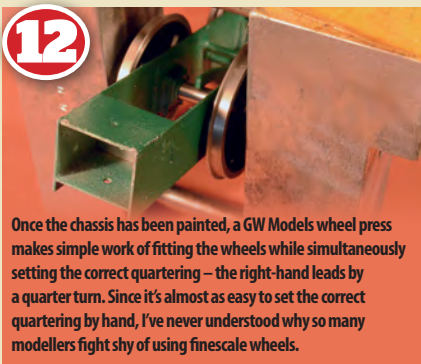
■ If it goes wrong usually it's the builder's fault. Every mistake is an opportunity to learn and the more experience you have, the more confidence you'll gain and the easier it becomes to reverse out of a sticky situation. Becoming proficient at any skill – whether it's installing sound chips, building baseboards or soldering up valve gear – is a process that unfolds gradually over time. Anyone can do it, as long as they have the willingness to learn.

■ The key point is never to progress to the next stage unless you're satisfied everything is as it should be. Bumps, tight spots and intermittent glitches won't disappear with running in – if anything, they'll get worse. Instead, check over your work – ideally with a magnifying glass – and look for parts not fully pushed home, components not sitting square, solder in the wrong place, intermittent short circuits. And once you've found what the problem is, fix it!



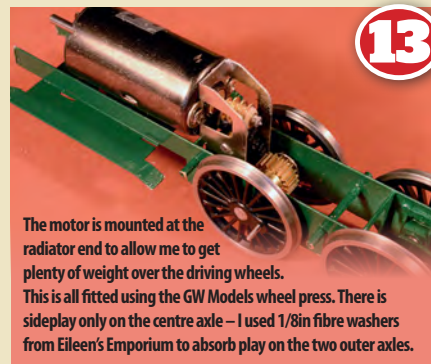
11

Basic frames complete – the critical bits, that is – with the hornblocks temporarily removed, ready for painting. The pivoted compensation beam runs down the centre of the chassis. The tubes running across the frames are mountings for the brake gear. They also serve to strengthen the assembly.



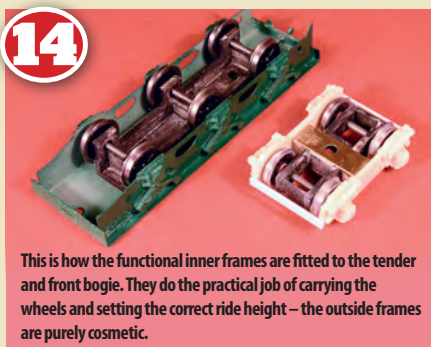
12

Once the chassis has been painted, a GW Models wheel press makes simple work of fitting the wheels while simultaneously setting the correct quartering – the right-hand leads by a quarter turn. Since it's almost as easy to set the correct quartering by hand, I've never understood why so many modellers fight shy of using finescale wheels.



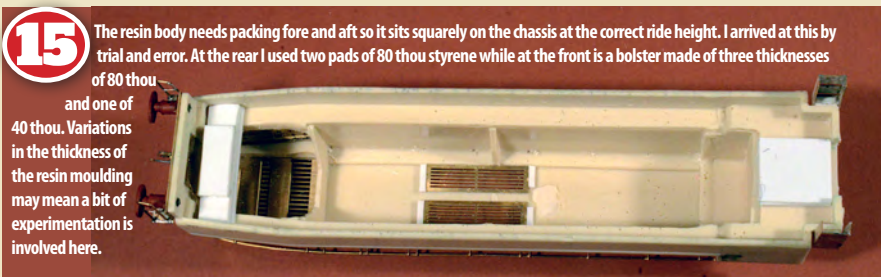
13

The motor is mounted at the radiator end to allow me to get plenty of weight over the driving wheels. This is all fitted using the GW Models wheel press. There is sideplay only on the centre axle – I used 1/8in fibre washers from Eileen's Emporium to absorb play on the two outer axles.



14

This is how the functional inner frames are fitted to the tender and front bogie. They do the practical job of carrying the wheels and setting the correct ride height – the outside frames are purely cosmetic.



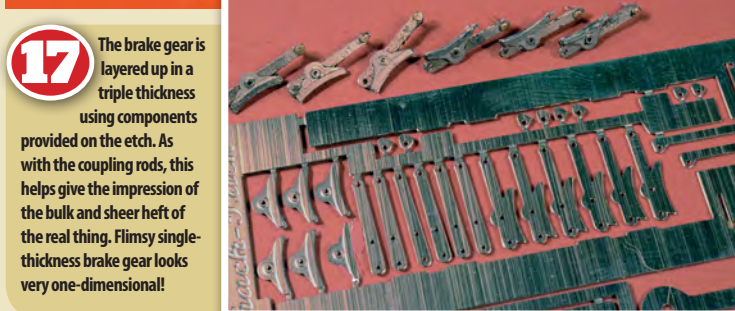
15

The resin body needs packing fore and aft so it sits squarely on the chassis at the correct ride height. I arrived at this by trial and error. At the rear I used two pads of 80 thou styrene while at the front is a bolster made of three thicknesses of 80 thou and one of 40 thou. Variations in the thickness of the resin moulding may mean a bit of experimentation is involved here.



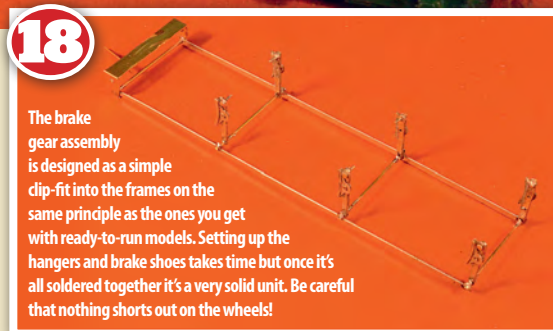
16

The first trial fit of body and chassis is always an anxious moment but one that, with experience, holds fewer and fewer worries. My prime concern is that everything sits square and level with the buffers at the right height. Detailing at this stage is minimal so nothing has been knocked off yet.



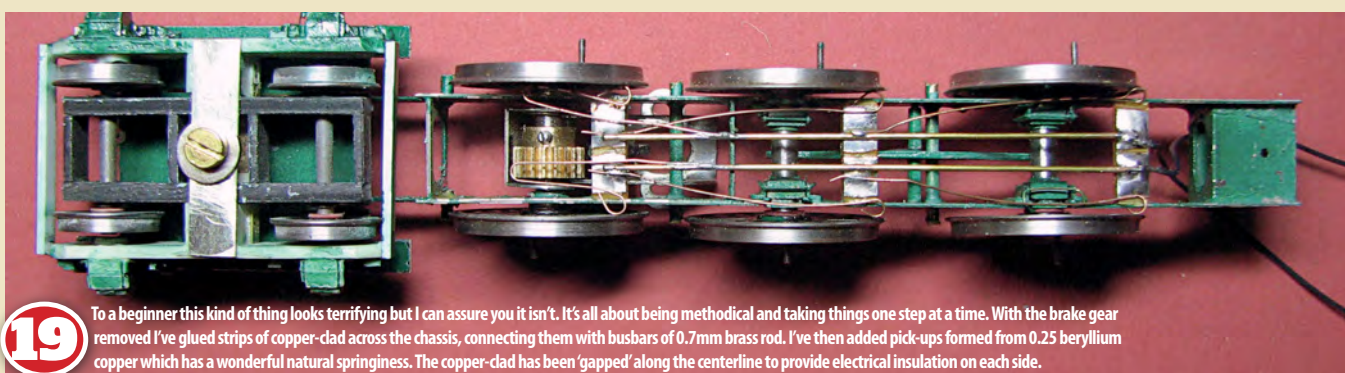
17

The brake gear is layered up in a triple thickness using components provided on the etch. As with the coupling rods, this helps give the impression of the bulk and sheer heft of the real thing. Flimsy single-thickness brake gear looks very one-dimensional!



18

The brake gear assembly is designed as a simple clip-fit into the frames on the same principle as the ones you get with ready-to-run models. Setting up the hangers and brake shoes takes time but once it's all soldered together it's a very solid unit. Be careful that nothing shorts out on the wheels!

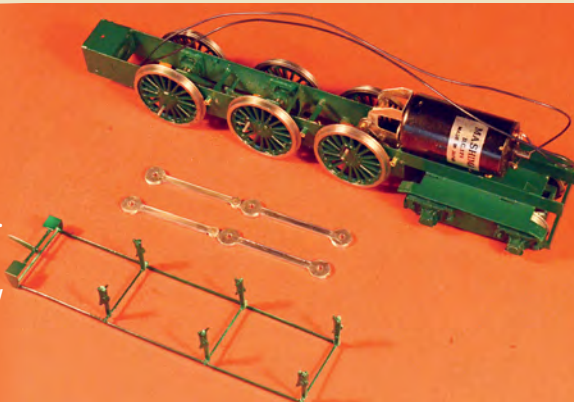


19

To a beginner this kind of thing looks terrifying but I can assure you it isn't. It's all about being methodical and taking things one step at a time. With the brake gear removed I've glued strips of copper-clad across the chassis, connecting them with busbars of 0.7mm brass rod. I've then added pick-ups formed from 0.25 beryllium copper which has a wonderful natural springiness. The copper-clad has been 'gapped' along the centerline to provide electrical insulation on each side.

20

In the classic manner of all High Level kits, the chassis is built as a series of sub-assemblies that only slot together at the very end of the build sequence – and if necessary come apart with equal ease. Here we're almost at the final furlong, but even at this late stage you can easily backtrack and dismantle the components you've just fitted.



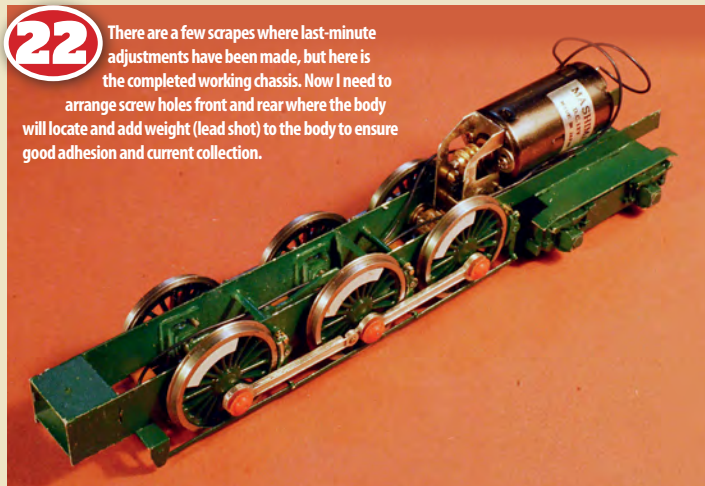
21

GT3's distinctive 'hubcaps' over the crankpin bearings were one of the last things to go on – 3D-printed in plastic, they were a commission from Alan Buttler of Modelu. The steady expansion of Computer Aided Design and production facilities makes such items both affordable and readily accessible.

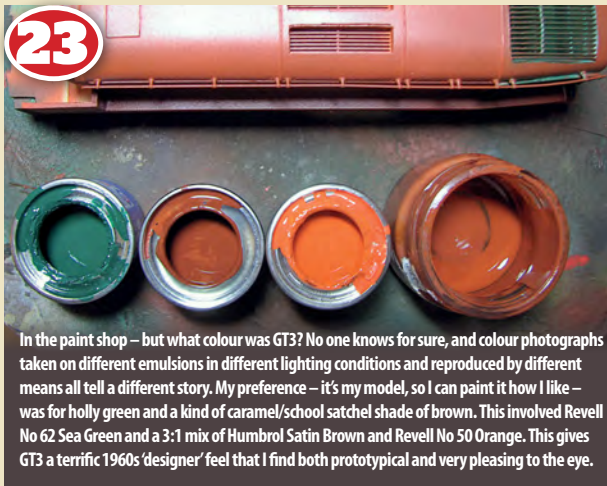


22

There are a few scrapes where last-minute adjustments have been made, but here is the completed working chassis. Now I need to arrange screw holes front and rear where the body will locate and add weight (lead shot) to the body to ensure good adhesion and current collection.



23



In the paint shop – but what colour was GT3? No one knows for sure, and colour photographs taken on different emulsions in different lighting conditions and reproduced by different means all tell a different story. My preference – it's my model, so I can paint it how I like – was for holly green and a kind of caramel/school satchel shade of brown. This involved Revell No 62 Sea Green and a 3:1 mix of Humbrol Satin Brown and Revell No 50 Orange. This gives GT3 a terrific 1960s 'designer' feel that I find both prototypical and very pleasing to the eye.

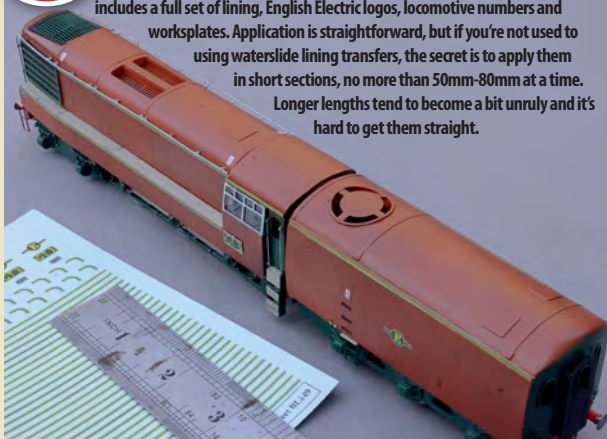
24

Painting GT3 was straightforward – I used an Iwata Neo TRN-2 airbrush for most of the work. The 'natural metal' handrails and cab window frames were first brush-painted a very pale grey – Lifecolor Hellgrau UA603 acrylic – and then lightly washed over with heavily diluted Silver enamel (Humbrol No. 11). This avoids the heavy-handed look characteristic of many metallic paints. If you look hard enough at prototype photographs you can see, just, that the back of the cab and the front and rear of the tender were painted the same shade of green as the locomotive and tender frames. The model is almost there, but there's still plenty of touching-in and final detailing to do!



25

The graphics came from a collaboration with John Isherwood that's resulted in Cambridge Custom Transfers sheet BL149. The comprehensive selection includes a full set of lining, English Electric logos, locomotive numbers and worksplates. Application is straightforward, but if you're not used to using waterslide lining transfers, the secret is to apply them in short sections, no more than 50mm-80mm at a time. Longer lengths tend to become a bit unruly and it's hard to get them straight.



26

I copied the weathering from a handful of contemporary photographs showing the locomotive on trial. Apart from the usual light dusting of road dirt the main effects were blackening around the large train heating boiler vent on the tender and in particular some heavy paint discoloration on the central bodyside panels, reflecting intense heat build-up within the exhaust system. Lifecolor's 'Burned' set of acrylic paints proved very useful for the latter, delivered via the Iwata HP-SB+ airbrush.



LAYOUT WIRING

NIGEL BURKIN

describes the basics of DCC power bus installation for small to medium-sized layouts.

AS SIMPLE AS A Digital Command Control (DCC) power bus is to install, many modellers new to the hobby find the concept a little daunting. So much has been said about DCC being a 'two wire' system that it comes as a surprise to newcomers to railway modelling that more than two physical wires are needed to wire even the smallest layout. You cannot rely on the relatively poor conductivity of nickel silver rail to reliably transmit DCC power to the furthest reaches of the layout without significant voltage drop and DCC signal degradation.

DCC is a two wire system in that the power supply and data transmission are via two main wires running from the DCC base station to the furthest end of the layout without the need for section switches to isolate sections of the layout to control locomotive movements. The reality is that a length of wire connects each rail, accessory decoder and device to the power bus to ensure the whole layout is, in its simplest form, supplied constantly with power. Every decoder is in contact with the command station to await digital instructions to perform a function. The provision of uninterrupted power ensures that all decoder functions are constantly active,

TOOLS

- » Tweezers
- » Wire strippers
- » Mid-range soldering iron: a 25 Watt iron is more than adequate
- » Modelling knife and sharp blades
- » Selection of small wood drills including 2mm diameter
- » Power drill
- » Sandpaper
- » Selection of pliers including fine nose and those strong enough for use on blade tap connectors or suitable crimps if there are a lot of connectors to use
- » Wire cutters
- » Marker pen

whether locomotives are moving or not.

The power bus is literally two wires which is the cable to which everything is connected: rails, decoders, accessories, DCC devices and auxiliary power supplies. It is the simplest layout wiring that you will ever undertake because there is no need to build in complex circuitry for section switching or multiple controller operation. All that has to be done is ensure that high quality wire capable of carrying the maximum current load of the DCC system is used and soldered connections are solid and clean.

CHOOSING THE RIGHT WIRE

Modellers are always conscious of cost and the thought of laying out more than a couple of pounds for ten metres of wire for layout wiring causes more comment than many aspects of DCC wiring. Why is more expensive wire than for an analogue layout needed for a power bus?

It comes down to power demands. Very simply, on all but the most basic DCC layout the locomotives, decoders, accessories and the like draw more current than an analogue layout. The choice of power bus wire should reflect the likely current load of the layout both at the time of construction and in the future.

To enjoy the benefits of DCC control, the layout has to be wired properly with the correct gauges of wire and good quality connectors and components. Clean soldered connections are equally important. A line-up of freight trains with running lights illuminated await departure from a recently laid yard scene. Every length of rail is fed with power via dropper wires and the layout has no section switches making the entire track formation live at all times. Just how DCC should be.



WIRING MATERIALS AND TOOLS

- » A minimum of 24/0.2mm gauge wire in black and red for the power bus
- » 7/0.2mm equipment wire for track to power bus droppers in black and red
- » Electrical solder
- » Flux for soldering wiring
- » Single-sided copper-clad board (PCB)
- » Small wood screws
- » Blade insulation displacement connectors, otherwise known as blade tap connectors
- » Suitable 5amp connectors (8amps for 'O' gauge) if the layout design is intended to be portable
- » Screw terminal blocks
- » Zip ties
- » Clear plastic packaging material to make wire ties
- » Insulation tape for wrapping bare wires
- » Heatshrink sleeve (3mm diameter at 2:1 reduction) for insulate bare wire connections
- » Bridge rectifier to tap the power bus for auxiliary power supplies

Firstly it must always be multi-core wire. This is wire made of lots of fine strands of copper cable which is much more reliable and flexible too. The numbers given to this type of wire, for example 7/0.2, relate to the number of copper strands (in this case 7) in multi-strand equipment wire and their diameter (0.2mm). The more 0.2mm diameter strands in the wire, the lower its resistance to electrical current and the greater its current carrying capacity will be.

The very minimum should be 24/0.2mm gauge copper wire - that's 24 strands of 0.2mm diameter wire bundled together inside the insulation - which can carry 5amps of current around 25ft without hugely significant voltage drop. Any further than that and the gauge should be uprated to 32/0.2mm for the power bus.

Dropper wires can be of smaller gauge wire 7/0.2mm multi-strand equipment wire because they are cut as short as possible and there will be a large number of them feeding relatively short lengths of layout. Their current capacity is unlikely to be exceeded as the piece of rail it supplies may only be able to carry two locomotives at the most.

INFLUENCING FACTORS

Having collected tools, there are a couple of factors which will impact on how you install the main power bus. Before making a start, decide, if you are yet to do so, where the DCC base station will be located. Ideally, it should be in the middle of the layout, keeping power bus runs as short as possible.

When wiring a circular layout, it is tempting to run the power bus around the layout as a 'ring main'. This should be avoided for a variety of reasons, including potential problems with data transmission and localised power problems.

The rails should also be double-gapped where the power bus is terminated so a 'ring main' is not created through the layout rails. In effect, the power bus wiring should radiate from the base station in a linear pattern rather than form a complete ring.

Potential problems can be avoided by keeping individual runs of power bus wiring as short as possible and most portable layouts built by modellers in the UK are generally small enough in size not to experience any problems with long power bus runs. »

Making wire ties

● Securing your wiring to the layout after installation will prevent it from becoming pulled off or damaged, especially as many of us have portable layouts which are moved around frequently or store items under fixed home layouts. Electrical zip-ties are useful in keeping everything neat and tidy. Home-made fixings can be quickly made up of strips of clear plastic packaging and folded over. A hole is drilled through the end of the strip where they meet to accept a small wood screw to secure it to the baseboard frames once the wires have been inserted into it. This type of fixing is cheap to make and ideal for holding all manner of wiring including twisted pairs of power bus wires.



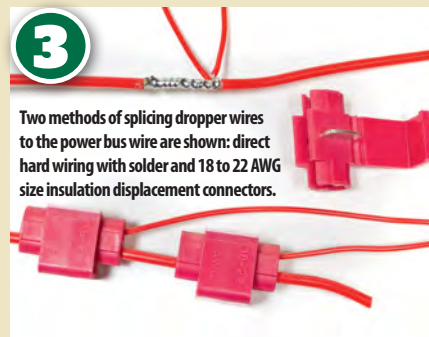
STEP BY STEP INSTALLING A POWER BUS



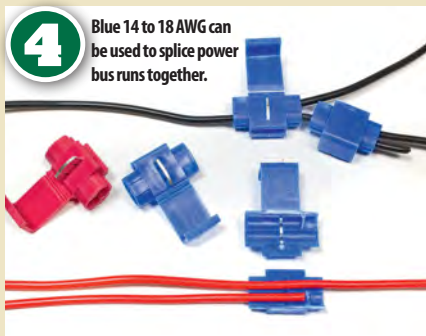
The basics for power bus installation: high quality equipment wire, connectors and wire strippers.



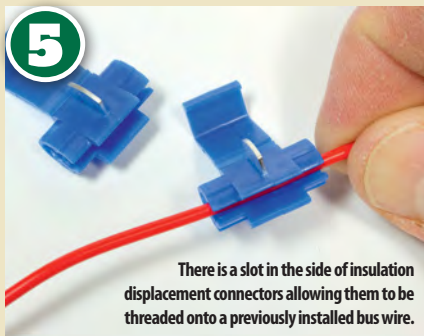
Always choose high quality equipment wire for the power bus and droppers. A minimum of 24/0.2mm should be used for the power bus and 7/0.2mm for the dropper wires.



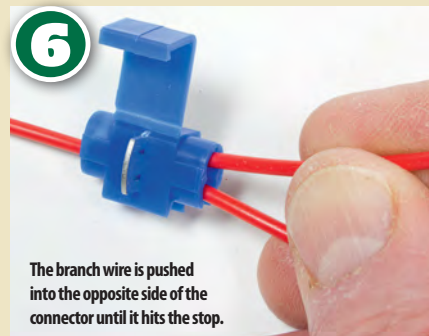
Two methods of splicing dropper wires to the power bus wire are shown: direct hard wiring with solder and 18 to 22 AWG size insulation displacement connectors.



Blue 14 to 18 AWG can be used to splice power bus runs together.



There is a slot in the side of insulation displacement connectors allowing them to be threaded onto a previously installed bus wire.



The branch wire is pushed into the opposite side of the connector until it hits the stop.



Crimps or strong pliers are used to press the displacement blade into place. The cover is then folded over the top and clipped into place.



Once the type of connectors, wire and other details have been decided upon it is time to install the power bus wires. On small layouts such as the Loch Dhu Distillery project (HM102-HM106), a twisted pair is not required!



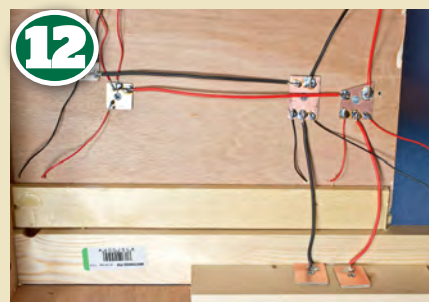
3mm diameter holes are drilled through the layout joists to hold the bus wires securely and safely in place.



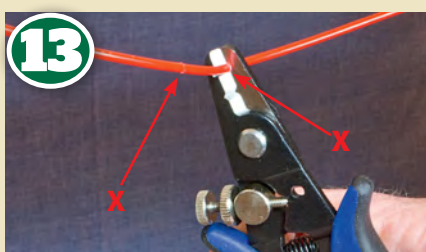
One very reliable way of connecting bus wiring to dropper wires is to use small squares of copper-clad board (PCB) as solder pads. They are easily fitted to the layout with small wood screws.



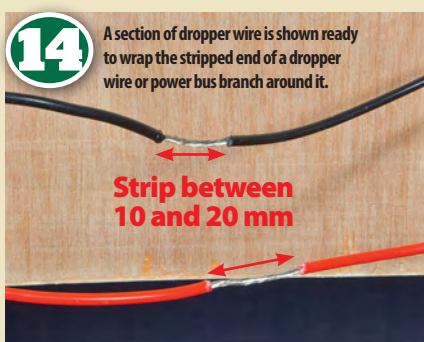
Two solder pads fitted at the end of a baseboard of Loch Dhu Distillery to allow connection of jumper wires for inter-baseboard connectors.



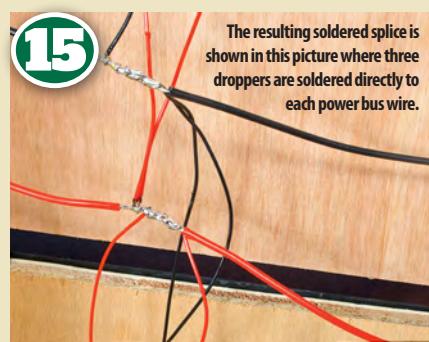
Copper-clad solder pads are also used for the secure connection of branches to the power bus. This short branch keeps the dropper wires as short as possible.



Another useful method of splicing dropper wires to the power bus is by stripping 15mm of insulation from the wire and using the exposed section to make a soldered joint. Always use proper wire strippers for this job.



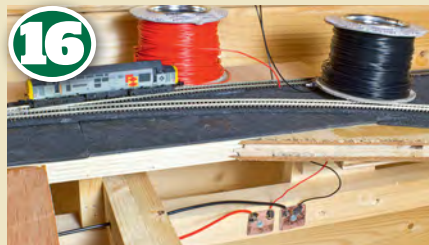
A section of dropper wire is shown ready to wrap the stripped end of a dropper wire or power bus branch around it.



The resulting soldered splice is shown in this picture where three droppers are soldered directly to each power bus wire.



16



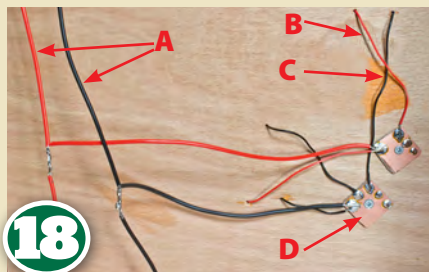
Dropper wires connect the running rails of the track to the power bus, fed through 2mm diameter holes in the baseboard top. The power bus has been terminated at this location using some home-made solder pads composed of copper-clad board.

17



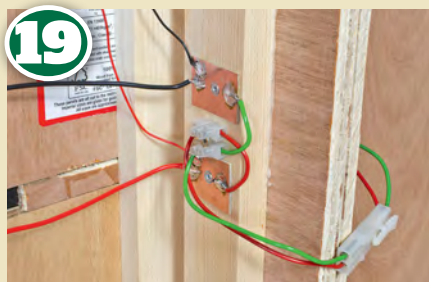
A mixture of insulation displacement connectors and direct soldered splices are seen in this view of the underside of Folkestone East's storage yard layout. There are two power buses visible: the one to the right powers a staging road which also serves as a service or programming track via a selection switch.

18



Another example of the power bus (A) together with left rail (B) and right rail (C) dropper wire connections using small pieces of copper-clad board as solder pads (D).

19



Jumper wires connect the power bus of two baseboards via Tamiya battery connectors which are strong enough to carry the current of a typical DCC system. The screw terminal blocks are only used to hold the wires in place and not to make an electrical connection.

20



A helix contains a great deal of track, all of which must be well supplied with current. This was determined to be the 'centre' of the author's 'N' scale layout with the DCC base station located nearby. The power bus feeding the helix is only a couple of feet in length and the stacked nature of the helix makes feeding with dropper wires more straightforward than one might expect!

INSTALLING A POWER BUS

Identify the right-hand and left-hand rail wiring, allocate a wire colour to each and label them carefully – use the same labelling as on the terminal labelling of your DCC base station. Run the power bus wires along the length of the layout and don't make the wiring too taut. The power bus must be located at least 6in from the throttle or controller bus cables (usually commercially available 6- or 8-wire flat cable). Where they have to cross, ensure that the crossing angle is at right angles.

Having installed the power bus, the location of the droppers can be determined. I wire every piece of rail – regardless of what others may think about the amount of time required to do this. Some guides suggest a dropper wire connection every 4ft to 6ft, but that may prove inadequate for reliable operations. Do not rely on rail joiners to transmit current or digital signals!

Drill a 2mm diameter hole through the baseboard top as close to the rails as possible and use some sandpaper to clean up the splinters on the underside. Feed the dropper wire through to the power bus from the top of the baseboard until the correct length has been determined and keep the dropper wires as short as possible.

Connecting the dropper to the power bus is a matter of personal preference, practical issues, whether a twisted pair forms the power bus and time. I use a mixture of

connection methods including splicing and soldering, insulation displacement connectors, screw terminal blocks and even pieces of copper-clad PCB as solder pads. It matters not what you use as long as the connection is clean, secure and reliable.

AUXILIARY SUPPLIES

Having up to five amps flowing through your power bus brings the temptation to tap that power supply locally for 12v DC auxiliary power for a variety of purposes. In theory, there is no problem with taking a supply from the power bus unless your layout has high current demand and taking power away from the track supply might leave you short for operations. It is better to buy a separate 12v transformer – a simple wall socket example will be more than adequate for lighting effects and other layout features.

To take a supply from the power bus, buy a bridge rectifier which will reduce 16-21v AC to 12v DC, taking note of the current capacity of the component. They only cost a few pounds and are generally very reliable. Place the bridge rectifier in a location with good ventilation because they can become warm during prolonged operating sessions.

TESTING

The effectiveness of your wiring can be simply tested using the coin test. Simply place a coin across the track at the extreme ends of the layout and gently pressing on it, inducing a short circuit. Assuming that your wiring and soldering is clean and sound, you should hear the DCC base station's booster shut down. It should happen very quickly indeed.

If the booster does not detect the short circuit, there may be issues with your wiring. Test in other locations to be on the safe side – it may be an isolated incident – and then troubleshoot the wiring. Look for dry solder joints (they appear grey, dull and crystalline in appearance), loose or missing droppers, or inadequate wire gauge used in the power bus.

With the basic wiring installed, you could consider adding various devices to refine your power management. In time, dividing the layout into two or more power districts will shorten power bus runs and distribute power supplies much more evenly over the layout. Circuit breakers designed for DCC operation could be installed between the track power bus and the DCC system to provide further protection.

Finally, if you have installed a large number of accessory decoders for signalling and turnout motor operation, consider adding a booster to provide power just for those devices, leaving your layout track power at full strength. A second power bus for the accessory decoder power district would be required and appropriately labelled. Not only does this provide much needed distribution and management of layout power – it protects the turnout and signal controls from short circuits caused by driver error.

Remember that successful DCC power bus wiring only needs good layout wiring practice – nothing special. DCC devices are very often plug and play into the existing power bus. Take the wiring of your DCC layout slowly and success will be the result!

Safety and reliability considerations

- Select a DCC system with a power rating appropriate to your scale. 5amps is the maximum that should be considered for 'N' and 'OO' gauges
- It is safer to buy a 5amp system together with a booster if power demand exceeds 5amps in a given 'OO' gauge layout
- Do not be tempted with a system greater than 5amps because they are designed for larger scales
- If your DCC system has a selector switch to control the output power bus voltage, set it to a level suitable for your scale
- Avoid power bus runs longer than 30ft
- Avoid creating 'ring' circuits with power bus wiring
- Position the DCC base system in a central location of the layout to keep power bus runs as short as possible
- Always test the wiring at the extreme ends of a layout to see that the short circuit detection system is functioning correctly
- Consider purchasing and installing circuit breakers on medium to large layouts for added protection from short circuits
- Twist the power bus wires three times per foot if interference is a problem, particularly over long power bus runs
- Keep the power bus well separated from the throttle bus cables – at least 6in apart
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More information on GT3 heading to Manchester

REFERENCE Tim Shackleton's comment (HM106) regarding the presence of a train crew in the picture of the as yet unfinished GT3 being hauled from Rugby to Manchester.

The reason is that GT3's braking system was inaccessible due to the presence of the tank wagon. It therefore cannot run as the two '8Fs' are light engine and as there is no brake van in the train there must be a route-qualified train crew on GT3 to work its brakes. It was normal for steam locomotives to be crewed and even today the National Railway Museum, for whom I act as a volunteer, has crews on a locomotive if it is being transferred by rail between York and Shildon or from either of these sites to a heritage railway.

Graham Eason, Darlington.



Can we have full trackplans?

I am an avid reader of your magazine and I eagerly await each and every issue. I have, however, a question: In your articles of your latest project layout I miss a complete trackplan for Loch Dhu. So far the baseboards and track making and the like are described in detail, but where is the track plan to be able to follow along? I think especially with a small layout you should have exact data.

Martin Heide, Germany.

Hi Martin, we'll set the record straight in the next part of the Loch Dhu Project which will be coming up in HM108 – Ed.

BAN SMOKING!

Am I the only one who finds it extremely annoying to see photographs of steam outline layouts having obviously been 'doctored' to show clouds of black smoke emanating from the chimneys of the locomotives?

Ian Martin, by e-mail.

Hi Ian, we add smoke with the aim of enhancing images. Readers let us know what you think too via the usual channels and we will consider its future – Ed.



GAUGEMASTER CLEANS UP!

Following your review of the Gaugemaster wheel cleaners in HM105 I have recently purchased one. I found it very simple to use, the wheels were cleaned in seconds and all four locomotives I used on it have had their running improved.

In my 40 years of having a model railway I have never cleaned locomotive wheels so quickly. I am so impressed



with it I will be purchasing a second one so I can clean my larger locomotives: well done to Gaugemaster for a great product.

Paul Denyer, by e-mail.

Be careful on run-rounds!

I just wanted to pass comment on running round trains (Enquiry Office HM106). When the locomotive reattaches to the coaches, if it needs to set back in the platform, please do not hit the coaches and move them straight back! Give the fireman time to couple up and the locomotive to blow the brakes off on the train before moving it. I have seen this on layouts where everything else is done according to the book and it kills the illusion for me.

Kevin Mills, Salisbury.

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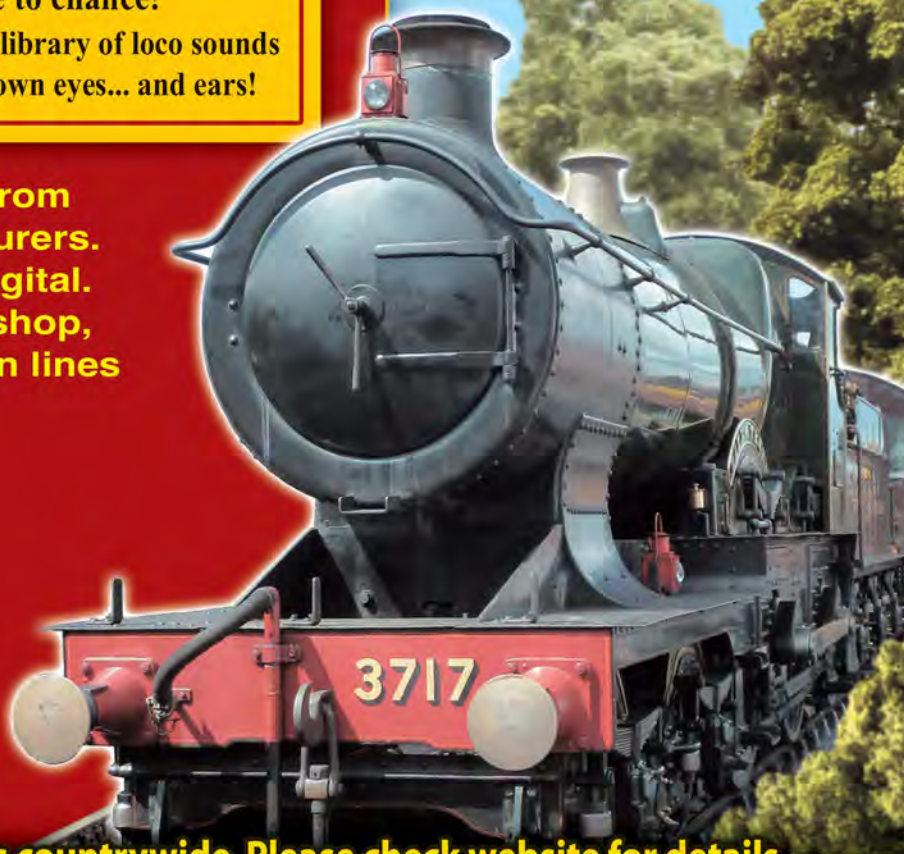
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SL-E386	Curved Turnout Right Hand	£9.58
SL-E387	Curved Turnout Left Hand	£9.58
SL-E388	Large Radius Turnout Right Hand	£10.08
SL-E389	Large Radius Turnout Left Hand	£10.08
SL-E395	Medium Radius Turnout Right Hand	£8.47
SL-E396	Medium Radius Turnout 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-184	Catch Point Right Hand	£7.59
SL-185	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
SL-E199	Asymmetric Three Way Turnout	£26.03

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WB80 Medium Ballast Buff
WB81 Medium Ballast Light Grey
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WB94 Medium Ballast Grey Blend £7.02



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WT41 Fine Turf Soil
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WT43 Fine Turf Yellow Grass
WT44 Fine Turf Burnt Grass
WT45 Fine Turf Green Grass
WT46 Fine Turf Weeds



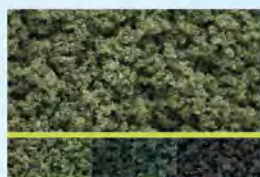
Coarse Turf £2.93 £3.40

WT60 Coarse Turf Earth
WT61 Coarse Turf Yellow Grass
WT62 Coarse Turf Burnt Grass
WT63 Coarse Turf Light Green
WT64 Coarse Turf Medium Green
WT65 Coarse Turf Dark Green



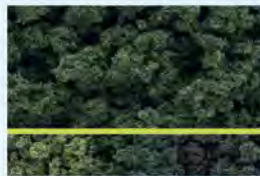
Blended Turf £5.63 £6.50

WT49 Blended Turf Green Blend
WT50 Blended Turf Earth Blend



Underbrush £4.28 £4.95

WFC134 Underbrush Olive Green
WFC135 Underbrush Light Green
WFC136 Underbrush Medium Green
WFC137 Underbrush Dark Green
WFC138 Underbrush Forest Green
WFC139 Underbrush Forest Blend



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WFC144 Bushes Olive Green
WFC145 Bushes Light Green
WFC146 Bushes Medium Green
WFC147 Bushes Dark Green
WFC148 Bushes Forest Green
WFC149 Bushes Forest Blend



Clump Foliage £5.63 £6.50

WFC682 Clump Foliage Light Green
WFC683 Clump Foliage Medium Green
WFC684 Clump Foliage Dark Green



Foliage £4.28 £4.95

WF51 Foliage Light Green
WF52 Foliage Medium Green
WF53 Foliage Dark Green
WF54 Foliage Conifer Green
WF55 Foliage Early Fall Mix
WF56 Foliage Late Fall Mix



Foliage Clusters £7.65 £9.00

WFC57 Foliage Clusters Light Green
WFC58 Foliage Clusters Medium Green
WFC59 Foliage Clusters Dark Green



Fine Leaf Foliage £13.05 £15.25

WF1130 Fine Leaf Foliage Dark Green
WF1131 Fine Leaf Foliage Medium Green
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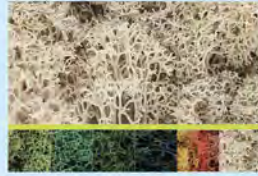
Earth Colour Kit £13.95 £16.25

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WL166 Lichen Natural



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WFG173 Field Grass Light Green
WFG174 Field Grass Medium Green



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WF176 Flowering Foliage Yellow
WF177 Flowering Foliage Purple



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WS191 Scenic Cement £6.89 £8.10
WS192 Scenic Sprayer £3.62 £4.25
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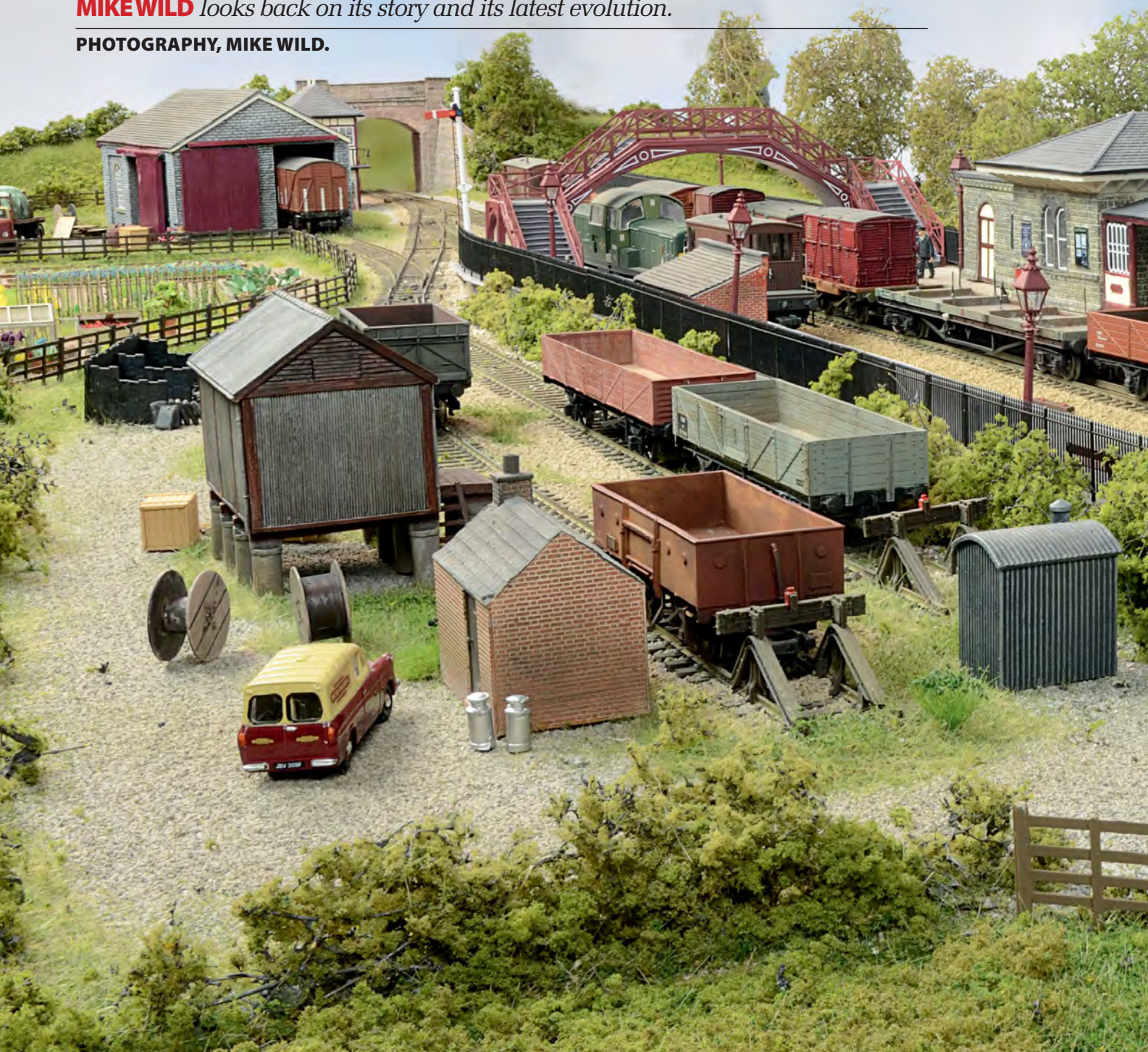
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SHORTLEY BRIDGE & Felton Cement Works

It is almost two years since construction of Shortley Bridge and Felton Cement Works was completed for Hornby Magazine Yearbook No. 7. On the approach to the layout's next outing at the Great Central Railway Model Event in June

MIKE WILD looks back on its story and its latest evolution.

PHOTOGRAPHY, MIKE WILD.



EXTENDING A LAYOUT CAN sometimes be more exciting than building a new one and that is exactly how this project started. The original station will still be recognisable by many as the Operation Build It! terminus which was built in HM76-HM83, although it is now quite different to its original format.

That original 6ft x 2ft single baseboard terminus station proved to be a great catalyst. The concept of its expansion was the subject of much discussion even when we were building it – and ideas grew from simply turning it into a through station to making it part of a larger branch line network. That idea spawned the final format for the layout which is now known as Shortley Bridge and Felton Cement Works – a North Eastern Region branch line set in the late 1950s and early 1960s. This scene continues to evolve and move forward proving that even a ‘complete’ model railway is never really finished.

This country byway is a busy place. As well as serving the local population the branch serves two big industries in the

area – a cement works and a colliery. The cement works takes regular deliveries of empty ‘Presflo’ wagons for loading as well as inbound loaded coal wagons to keep the furnaces in operation. Empty and loaded coal trains pass on the main line forming the heaviest traffic that the line sees. Happily these coal trains provide the excuse for some rather large motive power on the branch including 2-8-0 and 2-10-0 steam locomotives.

The passenger service is provided by a mixture of Gresley and Thompson non-corridor carriages – steam-hauled by a small selection of passenger tank engines – together with first generation Diesel Multiple Units. It all goes together with the combination of pick-up goods trains to recall a time when the railways were an essential part of local life.

REBUILDING

Construction of the extension to the original station started, as with all the best of our ideas, without any form of proper plan. Thoughts were gathered in a mental notebook and we set to work with saw

STATISTICS

Owner: Hornby Magazine

Scale: ‘OO’

Length: 12ft

Width: 12ft

Track: Peco code 75

Control: DCC, Gaugemaster Prodigy

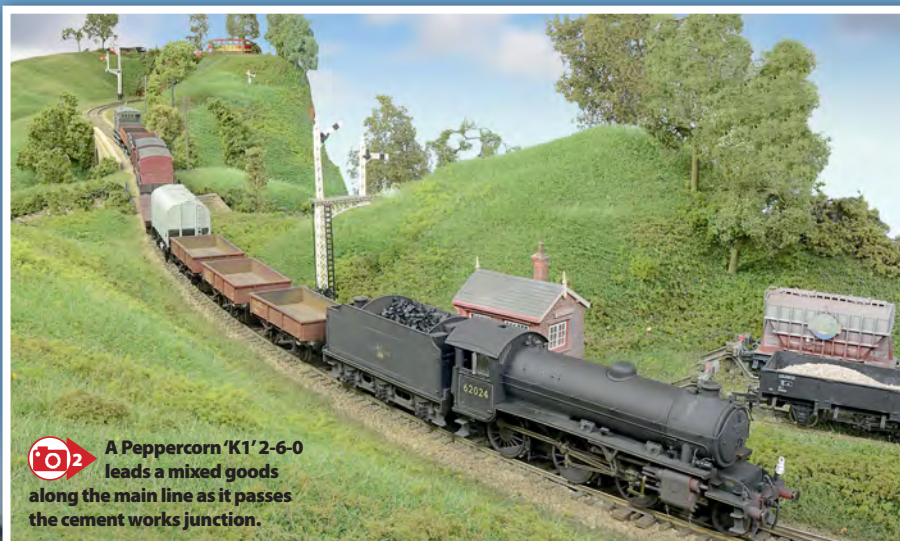
Period: BR North Eastern Region, 1950s-1960s

and timber to create the baseboards for the extension. This was no small extension – it would take the layout from its original 10ft x 2ft (including 4ft storage yard) footprint to an imposing 12ft x 12ft occupying almost all of our workshop space. At the same time it took the layout into a continuous run format.

Ideas centred around extending the running line and adding new features. On the list was an expanse of single track line between the main features and the addition of either a station or a freight facility. The latter won the day and the final design called for a single-track three-arch viaduct on the front face of the square leading »



A ‘WD’ 2-8-0 prepares to depart Shortley Bridge with a mixed goods. A Clayton Type 1 has just arrived with a brake van having dropped off a set of Presflos at Felton Cement Works.



2 A Peppercorn 'K1' 2-6-0 leads a mixed goods along the main line as it passes the cement works junction.

on to the busy cement works which was named after a village in the North East. The station name came from the same area.

Construction of the baseboards and track was swift. The original station headshunt was lifted and replaced with plain line to extend it and a new point put in to complete the loop leading on to laying of the new main line towards the viaduct and cement works. Within a couple of days of starting we had the entire scenic section of the layout erected with track laid and the main line running. That included construction of open frame baseboards for the viaduct scene and installing the power bus wiring and dropper feeds for the main lines.

We've always aimed to get trains running quickly. It spurs the build on as we can see things moving and how the trains will interact with the scenery. The storage yard, which would complete the circuit, still



3 In the cement works a Class 08 draws a set of empty 16ton mineral wagons back into the yard as an '05' shunts bagged cement in an open wagon and a Class 25 ticks over.



A Thompson 'L1' 2-6-4T draws into the newly modified twin platform station at Shortley Bridge.

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remained to be built at this point as the layout initially used the turntable storage yards built for Berrybridge and Ashland.

The next phase of construction was to lay out all the bases for the cement works buildings so the final trackplan for this area could be established. It has to work operationally so that arriving trains could be shunted and run round too. This we achieved by placing wagons and locomotives at strategic points and basing the headshunt length on a Class 08 shunter plus four 'Presflo' wagons.

DIGITAL WIRING

From the start the layout was wired for digital operation. This followed on from the Operation Build It! terminus which was set up so that all track was live at all times. This was particularly important for the use of digital sound locomotives as we didn't want to have a locomotive in a loop with its sound switched off by a lack of power.

The same process was used through the cement works. Multi-core 7/0.2mm equipment wire was used to add droppers to sections of track which were in turn connected back to the terminal blocks which were fed by the main power bus. The latter was made using 32/0.2mm multi-core figure of eight wire which has given exceptionally reliable service on both Shortley Bridge and Twelve Trees Junction.

For exhibition operation a secondary control bus is installed for the handsets to allow multiple operating positions to be provided around the layout. This is done by using the Gaugemaster Prodigy extension plates at exhibitions only. Three of these are positioned around the layout – one at the station, one at the viaduct and one at the cement works – which are then linked back to the base station by »

The build in pictures



Left: Open frame baseboards were built for the viaduct scene.



Below: Including the storage yard Shortley Bridge and Felton Cement Works fills 12ft x 12ft.

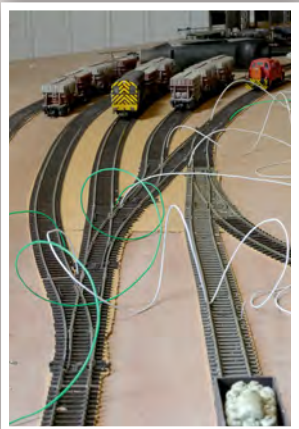


Left: The track of the original Operation Build It! terminus was modified for the extension...

Below: ... to create a through station with a passing loop. All track is Peco code 75.



Left: The entire layout has been wired up for digital control with all track sections powered at all times.



Above: The viaduct is a Wills kit cut down to single track width.



Above: The cement works is the Walther's Valley Cement kit for 'HO' scale suitably modified to fit the space available.



Above: Scenery was built up from polystyrene blocks overlaid with plaster bandage.



Above: The riverbed was detailed and then covered with multiple layers of Woodland Scenics realistic water.



Right: Grassland was built up using MiniNatur static grass, Woodland Scenics fine and coarse turfs plus Woodland Scenics fine leaf foliage for shrubs and bushes.

six-pin connecting cables supplied with the extension plates and handsets. This setup means we can have up to three operators running trains on the layout at any time with two on the main line and one running the cement works.

To give maximum flexibility to the station operator the handset which is plugged in at that location is given a 3m extension cable so the operator can move to any area of the layout to check on progress of their train. The other control positions are connected with standard 1m cables to the extension plates.

Digital control for Shortley Bridge goes further than just the trains though. All points and signals are fully controlled from the handsets with DCC Concepts ADS series decoders providing power for the solenoid point motors and Train-Tech SC3 signal decoders operating the Dapol single arm semaphores. In the fullness of time the current static bracket signals will be replaced with the forthcoming Dapol versions so that the layout is fully signalled with working semaphores giving rise to more detailed and accurate operation.

SCENERY

The new scenery for the extensions is mainly open grassland but with plenty of contours to represent the hilly nature of the area it models. This has been achieved by gluing blocks of 50mm thick polystyrene insulation together with No More Nails type adhesive. Once fully set in place the blocks were shaped with a double-sided handsaw before



being covered with Gaugemaster plaster bandage to create a solid base on which ground cover textures could be applied.

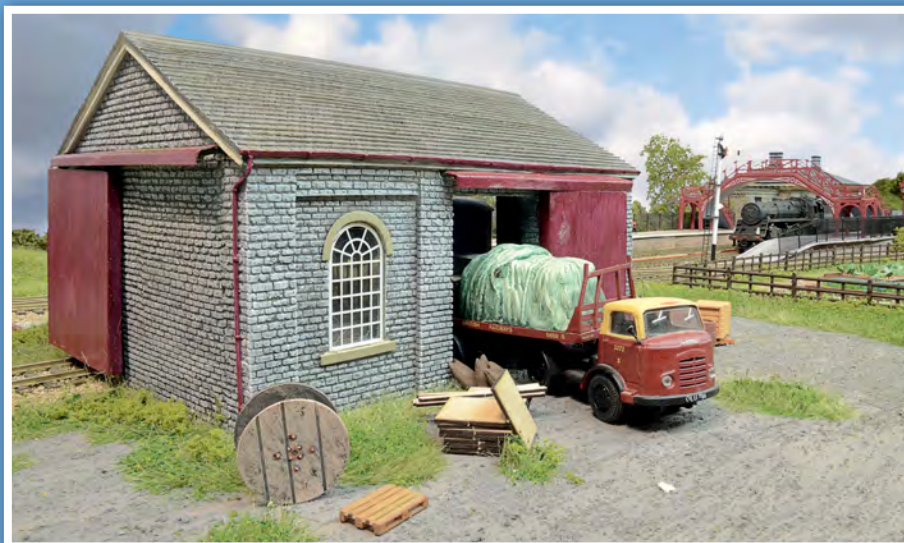
Grass and bushes are produced using a mixture of Woodland Scenics and MiniNatur products with a substantial amount of Woodland Scenics fine leaf foliage being used to bed in structures and create hedgerows and bushes around the layout. Trees are from a mixture of sources including Hornby's Skale Scenics, International Models and a large crop of 25 new seamoss trees which were made before the layout's appearance at the Great Electric Train Show in October 2015.

The viaduct is built from the Wills plastic kit, cut down in width to suit the single-track formation, while the most dominant area of buildings is the cement works. This is built from the Walther's 'HO' scale Valley Cement plastic kit supplied by Gaugemaster which provides a large number of buildings including storage tanks, loading shed, kiln buildings, chimney, stores and more.

Out of the box these buildings didn't quite fit our desired plan so elements were cut down to be part relief while the rear panels were left off the two tall buildings so they could be turned into extra low relief structures, further filling the back of the layout. This was an enjoyable kit to assemble and gives Felton Cement Works a busy industrial feel.

DEVELOPMENT

A number of updates were introduced to the layout in September 2015 ahead of the



5 The goods shed is a Bachmann Scenecraft building which has been repainted with maroon doors and guttering.

Great Electric Train Show. Chief amongst these was upgrading of the point accessory decoders to DCC Concepts ADS series. The rare outtings for the layout mean that the point motors have a tendency to be difficult to fire. The ADS series decoders have plenty of 'punch' in them and this has resolved the problem, but we do maintain the motors by oiling the main shaft of each motor before assembly of the layout at a show.

More obvious to onlookers are the changes to the scenery. 25 new trees were planted in 2015 while the station, goods shed, signalbox and provender stores were all replaced with resin

buildings at the same time. These improved the look of the layout and took its presentation another step forward.

When we were carrying out the modification last year we saw the opportunity to increase operational interest by adding a second platform at the station so passenger trains can pass – and that is exactly what we have done most recently for the layout. The second platform was built using the same Scalescenes kit as the original with fencing from the Ratio range. The footbridge is a Hornby Skaledale product, cut down to fit, while the waiting rooms are also from the same range. »

6 A Clayton Type 1 rumbles across the viaduct and bridge on the branch as it heads away from Shortley Bridge.



To complete the modification the starter signal has been relocated to the loop to control departing trains from the second platform. Added together it gives the area an attractive North Eastern theme which has certainly enhanced the operational potential.

ROLLING STOCK

The roster for Shortley Bridge draws on an extensive list of sound fitted locomotives. The majority are equipped with Zimo decoders and an array of speakers which includes cube and hi-bass designs. All locomotives are given four digit addresses using the last four numbers of their identity making it simple for all operators to identify which locomotive they are driving.

While we try to keep to classes which were seen in the North East, there isn't a hard and fast rule on this so interlopers will appear too including the Hornby Gresley 'D16/3' 4-4-0 and Worsdell 'J15' 0-6-0 from the Great Eastern together with a Robinson 'J11' 0-6-0 from the Great Central section.

The main motive power fleet consists of Bachmann LNER 'D11/2' 4-4-0s, 'J39' 0-6-0s, 'K3' 2-6-0s, LMS '4MT' 2-6-0s, BR '4MT' 2-6-0s, '3MT' 2-6-2Ts, '4MT' 2-6-4Ts, 'WD' 2-8-0s and '9F' 2-10-0s. There are also Hornby LNER 'B1' 4-6-0s, 'K1' 2-6-0s, 'L1' 2-6-4Ts and 'O1' 2-8-0s plus a OO Works Robinson 'C13' 4-4-2T. Diesels are covered by classes 17 and 27 from Heljan, 24, 25 and 37 from Bachmann and the Class 31 by Hornby. We are also particularly proud of the shunter fleet for the cement works which consists of a Hornby Sentinel



A Sentinel 4wDH pauses at the loading shed during shunting at the cement works. This model is fitted with a Zimo MX648 decoder and 8mm sugar cube speaker.

4wDH and 0-4-0, a Hornby Class 08 and a Heljan Class 05 – all sound fitted.

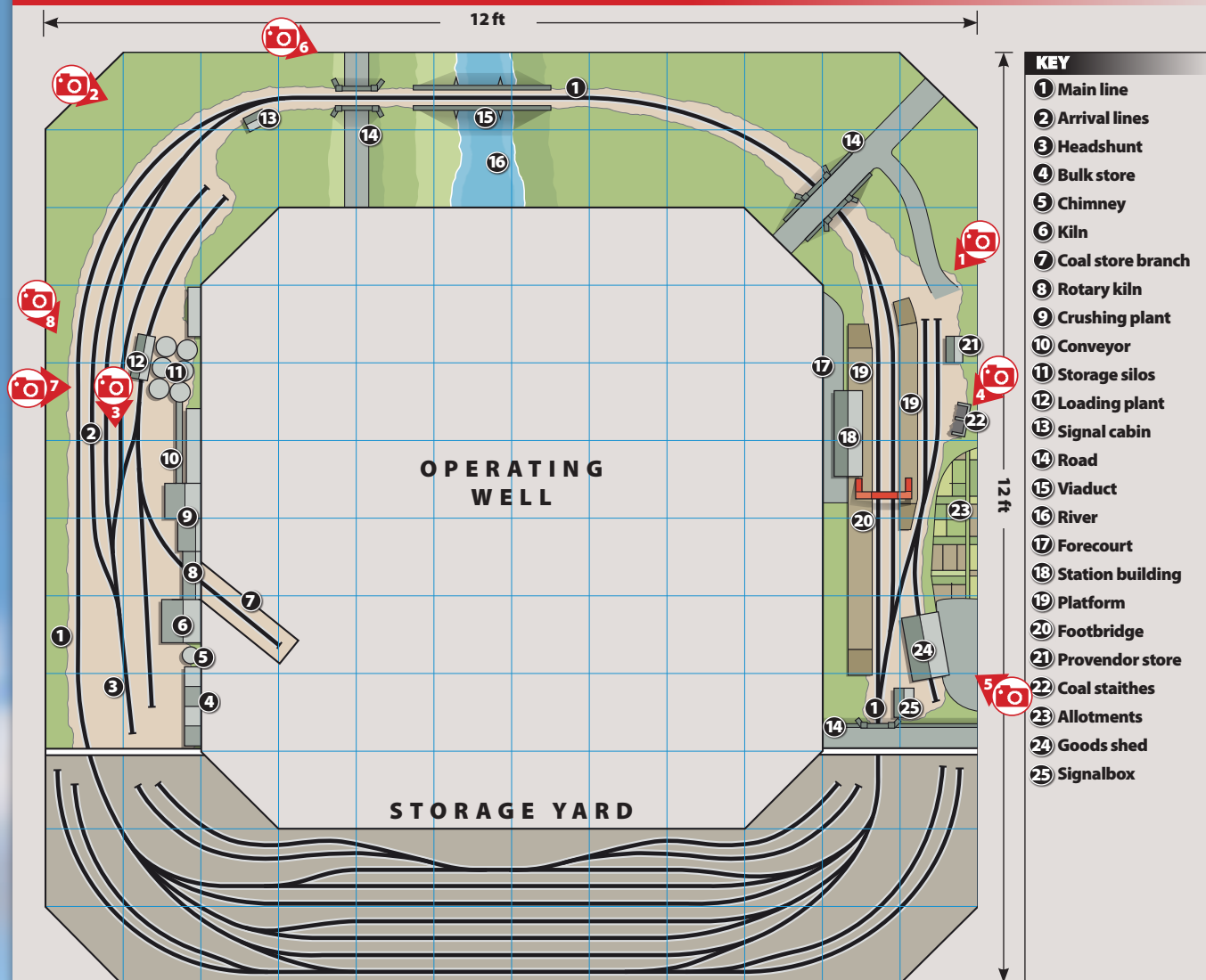
Future additions for the roster will include the Hornby 'Q6' 0-8-0 – a model perfect for the area this layout is set in – as well as introducing a pair of Class 20s.

Rolling stock to go with the locomotive fleet is well catered for by ready-to-run products. There are three sets of non-corridor stock for the layout – two Gresley and one Thompson – plus we also run a

short set of Gresley corridor stock and a trio of BR Mk 1s at times. Freight is conveyed in a variety of wagons formed into short sets for the pick-up goods. 'Presflos' are formed into rakes of eight vehicles for the cement works while the longest trains are the coal workings which extend to 20 16ton mineral wagons or 15 20ton hoppers.



SHORTLEY BRIDGE TRACK DIAGRAM (NOT TO SCALE)



A Robinson 'D11/2'
4-4-0 heads a
passenger working past
the cement works. This
Scottish based engine is
on a running-in turn from
Darlington Works.

THE FUTURE

Shortley Bridge and Felton Cement Works is rarely assembled except at exhibitions, but it still entertains the operating team each time we bring it out. So far it has attended three shows – the Warley National Model Railway Exhibition in November 2014, the Great Electric Train Show and Spalding Model Railway Exhibitions in October and November 2015 and is set to make one outing during 2016 at the Great Central Railway Model Event on June 17-19 to fly the flag for *Hornby Magazine*. Doubtless more appearances will happen in the future, but we are happy with this being an occasional visitor to the show circuit.

There are always new ideas developing for the model and alongside the plan to install working bracket signals in the future there will certainly be more detailing too. Who knows – perhaps the already substantial footprint might expand further to increase the running line?

One thing is for sure, this layout is here to stay on the *Hornby Magazine* roster and we're looking forward to the Great Central event and running throughout the weekend – see you there!

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50 TOP TIPS FOR DIGITAL MODELLING

The *Hornby Magazine* team presents 50 top tips for Digital Command Control covering controllers, wiring, locomotive decoders and more.

CONTROLLERS

1 Before selecting a controller take the opportunity to try out a variety of different units.

A number of DCC specialists have this facility at their shops while others will offer this at exhibitions.

2 The cheapest system isn't always the best choice for a first DCC controller. In some cases the most basic systems can be awkward to operate leading to a poor experience.

3 Think about the future – what will you want and need from a digital controller? Do you want to add more handsets or computer control?

These factors will rule out certain products.

4 If your controller offers the option to choose how many speed steps it operates with, always select the highest value as this will give the greatest and smoothest control over model locomotives. Most offer 14, 28 or 128 speed steps – we *always* select 128 speed steps.

Digital Command Control brings a great number of benefits to model railway control, not least the chance to be able to independently control multiple trains, points and signals all from the same handset. This is the busy junction on *Hornby Magazine's* Twelve Trees layout which is fully DCC controlled.





5 Think about how you operate your layout – will you want to roam around the room or remain at a static operating position? If you want to move around while operating, a handheld throttle with a cable connecting it to the base station or a wireless system will be the best choices.

6 Power is an important consideration – especially with the increase in sound-fitted locomotives. These use more of the available power from a base station and if you do choose to use sound we recommend choosing a system with at least 4amps of power available to the track. However, don't go overboard as there are

systems with greater power (8amps and more) which are specifically designed for larger scales.

7 Talk to digital layout owners – these are the people that really know what makes a digital controller good as they use them in a much more intensive manner.

8 If you are planning to operate sound-fitted locomotives be sure that your controller has enough function buttons. Some sound files can feature more than 25 functions!



9 Make use of the programming track output – it's there for a reason and will make reading and writing CVs more straightforward.

10 If you choose a wireless system be sure to keep spare batteries to hand – otherwise it might just lose power at that moment when you really want to run your layout. »



WIRING

11 Using the right wire for the job is important. Wire which is too thin won't be able to handle the current of DCC, and parallel wires create induction and can cause voltage drops. We use 28-strand figure of eight cable for main power bus feeds on *Hornby Magazine's* digital layouts and it. Twin wires twisted 12 turns per metre will overcome induction.

12 To connect the track to the main power bus finer wire is perfectly suitable. We use 7/0.2 multi-core equipment wire for track feeds which only travel a short distance to terminal blocks or copper-clad strips to join the power bus.

13 Keep wiring simple. Use basic colour coding to keep wiring easy to follow and install. You might use red and black wires for main line track feeds, blue and yellow for goods yard feeds and orange and green for accessories.

14 Think about future potential. On Twelve Trees Junction we have created areas where the power bus splits into two for the future addition of a circuit breaker on one wiring route. This will enable us to put a separate power district or circuit breaker to look after the carriage sidings only reducing the effect of any potential short circuits on the rest of the layout.

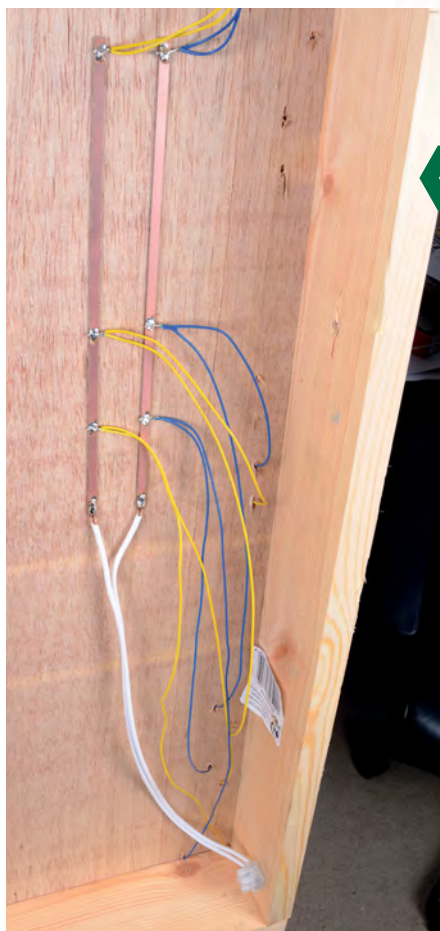
15 Keep accessory connections on a separate power bus – this will make them suitable for powering through a separate circuit breaker in the future as well as making maintenance and installation simpler.

16 Always use the right tools for the job. A quality pair of wire strippers is essential for any model railway wiring, whether digital or analogue.

17 Keep it neat! Tidy wiring makes any future faults simple to diagnose and looks much better too when visitors, inevitably, look underneath your layout.

18 If you have a large permanent layout don't rely on one connection to power all the track. Add dropper wires at regular intervals. We usually regard each 4ft long baseboard of a portable layout as long enough for a single power feed to maintain consistent operation.

19 For a neat joint between wire droppers and rails strip up to 20mm of insulation from the end of the wire to be soldered to the rail. This will make the wire's appearance much less obtrusive after scenic applications.

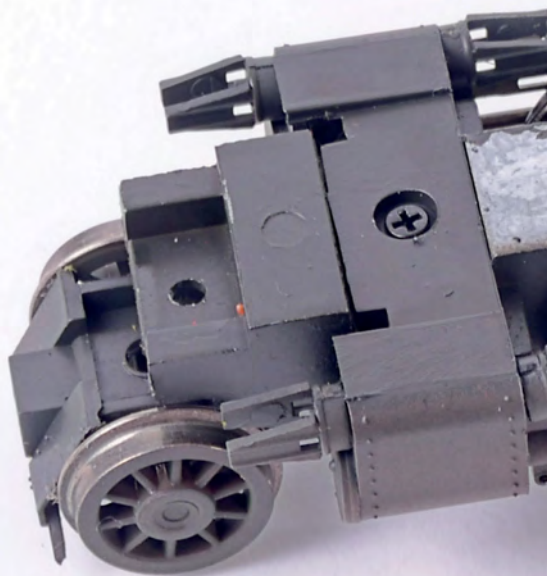


20 Buy a roll of heatshrink tubing. This material is an absolute essential in our wiring projects, whether inside a locomotive or underneath a layout. Using the tubing means any bare wire joints are kept fully insulated and neat and tidy.

DIGITAL SOUND

21 The most important CV for digital sound locomotives is volume control. If you are operating LokSound V4.0 decoders it is CV63 (with a range of 0-192, the default is 180) and for Zimo decoders it is CV266 (with a range of 0-255, the default is 65). This can be

11-12



set on a programming track or, if your controller allows, even on the main track during operation.

22 Listen and learn! You will soon find preferences for sound decoder types that you like. Note the sound producer's name and source their work for consistency.

23 Just because a model or decoder is factory fitted with a particular speaker it doesn't mean that it will offer the best results for a particular sound file. We have experienced great improvements

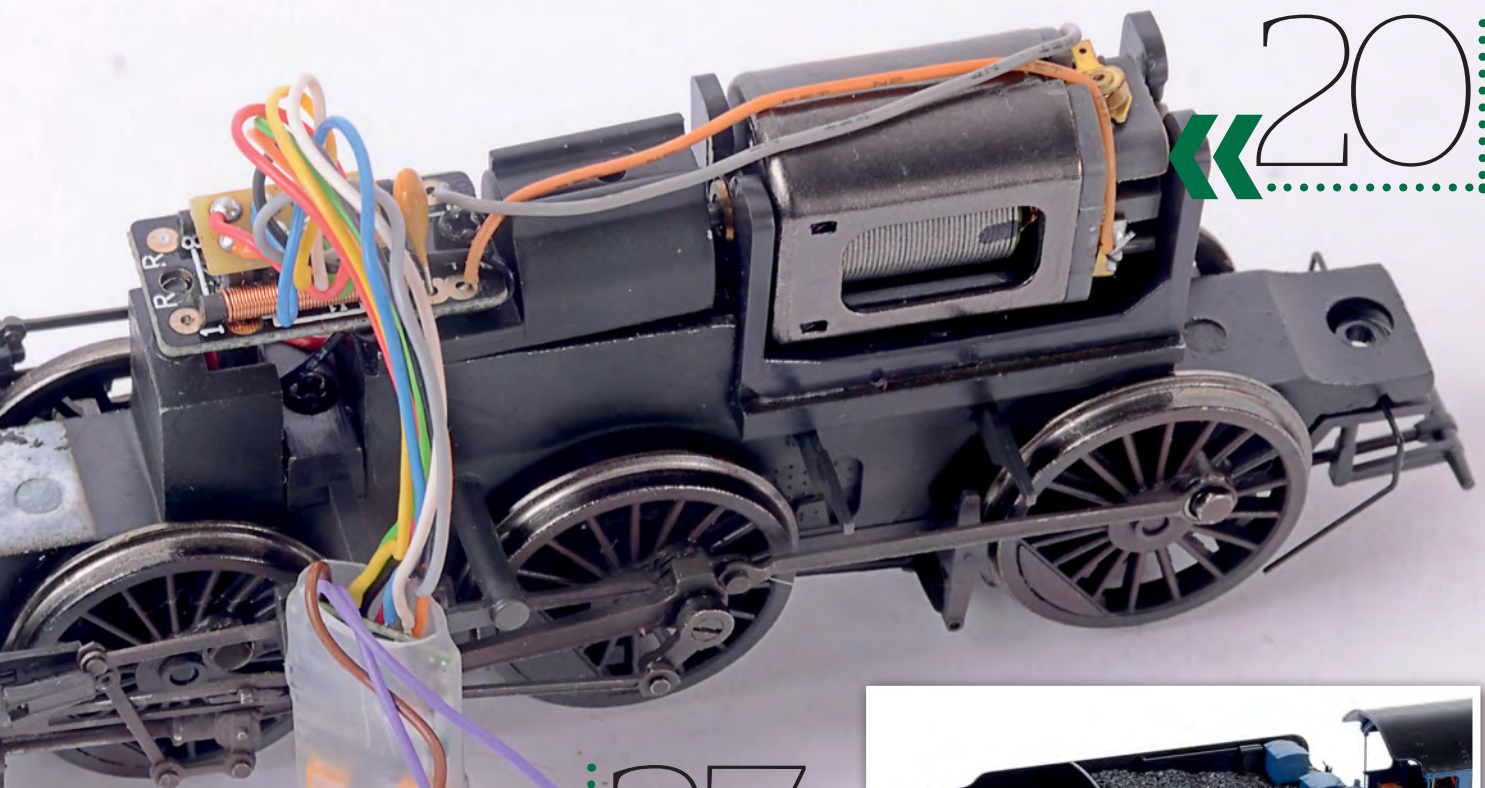


simply by changing the speaker for something of greater quality or tonal register.

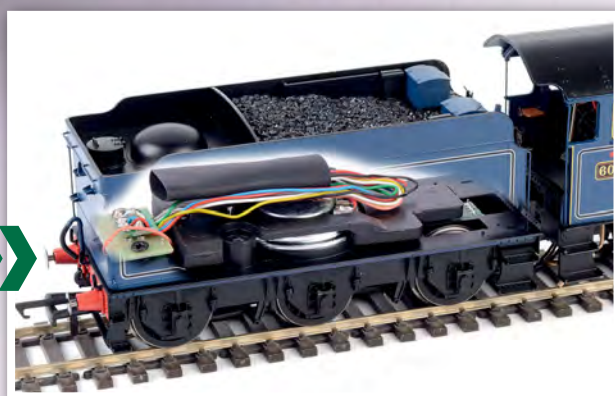
24 The golden rule of speaker installation is always to ensure that the rear is enclosed so that sounds from the front and rear don't interfere with each other. Failure to do this will reduce the performance of the speaker.

25 Choosing the right decoder for each model is essential as some have much more limited space than others for installing the required components.

16



27



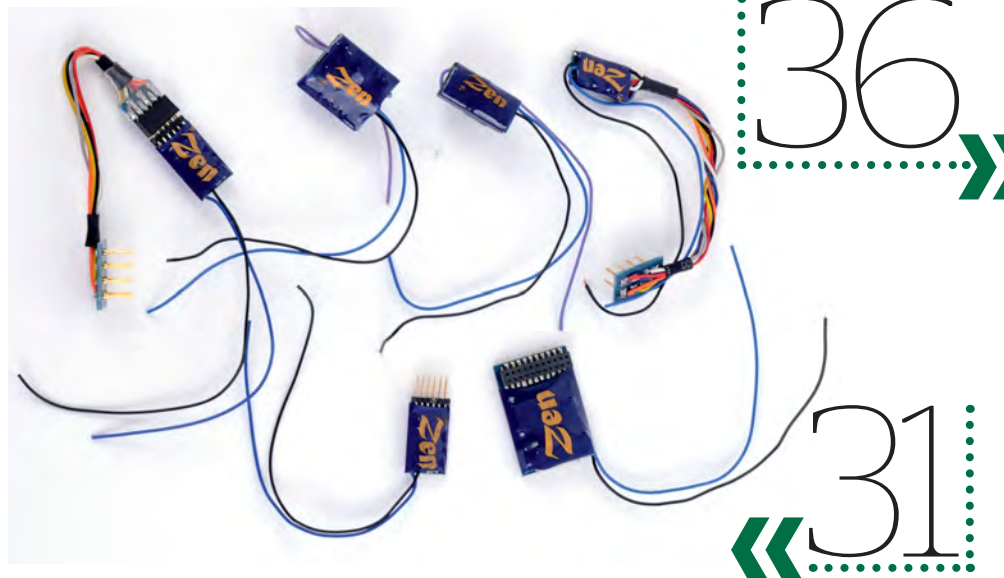
26 Always carry out a survey of the internal spaces in a model locomotive before commencing on a sound installation. This will mean that the right components can be selected to make it perform at its best.

27 Hornby's Twin Track Sound locomotives are a great introduction to digital sound and its potential – and if you want to, the 8ohm speakers can be used as a means of upgrading the decoder to a high-end product in the future.

28 If there isn't a specific space for a speaker in a locomotive it doesn't mean there isn't space! Take the Bachmann 'E4' – while we always aim to make a speaker invisible the only option with this model was to fit the speaker in the cab. The addition of a crew reduces its visual impact.

28





36

31



29 Sound decoders with 'stay alive' capacitors added to them are amongst the best buys for sound. The 'stay alive' system will keep sounds operating should the locomotive momentarily stall on dirty track without the locomotive coming to a halt or loss of sound.

30 Watch videos and listen to real locomotives in action. This will help you get the best from the driving characteristics of a digital sound locomotive.

LOCOMOTIVE DECODERS

31 Know your connections. There are three main decoder socket types used in British outline models, all of which conform to DCC guidelines. They are 6-pin, 8-pin and 21-pin. New connectors are coming too including the Next18 and PluX22.

32 Make sure any metal items are fully insulated to avoid contact with the decoder. Short circuits will give decoders a very short life!

33 Always programme decoders on a programming track as the power provided on this is much lower than that of the main track meaning that there is virtually no chance of damaging a decoder during programming.

34 Develop an addressing system which works for you. Using straightforward numbering such as 1-10 isn't always the best way as the larger the locomotive fleet the more difficult it is to remember which locomotive has which address. We use four digit addresses throughout based on the actual number of each model. For example BR'4MT' 76109 would be address 6109 and Class 16 D8404 would be 8404. This makes it simple to recognise the address of a locomotive. First generation DMUs are more difficult as the majority don't have set numbers. In this case we use the classification followed by the number of carriages in the consist. For example a two-car Class 101 would be 1012 and a three-car Class 108 would be 1083.

35 Always correctly orientate a decoder when connecting it to a socket. On 8-pin and 6-pin harnessed decoders Pin 1 is always the orange wire and will be marked on direct decoders.

36 21-pin decoders can only be fitted one way round. Find the blank space on top of the decoder and ensure

that the two rows of pins fit into the corresponding socket without force.

37 Decoders can be installed whether a model has a socket or not. Models without a socket will require proficiency in soldering as the wires from the decoder will have to be soldered to the motor and pick-up connections.

38 Knowing the basics of decoder wire colours is very useful. Grey and orange are always the motor connections while black and red are always the track connections. These are standard colour codes used on all NMRA compliant decoders.

39 Know your basic Configuration Variables (CVs). These variables can be used to adjust the performance of a locomotive to suit your specific needs. All locomotive decoders will have access to CV2 (start voltage), CV3 (acceleration rate), CV4 (deceleration rate) and CV5 (maximum voltage). The vast majority will also have CV6 (mid voltage).

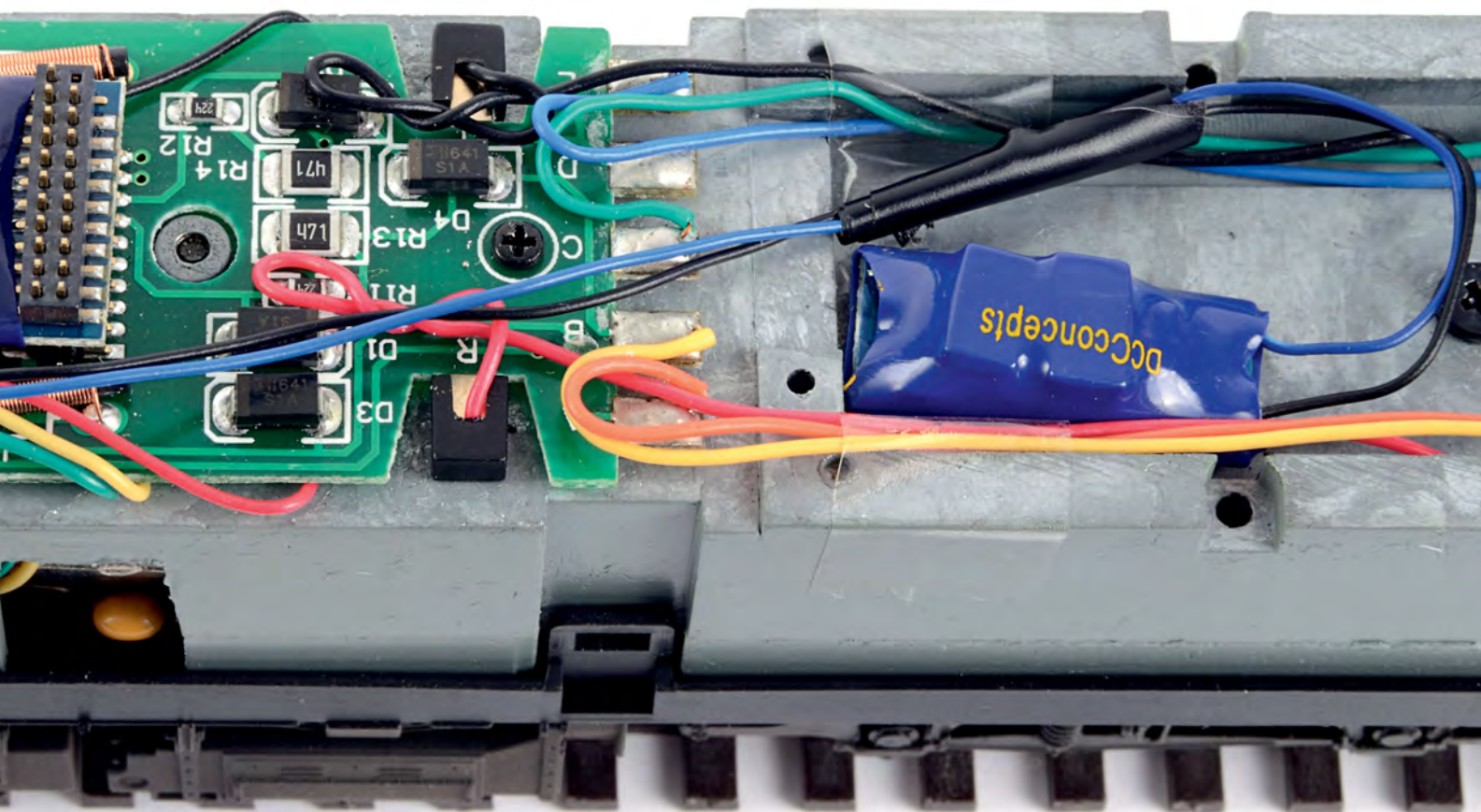
40 Not all decoders offer the same range of CV settings. Some high-end sound decoders have a much greater range of variables to allow full control of their abilities. Be aware of this when choosing your decoders.

41 For LokSound steam sound decoders CV57 and CV58 control the exhaust beat synchronisation with the driving wheels. CV57 controls the distance between two exhaust sounds at the lowest possible speed (speed step 1 in 128 speed steps) while CV58 controls the exhaust speed of the engine while moving (set at speed step 4 of 128 speed steps). Page 53 of the LokSound V4.0 decoder manual gives a full description of how the procedure works.

42 CV6 (mid voltage) can really enhance the driving experience by changing the way a locomotive gains speed. For example, if the start voltage in CV2 is 1 and the maximum voltage in CV5 is set to 100,



46



try setting CV6 to 30 – it will slow down a locomotive's initial acceleration, allowing it to better represent a heavy goods train.

43 CV4 – take control of your locomotive's deceleration with CV4. This can increase or decrease the length of time required to bring a locomotive to a stand further mimicking real life.

44 If you make a mess of CV settings the majority of DCC decoders have a reset facility. Many are via CV8, but you will need to check the manual of specific decoders before making any changes.

45 Keep records of the changes you make to decoder CVs – you might want to

replicate them for another locomotive or just check on what you did without having to read back the decoder settings. It will also save you getting in a tangle with CV settings.

ACCESSORIES

46 Solenoid point motors require a high level of power in order to operate which can be draining on a DCC system's abilities. Using a separate AC power supply with accessory decoders such as the Lenz or ESU units or accessory decoders with large onboard power storage such as the DCC Concepts ADS units can resolve this resulting in reliable turnout control.

47 Like locomotive decoders, accessory decoders have CV settings which can be adjusted to make them perform differently to suit use with lights, stall motors or solenoids. Check the manual for each model's properties.

48 Do you want working semaphores on digital control? No problem – Train Tech produces a bespoke DCC accessory decoder to operate with the Dapol ready built signals. It's a five-minute job to install and set up.

49 Give two points at the opposite end of a loop the same accessory address. That way when you select the address both points will change at the same time reducing the time required to set a route. You could do this with colour light signals too by giving their accessory decoder the same address as the point ahead. By doing this the signals can be set to change to reflect the clear route.

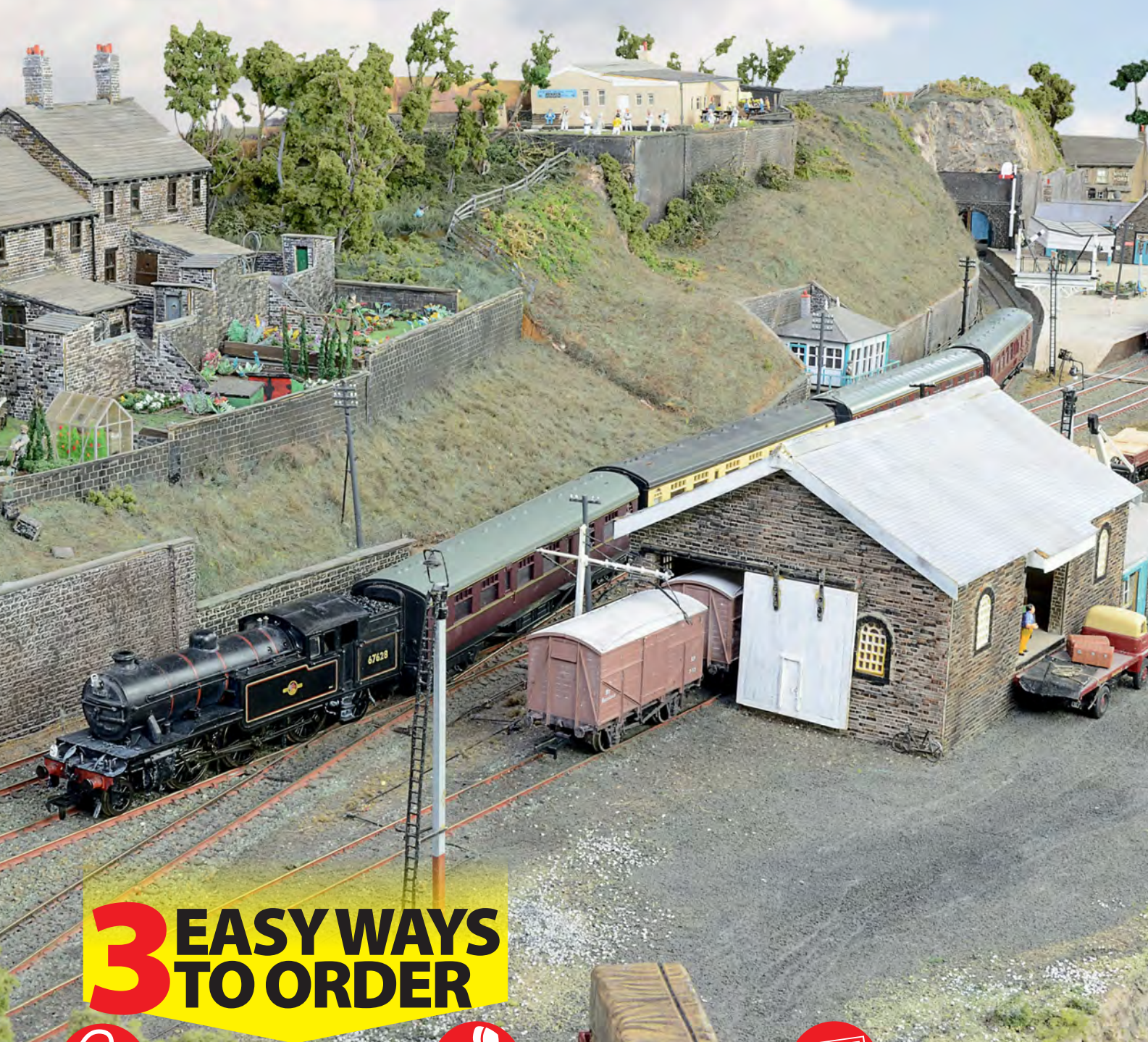
50 If you are looking for an easy means of adding DCC to point motors or signals look for DCC fitted versions such as the DCC Concepts Cobalt IP digital motor and Train-Tech DCC fitted colour light signals.



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RC421 AB2421 Virgin Red	RC422 AB2422 Intercity Grey	RC423 AB2423 Carmine	RC424 AB2424 BR Cream

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AV0005 Chrome Oxide Green	AV0006 Iron Oxide	AV0007 Dark Earth	AV0008 Rust

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HELJAN LAUNCHES 'O' GAUGE Cargowaggon



THE RISE of ready-to-run 'O' gauge rolling stock continues with the latest arrivals from Heljan being these impressive Cargowaggon bogie vans and flats. Both arrived on the UK railway network in 1979 on cross-Channel traffic and they continue in service today.

Heljan's IWB bogie van models one of the fleet of 120 built in 1979-1980. Their service included Taunton Cider traffic as well as working between Britain and Europe. The IGA Cargowaggon flat, meanwhile, represents an early 1980s built vehicle which saw service across

the British railway network on timber and metals traffic.

In 'O' gauge these wagons are big! Each measures 500mm over buffers and runs on turned metal wheels in neatly detailed plastic bogies. Couplings are fully working screw links with sprung coupling hooks while the big,

chunky buffers are also sprung.

The sliding door box van is impressively detailed with a large number of separate fittings including handrails, door grabs, brake wheels, securing hooks for transport on ferries and more. The body profile matches that of the real vehicles very well including

'O' GAUGE

New minerals from Lionheart

THE DETAILS

Manufacturer:	www.lionhearttrains.com
Cat No:	302B-5
Description:	Diagram 1/108 welded 16ton mineral wagon, BR grey
Cat No:	305A-4
Description:	Diagram 1/109 riveted 16ton mineral wagon, BR grey
Price:	£42.00 each
Era:	4/5
Couplings:	Three links

'O' gauge ready-to-run is benefitting from the arrival of two new steam era wagons produced by specialist manufacturer Lionheart Trains. The new vehicles model the Diagram 1/108 welded and Diagram 1/109 riveted body 16ton mineral wagons – vehicles synonymous with the 1950s and 1960s.

These steel bodied wagons on

10ft wheelbase chassis became BR's standard mineral wagons. More than 200,000 were built between 1950 and 1959. They were deployed on coal, scrap, spoil and aggregates traffic. They were a regular sight in bulk trains and mixed formations with many lasting into the 1980s. The last to be withdrawn were vacuum braked examples in 1987.



For review we received samples of both body types. Each sits atop an unfitted chassis with Morton brake gear operated, on the real vehicles, by the handbrake. One side features a compensating bar which assists the models in smooth running. Other features

include die-cast three-hole wheel centres with turned metal tyres, a fully detailed underframe, sprung buffers and operational sprung three-link couplings.

The body of each vehicle is superbly produced. The main structure is moulded plastic and the



The IGA flat features moving stanchions as well as sprung buffers and a superbly detailed body.



The IWB Cargowaggon box van is an impressive model in 'O' gauge!

Printed detail is outstanding and fully legible throughout.



THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	5052
Description:	IWB Cargowaggon box van 2797 672, blue and silver
Cat No:	5150
Description:	IGA Cargowaggon flat wagon 4647 044, Cargowaggon blue
Scale:	'O'
Price:	£189.00
Era:	7-9
Couplings:	Working screw links

the distinctive ribbed door panels, A-frame end and heavy steel floor support. The underframe also features full brake rigging.

The Cargowaggon flat features a matching level of detail which includes a moulded wooden floor, movable stanchions for the loadbed and separately

fitted securing hooks and detailed bogies. Brake rigging is fully modelled too, although – like the van – this is hidden behind the chassis solebar.

The decoration of both samples was excellent with the intricate overseas markings fully legible throughout. The data panels are

particularly impressive while the Cargowaggon legend on the flat wagons solebar is a striking part of its blue colour scheme. In total nine versions are being released – five IWB bogie vans and four flats – with liveries including Cargowaggon, Blue Circle Cement and Corus.

For the ultimate in realism these vehicles will benefit from weathering, but they provide a superb accompaniment to the recently released 'O' gauge Class 60 by Heljan (HM103) and will hopefully open the door for more modern era goods wagons in the scale. (MW)



Welded and riveted body styles are catered for by Lionheart's new 'O' gauge 16ton mineral wagons.

door and end detail is particularly effective with design differences between the two diagrams being fully catered for. Also well executed are the differences in the strap detail on the two vehicles together with fine rivet work around each panel on the diagram 1/109 wagon. Decoration is first rate

with crisp lettering and numbers together with the white diagonal stripe on each side to denote the position of the end door.

At just over £40 per wagon these new ready-to-run models

represent excellent value for money when compared with contemporary kits of the same vehicle. Plus, as they are ready to enter service straight from the box,

you could get straight to work with weathering and loading these wagons to enhance an excellent product even further. (MW)

HIA limestone hopper arrives

DAPOL has released its eagerly anticipated Freightliner Heavy Haul (FHH) HIA limestone hopper for 'OO' offering an affordable and attractive bogie wagon.

The 90ton hoppers were introduced in 2005 by FHH principally for flows from Peak Forest conveying limestone. They were built by WH Davis/Greenbrier with 122 constructed.

Dapol's new model employs a high level of die-casting for the wagon body which gives it a substantial and appealing weight. Metal wheels sit inside the finely detailed plastic bogies which in turn are fitted with small tension



THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	4F-026-006
Description:	Freightliner HIA bogie limestone hopper, green
Price:	£24.90
Era:	9
Couplings:	Small tension locks in NEM pockets



Wills goes modern with modular kits



The established range of Wills plastic kits has taken a modern turn with the arrival of this collection of 'OO' scale modular industrial building kits and parts.

At the heart of the range is a base unit which enables the kit to be built as industrial units or retail premises such as supermarkets. The base unit can be built as one self-contained building or as two low-relief frontages, while an extension kit is available to add extra depth to the low-relief buildings. Additional detail packs containing extra windows and doors and large roller shutter doors are also available.

Each wall section within the base kit is customisable and features a series of pre-formed score lines on the reverse side which can be cut

according to the style of building you wish to create. The base kit has sufficient glazing material, windows and doors to create an industrial or retail unit, while extra add-on packs provide parts to create frontages for a supermarket, out-of-town retail store and lorry loading bays.

All elements within the kits are neatly moulded and well defined. It is also worth bearing in mind that whilst all parts fit together well, some finer details such as the retail unit sliding door and supermarket frontage window sections are quite delicate.

Well thought out and enjoyable to build, this new series of modular kits looks the part and will allow realistic warehouse and retail parks to be modelled. (MC)



lock couplings in NEM coupling pockets. A detailing pack containing bufferbeam fittings is included with each vehicle which also features a superbly finished modern tail lamp.

The outward appearance matches that of the prototype superbly well in all details with intricate moulding of the details around the hopper door mechanisms, the hopper body itself and even interior baffles. The hopper interior bases are moulded too, so the

view from above is authentic.

The Freightliner green livery of our sample - these wagons have also been released in white - has been reproduced to an exacting standard with superbly printed logos, data panels, warning labels and more.

Priced at just under £25 this wagon offers excellent value for money in the current climate and makes assembly of a block train all the more feasible. An excellent and realistic release from Dapol. (MW)

Contemporary LED signals

Absolute Aspects has introduced a new range of Light Emitting Diode (LED) signals, modelling the very latest style to be introduced to the railway network. Modelled in 'OO' scale, each signal is handbuilt from metal components with a range of options.

Their appearance differs to traditional colour light signal heads in that the three-aspect signal features just one lens while the four-aspect version features two. This is fully accurate as they are fitted with multi-colour LEDs which allows the same lens to display red, yellow and green aspects, just like the prototype.

Each signal comes fully assembled, decorated and ready to plant with a painted 'concrete' base, grey superstructure and ladder together with black signal head. Additional touches include the customisable plain black signal identification plate and decorated telephone. A selection of add-ons are also available including call-on signals, dot matrix route indicators and junction indicators in a choice of orientations to suit your requirements.

Setup takes just a few minutes thanks to the supplied plug and socket arrangement with integrated printed circuit board



which offers clear labelling for wiring to a switch or digital accessory decoder. Wired common negative, each LED aspect emitted rich colour.

With prices ranging from £50 for a standard three-aspect signal to £110 for a four-aspect signal with five-route junction indicator they represent a significant investment, but what you get in return are superbly crafted miniature replicas of the real thing - and the very latest in signal technology too. (MC)

THE DETAILS

Manufacturer:	www.absoluteaspects.com
Description:	Three-aspect stop signal
Price:	From £50
Description:	Four-aspect stop signal
Price:	From £55
Era:	9



THE DETAILS

Manufacturer:	www.peco-uk.com
Cat No:	SSM 300
Description:	Industrial/retail unit kit
Price:	£25
Cat No:	SSM 310
Description:	Supermarket frontage kit
Price:	£10.50
Cat No:	SSM 311
Description:	Out-of-town retail unit frontage kit
Price:	£8
Cat No:	SSM 312
Description:	HGV loading bay detail pack
Price:	£10.50
Cat No:	SSM 313
Description:	Roller shutter doors detail pack
Price:	£5
Cat No:	SSM 314
Description:	Doors and windows detail pack
Price:	£4.75
Cat No:	SSM 315
Description:	Industrial/retail unit extension kit
Price:	£10.50
Era:	9





'OO' GAUGE

Bachmann Freightliner 66 appears in POWERHAUL COLOURS

Freightliner's Powerhaul livery is the latest colour scheme to grace Bachmann's 'OO' gauge Class 66.

Finished as low-emission five-door variant, 66416, the flowing and complex green, yellow and grey Freightliner livery has been neatly applied. Small details such as the yellow safety steps beneath each cab door and the grey and silver exhaust silencer are also neatly picked out together with crisply printed data panels, numbers, Freightliner logos and overhead safety warning labels.

Correct style light clusters are fitted containing directional head and tail lights, while an on-off switch beneath the fuel

tank enables the tail lights to be extinguished when hauling a train. Straight from the box our model ran smoothly and quietly and is fitted with a 21-pin DCC decoder socket.

Another top notch release for modellers of the contemporary scene. (MC)



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	32-981
Description:	Class 66 66416, Freightliner Powerhaul
Price:	£149.95
Era:	9
DCC:	DCC ready, 21-pin decoder socket
Couplings:	Small tension locks in NEM pockets

by's super value sound Class 67

'OO' GAUGE



HORNBY'S first Twin Track Sound fitted version of its high end Class 67 diesel has arrived.

The Twin Track Sound (TTS) decoder adds just £25 to the price of a standard Digital Command Control (DCC) ready '67'.

What you get in this package is 67004 *Cairn Gorm* in Caledonian Sleeper midnight teal – a colour scheme this locomotive has carried since March 2015.

Externally the model is a standard Hornby product using the new tooling introduced in September 2012 (HM64). Presentation is excellent with fine etched grilles on the body and roof and a detailed model of the distinctive exhaust silencer set into the roof. Directional

lighting is fitted as standard with the option to switch between day and night configurations using a switch under the fuel tank.

What really makes this model stand out is the TTS decoder installed in it. The overall sound file is excellent

and there is no mistaking what it recreates. There is, perhaps, a lack of bass to the sounds but that could potentially be enhanced with a change of speaker if desired. We took a few moments to reduce the volume of all the sound outputs using the CV table in the instruction manual as our guide. This reduction in sound volume certainly improved our experience as overly loud digital sound locomotives can be harsh on the ears!

For us the horn sounds are a little tinny, but there are plenty of options with twin tones, single tones, short horn sounds and even a special horn. Other sounds built in include door slam, fan, primer, flange squeal, buffering, coupling, guard's whistle and more.

In total there are 25 functions built in which consist of 20 sounds,

lights on/off and four engine control options. This latter group of functions – controlled by F5-F8 – are one of the greatest parts of this decoder. Not only can you control the engine sounds on the throttle, including notching the engine sound down by reducing the speed by one speed step, but you can do this manually too. F5 and F6 control the engine sound and allow it to be notched up and down one step at a time. F7 returns the engine sound to idle at any speed while F8 gives you full power sound at any time.

Combined these allow realistic operation of the locomotive and it is well worth learning your way around these functions to make the most of the TTS decoder.

Purely on value for money this is an excellent product and a brilliant entry point to digital sound. (MW)



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3388TTS
Description:	Class 67 67004 <i>Cairn Gorm</i> , Caledonian sleeper blue
Price:	£169.99
Era:	9
DCC:	DCC sound fitted, Hornby TTS decoder
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

West Highland Line Mk 1 triple pack

Renowned for its range of Scottish themed models, Harburn Hobbies has added this exclusive triple pack of Bachmann 'OO' gauge BR Mk 1 carriages in West Highland Line (WHL) livery to its range.

During the 1980s two sets of BR Mk 1s were repainted in green and cream for use on Scottish steam-hauled services between Fort William and Mallaig.

In the pack are three vehicles from the second set of West Highland Line branded coaches including two Tourist Open Seconds (TSOs) 4900 and 4435 along with Corridor Brake Composite (BCK) 21241.

They feature coach numbers without regional or charter train unit prefixes and plain black lining between colours. The London North Eastern Railway inspired paint scheme is neatly applied together



with printed No Smoking and First Class window labels, coach numbers, WHL branding and vehicle end data lettering together with some impressively ornate route restrictions.

A colourful pack, ideal for modellers of the 1980s Scottish railway scene. (MC)

THE DETAILS

Supplier:	www.harburnhobbies.com
Cat No:	39-000J
Description:	BR Mk 1 West Highland Line coach triple pack, green and cream
Price:	£115
Era:	8
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE



Harburn Hamlet adds more details

Harburn Hamlet's range of scenic station and street detailing accessories has expanded with this flower stand and walled seating area.

Stone cast and well detailed, the flower stand has plants and flowers, all neatly painted.

The walled seating area has two wooden-style benches atop a stone base together with a noticeboard. The stone walling has a weathered green tinge to it while the paving slabs are finished in grey.

Ideal for cameo scenes. (MC)

THE DETAILS

Manufacturer:	www.harburnhobbies.com
Cat No:	SS 334
Description:	Walled seating area with noticeboard
Price:	£17.50
Cat No:	SS 368
Description:	Flower and plant stand with signboard
Price:	£19.95
Era:	8/9

'OO' GAUGE



Contemporary

PREISER has added to its range of 1:76 scale figures with packs of police officers and British Rail platform staff. Both packs contain six figures, each featuring different poses and hand painted uniforms. The British Rail pack features platform staff in a selection of stances suitable for station scenes. Perfect for contemporary 'OO' gauge layouts, these new packs are available now. (MC)



THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	73004
Description:	Police officers
Cat No:	73005
Description:	British Rail staff
Price:	£11.95
Era:	9

'OO' GAUGE

PO telephones Transit

The Mk 1 Ford Transit was used by almost every trade from builder to bank robber and this new release from Oxford Diecast models a Post Office Telephones vehicle with a 1967 'E' suffix registration plate.

Finished in smart green with white bumpers and pair of silver ladders on the roof this vehicle will suit collectors as well as modellers looking to expand their fleet of late 1960s light commercials. (MW)



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76FT1002
Description:	Mk 1 Ford Transit, Post Office Telephones
Price:	£4.95
Era:	5/6

'N' GAUGE

Laser cut fencing



New from Gaugemaster are these packs of 'N' gauge laser cut wooden garden fence panels in plain and lattice styles. Each pack contains four sections of fencing providing just over 200mm per pack. The impressive natural wood grain effect looks realistic with each

section formed of four panels. Measuring 12mm high for the plain and 11mm at the highest point for the more elaborate lattice panels, each section is neatly finished and ready for installation to enhance and detail any garden scene in 'N'. (MC)

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	GMKD51
Description:	Laser cut wooden fencing
Cat No:	GMKD52
Description:	Laser cut wooden fencing with lattice
Price:	£5
Era:	Any



Preiser figures



'OO' GAUGE

Busch corn looks a-maize-ing



Populating fields with crops is a little easier thanks to this pack of corn plants from the Busch range of scenic accessories. Containing 400 plastic corn plants, each requires careful

painting. Fine sand coloured flock is also included to enhance their appearance further. Whilst patience is required, the finished crop will certainly look the part when planted. (MC)

THE DETAILS

Supplier:	www.goldenvalleyhobbies.com
Cat No:	1202
Description:	Cornfield
Scale:	'HO'
Price:	£8.50
Era:	Any



'OO' GAUGE

Practical Volvo

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76VE001 (green), 76VE002 (red)
Description:	Volvo 245 DL estate, green or red
Price:	£4.95 each
Era:	7-8



Safe and practical are the words that spring to mind with the Volvo 200 series and Oxford Diecast has immortalised these vehicles with this Volvo 245 estate. Oxford's new model

is available in green with a 1976 numberplate and red from the first year of manufacture, 1974. Both feature crisp detailing, suitable numberplates and beige interior colouring. (MW)

'N' GAUGE

Stobart Scania

Oxford Diecast's 'N' gauge Scania Irizar PB coach receives eye-catching red, white and green Stobart Group colours for its latest outing. Registered as C8 ESL, the model is based on the prototype when it ran in the Stobart fleet and captures the sleek lines of this luxury six-wheeled coach. Stobart liveried models always prove popular, something this latest 'N' gauge coach release is sure to emulate. (MC)



The Irizar PB looks impressive in 'N' scale wearing Stobart colours.



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	NIRZ004
Description:	Scania Irizar Eddie Stobart
Price:	£8.95
Era:	9

^{'N' GAUGE}Ivor the '08'



AS PART OF ITS CELEBRATION of the 30th anniversary of Network SouthEast (NSE) Bachmann has released this characterful 'N' gauge model of NSE Class 08 08600 *Ivor* – its first item from the 2016/2017 catalogue.

Numbered 97800 from 1979-1989 as Slade Green depot's shunter, the locomotive gained the distinctive blue, white, red and grey colour scheme in 1986. It later moved to Ashford depot in the late-1980s where it was renumbered as 08600 in mid-1989 before moving to Eastleigh when it lost

its bright livery for BR grey in the early-1990s.

Bachmann's model captures 08600 in the 1989-1990 period when it carried NSE livery, the '08' number and the *Ivor* nameplate. Decoration is excellent and matches the high standards expected from Bachmann while its performance on the track was excellent too.

As an exhibit at open days and events in the 1980s the real locomotive was popular and this new release is sure to match that as a cogent reminder of the Network SouthEast brand. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-023
Description:	Class 08 08600 <i>Ivor</i> , Network SouthEast
Price:	£94.95
Era:	8
DCC:	No socket provided
Couplings:	Rapido couplings in NEM pockets

'N' GAUGE

Network SouthEast Class 101

The attractive livery of Network SouthEast (NSE) is the latest to adorn Bachmann's fine 'N' gauge Graham Farish model of the Metro-Cammell Class 101 two-car Diesel Multiple Unit (DMU).

Finished as power-twin set L837 with Cambridge and Kings Lynn destinations this unit is perfect for the modeller replicating Norfolk's railways in the early-1990s. However, it shouldn't be forgotten that '101s' in this livery spread their wings far and wide with some retaining the livery for service in the North West operating from Manchester in the early-2000s.

This new release replicates the later style NSE livery superbly with crisp edges between colours and fine printing of the vehicle numbers, North Downs logos (from

a previous allocation) and orange cantrail stripe. Also present are Network SouthEast logos, First Class markings and no smoking signs.

The addition of a NSE Class 101 is great news for 'N' gauge

modellers as their sphere of operation was far greater than you might at first think including Norfolk, Suffolk, Berkshire, Greater

Manchester, North Wales and more. Get one while you can! (MW)



Network SouthEast colours suit the '101' - and they ranged far and wide in this livery.

'N' GAUGE

Oxford's Lodekka is high quality

New to the Oxford Diecast 'N' gauge range of models is this Eastern National Bristol Lodekka.

Finished as XVX 19 in the bus operator's traditional green and cream, the model represents a vehicle from the early-1950s which is currently preserved. Decoration includes

an overall gloss paint finish, crisply printed fleet names, legal writing, numberplates, advertisements and route 2A destination blinds bound for Southend via Basildon. Perfect for a bus rally or for detailing a 1950s period street scene. (MC)



Eastern National green suits the Oxford Lodekka well.

THE DETAILS

Manufacturer:	www.oxforddiecast.com
Cat No:	NBL006
Description:	Bristol Lodekka, Eastern National
Price:	£6.45
Era:	4-9



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-505
Description:	Class 101 L837, Network SouthEast
Price:	£169.95
Era:	8
DCC:	DCC ready, 6-pin socket (x2)
Couplings:	Rapido couplings in NEM pockets

QUICK REVIEWS IN 'N' GAUGE

Mass market inspection saloon



The superb 'N' gauge model of the London Midland & Scottish Railway (LMS) 50ft inspection saloon has arrived from Bachmann, making it publicly available for the first time.

Bachmann is releasing the model in BR lined maroon, BR blue and grey and LMS lined maroon with black ends. Presentation is excellent with fine lining to recreate the LMS livery. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	374-875
Description:	LMS 50ft inspection saloon, LMS lined maroon
Price:	£39.95
Era:	3
Couplings:	Rapido couplings in NEM pockets

Weathered finish for 'N' CCTs



The Bachmann Graham Farish BR Mk 1 Covered Carriage Truck (CCT) makes a welcome return for 'N' gauge this month with weathered finishes in BR maroon

and BR Express Parcels blue. The vehicles are M94799 in maroon and W94598 in blue. Available now these new additions will add variety to parcels formations. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	374-641
Description:	BR Mk 1 CCT, BR maroon, weathered
Cat No:	374-642
Description:	BR Mk 1 CCT, BR Express Parcels, weathered
Price:	£24.95 each
Era:	5 and 6/7 respectively
Couplings:	Rapido couplings in NEM pockets

'Trib' guise for 'N' gauge VBA

New from Invicta Model Rail is this exclusive Graham Farish 'N' gauge VBA box van in BR Research Division colours.

The vehicle represents Tribometer van RDB999900 and uses Bachmann's standard VBA box van tooling - the prototype was fitted with corridor connections. It is finished in BR's Research Division colours and also features



neatly printed lettering, including distinctive no brakes branding, numbers and white lining.

Another fine limited edition which is sure to prove popular. (MC)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	373-050Z
Description:	Ex-VBA box van, BR Research Division blue and red
Price:	£14.95
Era:	7/8
Couplings:	Rapido couplings

'OO' GAUGE

Largo logo 'GENERATOR'

NEW in from Bachmann for 'OO' gauge is this 'large logo' blue model of Electric Train Heating (ETH) fitted Class 47/4 47436. It models the locomotive in mid-1980s condition when allocated to Bescot and Crewe before it was unofficially named *Buznak* once shedded at Tinsley in 1990.

Decoration is just as we would expect from Bachmann – flawless. All colours have crisp edges while the white logos and numbers are fresh with no showthrough from the dark blue body colour below. The data panel behind the No. 1 end cab doors is fully legible too.

On the track this sample performed faultlessly. The chassis is fitted with a 21-pin DCC decoder socket as well as directional and cab lights. The tail and cab lights can be turned off manually using switches in the fuel tanks.

For those looking to model 1980s passenger and freight operations this new model of 47436 is an attractive proposition. It had a wide sphere of use whilst allocated to the West Coast Main Line depots of Bescot and Crewe too giving it great potential. (MW)

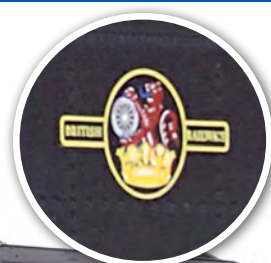


THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-660
Description:	Class 47/4 47436, BR 'large logo' blue
Price:	£134.95
Era:	8
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

Bradford 'Black Five' debut



If you model the LMS and BR Midland Region from 1934-1968 then you probably need at least one 'Black Five' on your roster.

New in from Hornby is the latest version of its popular model of the Stanier 4-6-0 decked out in BR mixed traffic lined black with late crests on the tender sides. It makes this model a perfect choice for London Midland Region layouts set after 1956 and before the end of steam in 1968.

This new version uses the 2002 introduced model as the basis, which has been upgraded with a tender mounted Digital Command Control decoder socket.

44694 is the identity chosen for this release which comes with a North Eastern Region Bradford 56G shedcode on the smokebox door.

Other features include sprung buffers, a detailed cab interior cabside spectacle plates, turned metal safety valves and whistle

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3323
Description:	Stanier 'Black Five' 4-6-0 44694, BR lined black
Price:	£134.99
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

and a riveted tender body with removable plastic coal load.

Presentation is excellent too with the three-colour BR lining

reproduced in full together with red-black-red boiler bands. This is a great addition to the Hornby range which runs just as well as it looks. (MW)



FMR develops static grass tools

Finescale Model World's (FMR)

range of modelling tools including these static grass applicators.

Each features a metal sieve and a plastic handle containing a battery operated device for creating an electrostatic charge. A length of yellow wire is fitted with a crocodile clip at one end which is used for attaching to a metal pin to complete the electrical circuit in a suitably prepared area.

Each applicator requires two AA batteries to operate. The standard applicator features a 69mm diameter sieve with small



apertures, while the maxi model has almost double the capacity with a 119mm diameter sieve with larger apertures. A major positive with these static grass applicators is the price, both retailing at a fraction of the cost of some alternative products.

Super and available now. (MC)

THE DETAILS

Manufacturer:	www.finescalemodelworld.co.uk
Description:	Standard static grass applicator (69mm diameter sieve)
Price:	£25.99
Description:	Maxi static grass applicator (119mm diameter sieve)
Price:	£32.99
Scale:	Any

'OO' GAUGE

Kernow releases 'Queen Mary'



Kernow Model Rail Centre has released a new Bachmann limited edition model of a Southern Railway 25ton 'Queen Mary' bogie brake in a novel departmental livery in 'OO'.

It is finished as ADS56289 which appeared on numerous departmental duties and

Channel Tunnel construction trains during the late-1980s on BR's Southern Region. It was also utilised to provide brake van rides at selected BR sponsored special events.

The 'Queen Mary' is a longstanding part of the Bachmann portfolio and the satin departmental engineers' grey and spearmint blue



THE DETAILS

Supplier:	www.kernowmodelrailcentre.com
Cat No.	33-825X
Description:	SR 25ton 'Queen Mary' bogie brake van, Departmental Engineers' grey
Price:	£24.95
Era:	8/9
Couplings:	Small tension locks

colours and printed details are well applied. Turned metal wheels, fixed small tension lock

couplings and a substantial internal weight complete this unusual package. (MC)

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R3235	BR 4-4-0 D16/3 Class - Early BR (1948) Locomotive	£87.50
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R3261	Network Rail 0-6-0 Class 08 417 Diesel Shunter	£84.50
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R3304	BR 0-6-0 Drummond 700 Class - Early BR, Weathered	£96.50
R3310	BR 4-6-2 'Bude' West Country Class - Late BR	£124.50
R3311	BR 4-4-0 'Westminster' Schools Class - Early BR	£119.50
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R3313	LMS 0-6-0 4F Class - LMS Unlined Locomotive	£87.50
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R3316	S&DJR 4-4-0 Fowler 2P Class Locomotive	£87.50
R3318	BR 4-6-0 'Gillwell Park' B17/3 Class - Early BR Locomotive	£116.50
R3324	LNER 0-6-0T J50 Class Locomotive	£74.50
R3325	BR 0-6-0T J50 Class Locomotive - Early BR	£69.50
R3326	BR Black 0-6-0T J50 Class Locomotive - Late BR	£69.50
R3327	BR Black 2-8-0 Class 01 Locomotive 63663	£119.50
R3328	BR 4-6-0 Maunsell S15 Class - Early BR	£119.50
R3330	BR 4-6-0 'King George V' 6000 Class - Early BR	£139.50
R3331	GWR 4-6-0 'King James I' 6000 Class	£139.50
R3332	BR 4-6-0 'King Edward VIII' 6000 Class BR	£139.50
R3333	BR 4-4-2T Adams Radial 415 Class - Early BR	£105.50
R3334	BR 4-4-2T Adams Radial 415 Class - Late BR	£105.50
R3335	LSWR 4-4-2T Adams Radial 415 Class - LSWR Preserved	£105.50
R3336	LNER 4-6-2 'Flying Scotsman' A3 Class - NRM 2015 Rededication	£149.50
R3342	BR Blue Class 08 489 Diesel Shunter	£104.50
R3343	First Great Western Class 08 822 Diesel Shunter 'John'	£104.50
R3345	Freightliner Co-Co Diesel Class 66504	£61.50
R3351	Northern Rail Diesel Class 153 Diesel Loco	£79.50
R3359TTS	BR 4-4-0 Fowler 2P Class '40626' - Early BR with TTS Sound	£119.50
R3370TTS	BR 4-6-0 'King Richard II' 6000 Class BR (Early) with TTS Sound	£179.50
R3374	BR Class 71 '71012' - BR Blue	£126.50
R3384TTS	BR 4-6-0 'King George I' 6000 King Class, Late BR-TTS Sound	£164.50
R3388TTS	Bo-Bo Class 67 'Cairn Gorm' 67004 Caledonian Sleeper - TTS Sound	£144.50
R3392TTS	RailRoad BR Class 40 40164 with TTS Sound	£77.50
R3393TTS	RailRoad RFD Class 47 47033 with TTS Sound	£77.50
R3410	BR 4-6-0 'King Henry III' 6000 King Class - Early BR Locomotive	£142.50
R3411	SR 4-6-0 827 Maunsell S15 Class Locomotive	£119.50
R3412	BR 4-6-0 30842 Maunsell S15 Class - Early BR	£119.50
R3424	LNER 0-8-0 Raven Q6 Class Locomotive	£117.50
R3425	BR 0-8-0 Raven Q6 Class - BR Early Locomotive	£117.50
R3426	BR 0-8-0 Raven Q6 Class - BR Late Locomotive	£117.50
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R3428	Peckett 0-4-0T W4, Manchester Ship Canal	£68.50
R3429	Peckett 0-4-0T W4, Huntley & Palmer	£68.50
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31-214	Patriot Class 4-6-0 'Giggleswick' #45538 BR Green Early Emblem	£140.21
31-379	2EPB 2 Car EMU 5771 BR Green Small Yellow Panel	£186.96
31-433	Midland Class 1F 1739 LMS Black Open Cab	£81.56
31-434	Midland Class 1F 41803 BRITISH RAILWAYS Black	£81.56
31-435	Midland Class 1F 41726 BR Black Early Emblem	£81.56
31-440	Ivatt Class 2MT 2-6-2 Tank #41243 BR Lined Black Early Emblem	£106.21
31-461A	C Class 0-6-0 1294 Southern Railway Black	£106.21
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31-481	Ivatt Class 2MT 2-6-2 Tank #41243 BR Lined Black Early Emblem	£114.71
31-528A	Class A2 60529 'Pearl Diver' BR Lined Green Late Crest	£135.95
31-531	Class A2 60536 'Trimboth' BR Lined Green Early Emblem	£135.95
31-614	Class V3 Tank #67609 BR Lined Black Late Crest Cranked Pipes	£110.46
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THE DCC SOUND STATE OF PLAY

PAUL CHETTER looks at the range of digital sound decoders and demystifies their features and abilities.

THERE have been many attempts at providing a soundtrack to model railway operations ranging from off-scene record players and home recorders to synthesised sounds inside analogue locomotives themselves. Whilst the descendants of these are still in use today, onboard sound did not really take off in smaller scales until Digital Command Control (DCC) opened up the possibilities for far greater user input and control.

DCC is primarily about driving the model locomotive – and in a realistic manner too. No longer are we bound by the limitations of track power and analogue controllers, instead we have sophisticated digital controllers which can communicate with a number of locomotives separately on the same length of track. The ability to provide many control functions, however, allowed and encouraged the development of combined motor and sound decoders. Though the basic technology has been around for a couple of decades



or more the programming, sound playback algorithms and sound project creation are constantly improving and innovating.

There are three ways to obtain DCC sound fitted locomotives. You can either buy models with sound decoders fitted from the main manufacturer's range, find a third party supplier to do it for you or look to the aftermarket to source and fit your own.

This feature looks at current DCC sound decoders generally available in the UK which are either equipped with the sounds of UK locomotives or can be loaded with UK sounds by specialists or end users. Sound decoders from Doelher & Haass, Uhlenbrock, QSI and Soundtraxx have been excluded as they do not have UK sound projects available. Similarly sound decoders from CT Elektronik (the company which produces the smallest sound decoder) are available in the UK but are not very widely adopted and the manufacturer's support and manual is available in German only. Although their non-sound decoders are

popular due to their extremely small size and good motor control (particularly for 2mm scale models), their sound decoders require specialist knowledge and a high degree of user motivation in order to create workable projects.

On the face of things there appears to be a simple choice between two top quality decoders, ESU and ZIMO, and a less expensive offering from Digitrax, but it can be a little more complex than that. Brand loyalty is a strong factor in such a limited market – but that's not much use if the sound project you need is not available on your favoured brand, or the decoders it produces will not fit inside your model.

To help you make informed choices we have collated all the relevant information on the current contenders. Where possible this has been taken from the manufacturers' websites or decoder manuals. If any information is not readily available in the public domain I have indicated as such.

8-pin decoders have been selected as »

What is 'stay alive'?

It is the ability to store energy to propel the model and maintain sound playback when track power is temporarily unavailable. This could be dirty track or electrically 'dead' sections. Capacitors are used as they can be charged relatively quickly.

All three of the manufacturers of fully programmable sound decoders featured provide the facility to add this capability, though each differs from the others in approach, convenience and cost.

DIGITRAX calls its system Power Xtender. This consists of several supercapacitors in series to give the correct operational voltage.

A small management circuit is included to ensure safe charging. The amount of energy stored is significant, at 166,000 µF, and should be able to maintain sound and movement for several tens of seconds. It does not operate when in analogue (DC) mode, is quite bulky at 40mm x 14mm x 8mm and use is restricted to maximum track voltage of 15v. It costs £22.

ESU markets an add-on PowerPack which has a single low voltage supercapacitor. A sophisticated circuit drops the charging voltage to match the capacitor used and then boosts the output voltage to that required by the decoder when track power is lost. The unit is less bulky at 22mm x 10mm x 14mm but is able to provide power for up to three seconds depending on current draw. The unit will not operate in analogue mode and uses up a Function Output, reducing the number available for other functions. The ESU PowerPack costs £32.

ZIMO uses the term Electronic Flywheel to describe its system. The special management circuitry is incorporated as standard on all but the miniature decoders. This means that no additional equipment is required to add external capacitors. A regulated voltage is provided by the decoder so 16v capacitors can be used safely, whatever the track voltage. Therefore, subject to available space, any capacitor or series of capacitors up to 500,000µF can simply be connected to the wires provided on the decoder. Motion and sound is possible for up to 60 seconds without track power. The actual duration the motor will run without detecting a DCC signal can be pre-set with CV153. The sound will continue to play as well.

The model will work normally when in analogue mode. Thus, sound and 'stay alive' capability is possible with DC too.

A 330µF capacitor is supplied. Cost for additional capacitance will be from a few pence for a modest electrolytic capacitor to a few pounds for six or seven supercapacitors in series.

The growth of custom digital sound projects for LokSound and ZIMO decoders allows a tremendous range of locomotives to be equipped with authentic sounds. Every single locomotive here is sound fitted using a mixture of Digitrains ZIMO sound files together with Howes Models and Legomanbiffo LokSound recordings.



Factory installed sound decoders are a great way to start out in digital sound with most opting to use LokSound decoders until recently, but if you really want to break into this area of railway modelling the aftermarket is the place to go. This Bachmann Class 57 is factory fitted with a LokSound V4.0 21-pin decoder emitting its audio track through a 40mm x 20mm speaker.



representatives suitable for 4mm scale and the manufacturer's smallest format decoder as the 2mm scale selection. However, these are notional terms only; not all 4mm decoders will fit inside all 4mm models and not all 2mm decoders will fit all 2mm models. Check the actual decoder sizes before making any decisions. It should also be noted that there are further connection variations available beyond those in the table including 6-pin, 21-pin and even more recent Next18 and PLUX22 sockets.

Hornby Twin Track Sound is included to illustrate that there is another way to obtain UK sounds at a budget price.

In the table, the larger numbers are indicative of higher specification and are generally more desirable.

DIGITRAX

Digitrax produces a wide range of sound decoders specific to individual US outline models, has a couple of 'sound only' options and a small range of fully programmable decoders suitable for 4mm and 2mm scale models.

Decoders from the Digitrax Premium range have been highlighted here as they are closest in specification to the high-end brands from the European manufacturers. Digitrax also produces a budget range. The latter are £15 cheaper than the Premium but at the cost of significantly reduced functionality and specifications. They are transponder equipped and have a 330µF (4mm) or 100µF (2mm) capacitor supplied for 'sound hold up'.

These decoders are not generally available with UK sounds loaded, but there are currently 17 UK sound projects which can be downloaded without cost from the Digitrax Sound Depot, and possibly others from the Digitrax Yahoo

Group. There are higher capacitance add-on 'stay alive' options which costs around £22.

ESU LOKSOUND

Until recently, almost all UK factory sound fitted models used ESU LokSound decoders. These have the model manufacturers' own sound project installed, but in all other respects are identical to the LokSound V4.0 decoders which can be purchased from a number of model retailers.

The ESU lokprogrammer software has a modern interface and presents ESU's idea of how sound projects should be created. Essentially, it is a blank canvas on which to create a complex and endlessly flowing chart of how individual sound samples should be played.

Software tools are provided to allow the creator a wide range of possibilities without the need to slavishly follow set patterns. For the sound author, this freedom allows the possibility of creating unique projects each

time and many variations on a theme.

In the hands of an expert the lack of restrictions can lead to innovative ways to recreate the sounds made by locomotives operating in real life. ESU are probably the most sound author-friendly decoders.

The end user will see little of this, and providing the sound project works as expected and sounds like the subject matter there is no need to for them to understand how it was put together. LokSound has a very active Yahoo Group where support and advice are readily available.

There is an ESU add-on 'stay alive' unit available at a cost of around £32.

"There have been many attempts at providing a soundtrack to model railway operations."

PAUL CHETTER

ZIMO

The smaller manufacturers have long realised that with their lower price and higher specifications ZIMO decoders represent higher added value for their customers. They are currently used by Ixion Model Railways, Minerva Models and Dapol in its 'O' gauge 'Terrier'. In Europe, Zimo decoders are standard fitment in Roco and Fleischmann models.

Zimo's sound compilation software is somewhat different from that of ESU. Its sound projects use a basic structure which can then be modified in many ways, often by the use of Configuration Variables (CVs). This means that customisation can be carried out by the sound project author or the end user by manipulating values in specific CVs.

This is very attractive since it allows the character and operational features of any sound project to be optimised for each individual user and layout. Because of this structured nature, the way the author has compiled the project does not need to be known in order for end users to successfully undertake such customisation, arguably making Zimo the most user-friendly sound decoders.

Decoders for 4mm and larger scales have on-board circuitry for the management of inexpensive external capacitors to provide 'stay alive' capability.

HORNBY TWIN TRACK SOUND

Although it is not possible to load new sounds to Hornby's Twin Track Sound (TTS) decoders, they are all of UK outline subjects and mark a significant departure from the usual way of thinking.

Hornby set out to produce an entry level decoder. The intention was to provide an introduction to sound fitted models to buyers at the budget end of the market.

SOUND DECODER COMPARISON

FEATURES	DIGITRAX		ESU LOKSOUND		ZIMO		HORNBY TTS
Decoder	SDXH166D	SDXN136PS	LokSound V4.0	LokSound Micro V4.0	MX645R	MX649	TTS
Typical scale usage	'OO' and above	'N' and above	'OO' and above	'N' and above	'OO' and above	'N' and above	'OO'
Dimensions (mm)	32.5 x 17 x 6.35	25.6 x 10.46 x 4.93	30.3 x 15.5 x 5.5	25 x 10.6 x 3.8	30 x 15 x 4	23 x 9 x 4	25.3 x 14.3 x 6.15
Continuous rated power	1.0A	1.0A	1.1A	0.75A	1.2A	0.7A	0.8A
Peak power	2.0A	2.0A	n/a	1.1A	2.5A	1.5A	1.0A
Duration at peak	n/a	n/a	n/a	n/a	20 seconds	20 seconds	a 'short duration'
Motor pulse frequency (KHz)	Up to 16	Up to 16	20/40	20/40	20/40	20/40	
Number of function outputs	6	3	6	4+2	10	4+2	3
Current limit per function output	n/a	n/a	250mA	150mA	800mA	500mA	100mA
Total for all function outputs	200mA	500mA	280mA	280mA	800mA	500mA	300mA
On board 'stay-alive' support	For sound hold-up	For sound hold-up	No	No	Yes	No	No
Other 'stay-alive' support	Yes	Yes	Yes	Yes	Yes	Yes	No
SOUND FEATURES							
Amplifier power output (Watts)	1W	1W	1.8W	1.8W	3W	1W	1.68W
Speaker impedance (Ohms)	8	8	4	4	4	8	8
Simultaneous sound channels	4	4	8	8	6	6	2
Resolution (bit depth)	8, 12 or 16	8, 12 or 16	8	8	8	8	n/a
Sampling rate (frequency in KHz)	11	11	16	16	11 or 22	11 or 22	n/a
Memory (Mbits)	16	16	32	32	32	32	n/a
Memory (max duration in seconds)	95-180*	95-180*	276	276	189-378*	189-378*	n/a
Sounds play in analogue mode	Yes	Yes	Yes	Yes	Yes	Yes	No
PRICING							
Blank decoder**	£56.70	£56.20	£84.70	£84.70	£85.00	£88.00	Not sold separately
With British outline sounds	n/a	n/a	£94-£117	£94-£117	£85***	£85***	UK sounds included
NOTES	* As Digitrax sound decoders use 8, 12 or 16 bit and Zimo sound decoders use either 11kHz or 22 kHz in any proportions, the maximum duration can range between the values shown.			** All sound decoders come with some sounds loaded. 'Blank' denotes no UK custom sound loaded. Zimo prices do not include a speaker. Add £5 to £7 depending upon type.			*** Prices from authorised ZIMO dealers.

Wherever possible, and particularly with its diesel outline TTS sound models, authentic recordings from actual locomotives have been used.

Of course, being at the budget end of the spectrum, it is to be expected that there are some compromises. These are more or less noticeable when operating models with these decoders fitted depending on the specific compromise.


The name Twin Track Sound is derived from the fact that a maximum of two sounds can be played simultaneously, one of which will be the 'engine' sound. Thus it is impossible for the engine, horn and brake squeal sounds to play together as would be usual in more fully featured decoders.

There are no automatic or randomly generated sounds available: all sounds, except for those of the engine, must be operated by the user. This results in a degree of inconvenience other decoders avoid.

The hardware selection and software provision does not allow synchronisation of steam exhaust sounds with wheel rotation. This is a negative issue for those who are concerned about this basic feature, but for others it is a compromise they are happy to accept at this price.

This lack of synchronisation is not an issue with diesel locomotives and by using authentic recordings, sophisticated software algorithms and operator controlled manual overrides these decoders include features many high-end decoder sound projects do not provide.

Currently, TTS decoders are only available new from Hornby pre-fitted to an increasing range of locomotive types with 2016 seeing this range increase dramatically.

There is no special provision for 'stay alive' capacitors. 

POWER RATINGS

Continuous - This is the maximum sustained current the decoder can supply under normal conditions. The higher the better.

Peak and duration - Decoders can often supply excess current for brief moments. This is useful for coping with temporary excess current draw. The higher the current possible and the longer that this excess can be sustained the more useful this characteristic will be under adverse conditions.

Motor pulse frequency - Decoders vary the power supplied to the motor using Pulse Width Modulation (PWM). This pulsing produces vibrations which can manifest as a buzzing motor. The higher the pulse frequency, the higher the pitch of any unwanted noise and therefore less likely that the human ear will detect it. See also Sampling Frequency.

FUNCTION OUTPUTS (FO)

Number - Sometimes referred to as Aux, these are the physical connections on the decoder, each of which can control a separate feature, an LED or a smoke generator for example. The higher the number, the more features can be individually controlled.

Current limit - This is the maximum current that each FO can supply.

Total for all FOs - This is the 'pooled' maximum current which is possible. This can be the same or very close to the individual limit, as the available power is shared in the proportions required (up to the limits). Higher figures are beneficial where high current draw is anticipated. For example a pair of Seuthe No22 smoke generators will draw around 300mA.

'Stay alive' support - 'Stay alive' systems have been created to offer continued power to a decoder during momentary breaks. See separate panel for more detail.

SOUND FEATURES

Impedance - Speakers should be chosen to closely match the decoder's amplifier specification for optimal results. In each case never less than the minimum figures shown or damage will occur.

Simultaneous Sound Channels - The audio output of all these decoders is Mono. The Channels referred to can be better understood as individual sounds or 'voices'. Higher numbers denote a greater number of sounds can be played together at the same time.

Resolution - This is the number of Bits used to 'describe' the sound. Higher numbers here signify higher quality samples. For comparison, CD quality is 16bit.

Sample Frequency - Digital recordings 'slice' the analogue signal to give mathematical values at a set rate. On playback, these slices are played in sequence to give the impression of a continuously variable sound. The frequency at which these slices are taken and replayed affects the sound quality and the frequency range of the sounds which can be reproduced. Higher numbers denote superior quality and a greater frequency range, all other things being equal.

Memory - This is the amount of sound information which can be stored on a given decoder.

Duration - The maximum time to play all sound samples consecutively. This is a function of the preceding three values. Where decoder software allows a choice of resolution or sampling rate the maximum duration will be affected. If the sampling rate is halved in isolation, the duration will be doubled, if resolution is doubled in isolation, the maximum duration will be halved. Both Digitrax and Zimo can use their alternative specifications within a single sound project, and so their maximum duration can vary between the figures shown.



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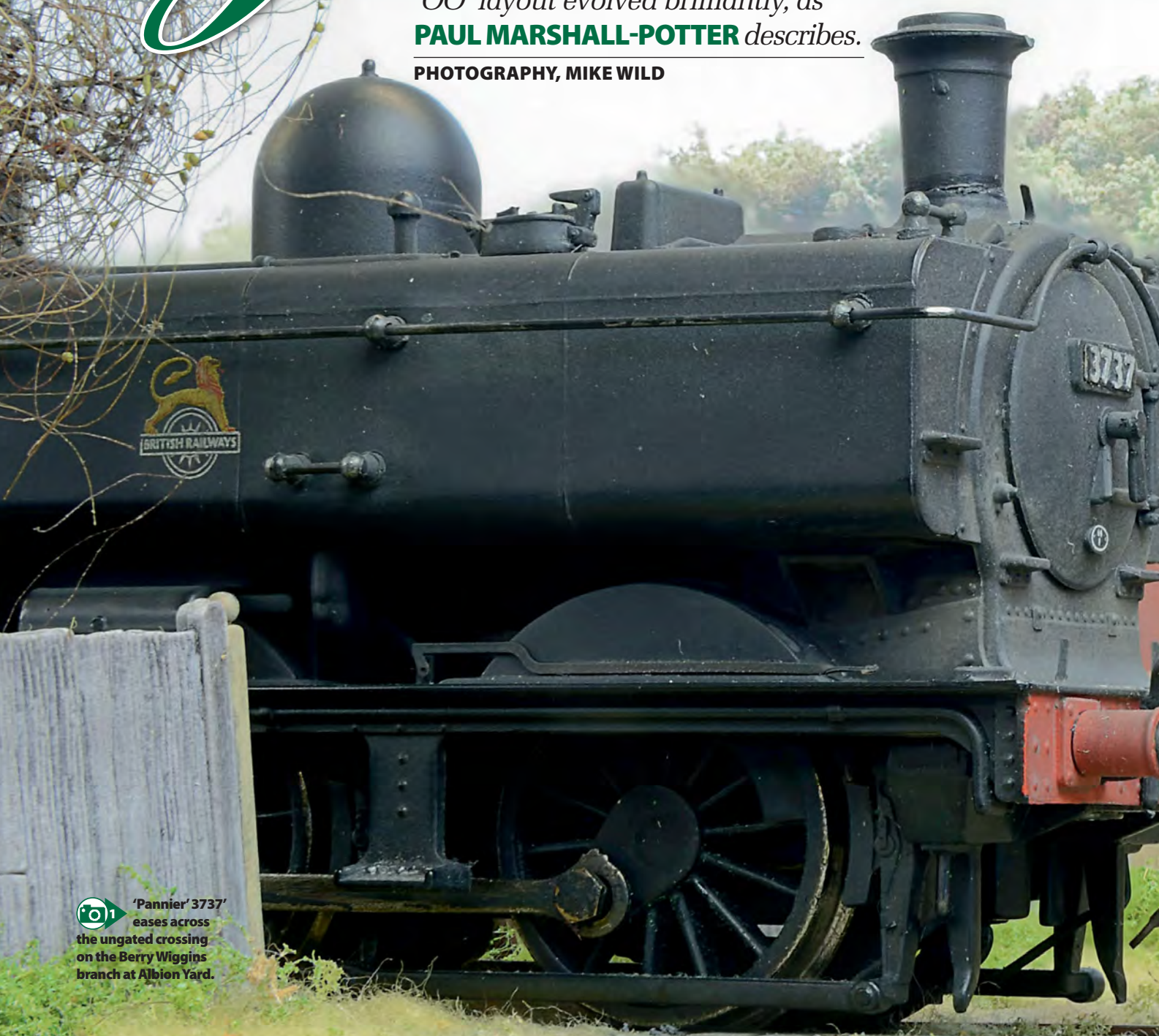
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Albion Yard

Started without any particular location in mind, this gorgeous 'OO' layout evolved brilliantly, as
PAUL MARSHALL-POTTER *describes.*

PHOTOGRAPHY, MIKE WILD



'Pannier' 3737
eases across
the ungated crossing
on the Berry Wiggins
branch at Albion Yard.

ALBION YARD has had a peculiar evolution as a layout. A good friend says it's had more comebacks than Frank Sinatra. It started as a specific project to replicate a part of an inner city area, based on a layout design by Iain Rice. It had to fit into a specific domestic footprint too, roughly 12ft x 2ft, all good so far.

Most of the layout is of conventional construction with straightforward pine framework and 9mm MDF track base laid with cork underlay and Peco code 75 trackwork wired to normal common return DC convention. Digital Command Control (DCC) was to come later. But before I'd even got to the stage of a bare working layout I'd made my first mistakes. Firstly, I'd not properly considered vertical clearances between the high and low level tracks. Anyone who's looked at the layout will be thinking that there are no different track levels - and they'd be right! In simple terms, a lack of adequate planning meant that without a major rebuild at such an early stage the two track levels of the original plan wouldn't work. It's important to have a pragmatic approach when layout designing and building, so I got on with it rather than letting myself get bogged down in what might have been, or forcing a poor resolution.

My second error was very much tied to the first one, a lack of planning. Two baseboards are of identical dimensions but

the fiddle yard board is slightly longer, so when I took the layout out to exhibitions packing it was an interesting challenge, as is storage when not in use. These days I spend far longer working through a design before committing to first cut!

The layout trackbed is also high in comparison to many other layouts, being about 55in off the floor. The original requirement was the layout being situated above storage and bookshelves >>

STATISTICS

Owner:	Paul Marshall-Potter
Scale:	'OO'
Length:	12ft
Width:	2ft
Track:	Peco code 75
Control:	Analogue and DCC
Period:	BR Western Region, 1950s-1960s



With a pair of 'Trout' ballast hoppers behind, a Class 14 creaks along the branch track from the yard.



ALBION YARD




so the height was a factor of its location. There was no backscene either, the backdrop being a plain off white wall with fluorescent lighting from the room illuminating it. When we moved house that natural backdrop was lost so thoughts turned in due course to providing one.

I've always been interested in photography and indeed the layout has appeared as a backdrop to projects in some of the very early editions of *Hornby Magazine*. To ring the changes and partly to allow me to run American 'HO' gauge stock the buildings are all removable and repositionable. This was an early design consideration so the layout could reflect different locations.

CONTROL OPTIONS

Control is primarily DC analogue, and electrically operated pointwork using Peco point motors. The Peco products were chosen as they are simple, robust and are



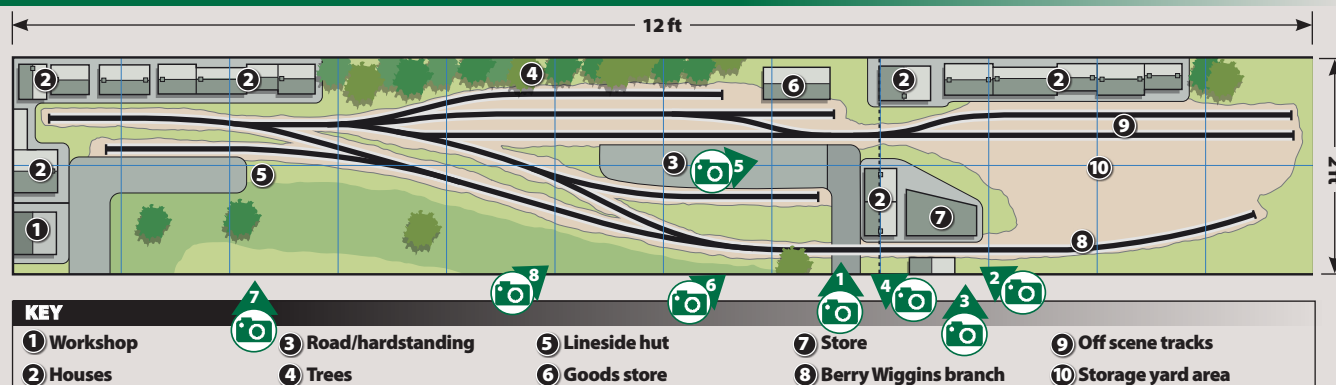
 The NCE Power Cab system is used when the pair of DCC sound 'Panniers' are in operation.

Measuring 12ft x 2ft Albion Yard stands 55in off the floor. Buildings and trees have been included in the storage yard to increase the perceived length of the scenery.



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ALBION YARD TRACK DIAGRAM (Not to scale)



all designed to work together. This was a consideration for me as with a young family time was at a premium. The layout is common return wired for one engine in steam type of operations. There are no sections and the whole layout is 'live'.

Digital control was becoming more popular as the layout developed. The one engine in steam principle works well for me in both DC and DCC modes as this is a simple off-the-beaten track goods facility and, in reality, it's very unlikely there'd be more than one train operating in this section.

Initially DCC held no interest for me as with Albion Yard there are very few benefits for DCC operation if using it prototypically so I had at that moment no real requirement to change from DC. I did want to explore DCC though and in particular sound. To that end I purchased an NCE Powercab controller and two South West Digital sound chips for the Great Western 0-6-0PT. The NCE system

was chosen for its simplicity and relatively low cost. The instructions for it are written

"I did want to explore DCC though and in particular sound."

PAUL MARSHALL-POTTER

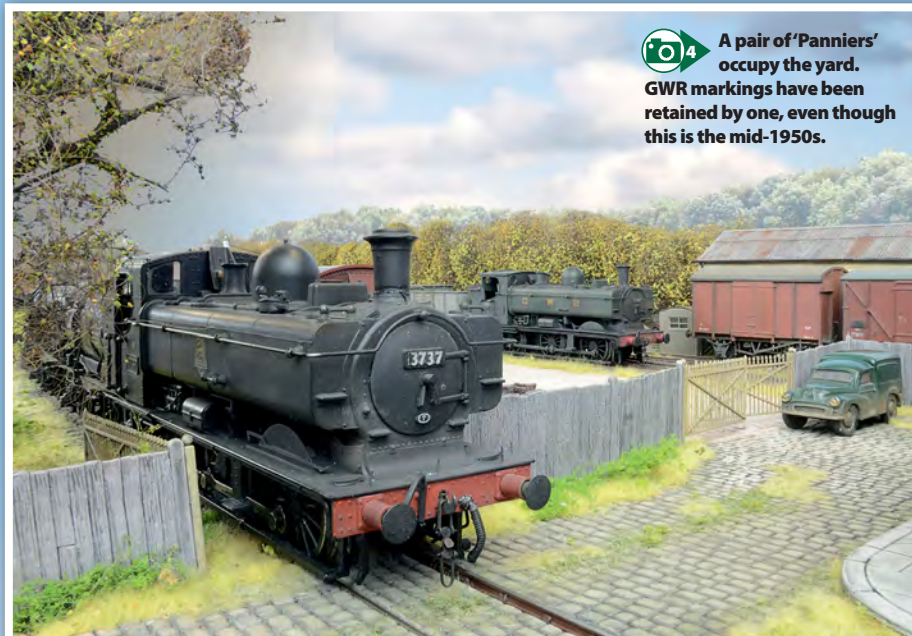
in simple English and for a novice in digital as I was (and still am), a big factor was being able to install the controller and get stuff running very quickly.

The layout was going to stay analogue. All I wanted to do was control the locomotives and try sound using DCC. The point motors are controlled from ➤

the layout's transformer, which under DC control powers the hand controller too. The NCE Powercab comes with its own mains supply and socket to connect it to the layout and track. I wired the system so that the swap from DC to DCC can be done in a matter of minutes. The DC handset is on a multi-pin connector rather than hardwired and the Powercab socket is permanently fixed to the layout chassis, but it too is not hardwired. The DCC track feeds have a separate connector that is wired but not inserted whilst the layout runs on DC. To change between the two, once I've made sure that DC locomotives and controller are off the layout, it is a simple job to plug the Powercab into its layout socket, connect the layout DCC track circuit connector to the DCC socket and switch on. That's it, really simple, and really effective.

SOUND TESTING

I only have two British engines that are DCC fitted. Two 0-6-0PTs have been fitted with DCC sound chips, the idea being to see what 'sound' was like. Control (the actual movement) of the engines was no different to DC: I had the same quality of movement. There are a few urban myths



A pair of 'Panniers' occupy the yard. GWR markings have been retained by one, even though this is the mid-1950s.

that DCC will automatically improve your running but it won't. Good running in both DC/DCC is a combination of factors including tracklaying, chassis design,

layout wiring amongst other elements. Chassis design issues can cover pick-up effectiveness, drivetrain quality and wheel quartering as some of the main contenders

Churchward '45XX' 2-6-2T 4570 enters Albion Yard with a brace of horseboxes.



for problems. What is true is if any of the potential issues are giving problems in DC, simply swapping controllers isn't going to solve them - DCC will only add another layer to the core unresolved problem.

The sound decoders were hardwired into the locomotives and the speakers fitted into the bunkers. Using the chip and handset instruction I've synchronised the wheel revolution to the exhaust rate, and turned the sound volume down significantly making the sound more in scale with the 'Panniers' surroundings. The synchronised movement adds to the sound in that it looks and sounds right: it is very noticeable to me now seeing an engine where this hasn't been done and it does add a subtle but noticeable level of realism.

The sound volume was turned right down to minimise distortion of the recordings. There's very little deep bass sound from these small speakers and a lower volume offsets that missing element. I've not gone further with DCC sound - for me it's 'okay' but no more than that. After a short while I notice the lack of ambient sound from the layout and lack of noise from the train the locomotive is pulling. As yet there isn't a suitable facility that captures all



A rake of empty mineral wagons depart in the hands of a '57XX' 0-6-0PT.

that extra background noise. I know there are some background sounds available, but nothing yet that captures the rural backwater that I need including the rolling

stock noises. The other factor for me is the cost: there's no denying that DCC is a more expensive route to take in the hobby and so far that extra cost for me isn't worth the outlay as a primary area of modelling.

AN INSPIRATIONAL CHANGE

Back to the layout. It was started in the early 'noughties' with no real direction and this was almost to become its downfall. I've got quite a wide range of interests in the railway field and had several different themes in my locomotives and stock. This didn't help as there was no specific focus within the project. Whilst the layout core structure came together quite quickly, after a few years or so it stagnated due to the lack of an end goal: I was just literally 'building a layout'.

I've always had an affinity for rural railways and railways in the landscape and there were two photographic albums that changed the direction of the layout and my modelling. The first book was *Classic Steam* by John Spencer-Gilks. This album covers the UK and is full to the brim of brilliant images from the last ten years or so of steam. There's very few images of the traditional locomotive emphasis, and there was plenty of inspiration for outside the fenceline. The second book is *Steam in Dean* by Ben Ashworth. The emphasis for this book is the Forest of Dean and for me was the real kickstart to focus on a geographical area, era and region.

Ben Ashworth's book has some gorgeous images of the Forest of Dean and the rundown nature of the railways of the era. I wanted to capture something of that and the track was weathered and weeded »

“There were two photographic albums that changed the direction of the layout.”

PAUL MARSHALL-POTTER



to reflect that neglect. Techniques were tried and trusted methods including using dyed medical lint for some of the grass used on the track. I've recently started to use static grass, but haven't yet fully got my head round the techniques.

The appearance of the layout was important to me and I've been heavily influenced by the likes of Iain Rice and Barry Norman in the layout's presentation. Viewing is a theatrical type of display with a letterbox view through a proscenium arch with fascias at either end. One of the most noticeable features of the layout is the wraparound backscene. This is a digital print printed onto an opaque matt display material. This is hung onto vertical battens around the ends and back of the layout. Lighting is supplied by white fluorescent tubes behind the top of the arch. This gives an even amount of light across the layout with no harsh shadows, rather like a bright summer day with a high thin cloud layer. The light also bounces back into the layout from the backscene helping the overall illumination of the scene.

The print has been colour balanced to the layout. To do this I took a small diorama section of embankment and a black locomotive to the printer and said that it had to match that in terms of colour density, brightness and hues. The printer was using similar lighting so after a couple of test

pieces we were able to get the right balance between the foreground model and having the backscene recede in to the distance.

The storage yard is hidden from view. This is achieved with a curtain and fascias at the front and the wraparound backscene. I wanted anyone viewing the layout normally to be unable to see any of the off-scene yard from any angle. I achieved this by view blocking with trees and buildings, extending some very basic scenery into the storage yard. Some of the yard scenery is very rough and ready and doesn't bear close examination but the closest a viewer gets to it is about 1.5 metres so the more basic quality of the buildings and trees in that section isn't apparent. All operating is done from the front of the layout, which at exhibitions allows good contact with visitors.

I've also placed view blocking trees along the front of the layout. This diffuses the view into the layout, making both operators and visitors look around and through the trees which has been really well received. For me as an operator the layout has to engage me visually as much as it does the exhibition viewer, and having been amongst the first layouts with a digitally printed wraparound backscene, it's certainly done that!

TRANSITION ERA SETTING

From the photographs you can see that I've firmly set the era as mid-1950s through to the early-1960s. The majority of traffic on the layout is a mix of general freight, with coal trains empty and full reversing direction, and Berry Wiggins bitumen oil trains supplying to a private siding. I use images of the Forest of Dean to ensure the locomotives and stock replicate what was there at the time. What I'm doing is trying to capture the ordinary. There are very few items of unusual stock like horseboxes.

Most of the locomotives are from Bachmann: it is currently the only ready-to-run manufacturer to make 'Pannier' tanks that I am happy to use but to my

mind there currently isn't a good quality kit of the later larger classes. All of the engines have been modified in one way or another. Sometimes it's just the addition

"I've synchronised the wheel revolution to the exhaust beat."

PAUL MARSHALL-POTTER

of lamps and weathering but others go further with removal of top feeds and having riveted rather than welded tanks. They are all based on images of specific locomotives that worked in the area, giving an element of character amongst the broadly similar fleet of locomotives.

Rolling stock is again the art of the





A rake of tankers are shunted in the yard by the Class 14.



typical. Wagons are individually weathered and some have numbers changed. There's a mix of ready-to-run and kit-built vehicles again taking inspiration and guidance from images of the era and region. The bitumen tanks are a mix of kits and ready-to-run and have been repainted and decaled to make the iconic Berry Wiggins trains that operated through the forest to Whimsey. Mineral wagons are a mix of wooden and steel bodied vehicles of either 13ton or 16ton varieties. Very few of the larger mineral wagons or fitted types were seen in the

forest during this period and I ring the changes partly by changing the balance of steel versus wooden types in service.

The layout has been a very valuable learning tool for constructional and scenic techniques, as well as my introduction to DCC control. I've only done a few exhibitions with it and it is effectively retired as my work life balance doesn't allow weekends away and it's not something I want to do on a regular basis. Albion Yard will make an appearance at Derby in 2016 however, as this is a longstanding promise to be fulfilled. [Hobby](#)



Representing the final years of the Forest of Dean's rural railways a North British Class 22 arrives as a Class 14 moves tanks along the branch.

Bulleid's RADICAL DESIGNS

*Although best known for his controversial Southern Railway 'Pacifics' Oliver Bulleid was an innovator whose work, if carried to a logical conclusion, might have resulted in steam lasting longer than it did. **EVAN GREEN-HUGHES** looks at the life of this remarkable man.*

Bulleid's 'Pacifics' are by far his best known locomotive designs, but he was much more diverse. In July 1947 brand new 'Battle of Britain' 4-6-2 21C164 stands in works grey at Brighton Works.
Wilfred Beckerlegge/Rail Archive Stephenson.

MOST RAILWAY enthusiasts and modellers have heard of Oliver Bulleid with many being particular fans of his 'Merchant Navy' and 'Battle of Britain' class 'Pacifics', designs that in some ways redefined railway engineering in a period when others were producing straight-laced, functional but safe railway locomotives. With their valve gear encased in an oil bath, electric lighting and air-smoothed casings these locomotives not only looked as though they belonged to the future but they also redefined many of the commonly-used engineering features.

However the 'Pacifics' were not the only ground-breaking designs to come from the drawing board of this great innovator. He was responsible for many other forward-thinking ideas, including steam engines that looked like diesels, double-deck carriages, Diesel Multiple Units and locomotives that burned turf instead of coal. Most of these came towards the end of his career, but even in his early days he had pushed the boundaries of science forward, with many of his ideas incorrectly being credited to other designers.

Oliver Vaughan Snell Bulleid was born in New Zealand to British parents in 1882. When he was seven his father died and his mother returned to her native Wales. At



the age of 18 he joined the Great Northern Railway at Doncaster as an apprentice under H.A. Ivatt and within seven years he had become the Doncaster Works manager. He gained experience working for Westinghouse Electric Corporation in Paris as a test engineer and at the Board of Trade during which time he travelled widely in Europe. In 1912 he rejoined the Great Northern as personal assistant to the railway's Chief Mechanical Engineer Nigel Gresley, then after war service became the manager of the Carriage and Wagon works. The 1923 grouping saw him appointed once again as assistant to Nigel Gresley but this time at the much larger London and North Eastern Railway (LNER). During this period Bulleid had a great influence on the LNER's locomotive output and was particularly influential in producing critical details for the 'A4' 4-6-2s and the 'P2' 2-8-2 express passenger locomotives.

While working under other locomotive designers Bulleid's more adventurous ideas were subdued but in 1937, at the comparatively advanced age of 55, he was appointed to the post of Chief Mechanical Engineer of the Southern Railway (SR) and from this point on he was able to give free reign to some of his more advanced plans.

Bulleid had long held the belief that it was poor practice for the working parts of a steam locomotive to be exposed to the elements and consequently when he designed his



Bulleid 'Leader' 36001 inside Brighton Works in autumn 1949. These impressive creations were unsuccessful. *A.W. Croughton/Rail Archive Stephenson.*

famous 'Pacifics' the motion was encased in an oil bath. He used welded rather than riveted boilers, and many other evolutionary features designed to make the engines more efficient and simpler to operate but which, in the event, did completely the opposite.

THE UGLY DUCKLING

His 'Q1' freight 0-6-0 is rather less well known but nevertheless contains just as many revolutionary features as the 'Pacifics'. Its simplistic design was as a result of a desire to save weight and »



SR diesel-electric 10203 passes Shortlands with the 'Golden Arrow' from London Victoria to Folkestone Harbour on March 17 1955. These heavy 1-Co-Co-1 diesels were the forerunners of the standard BR designs.

John Head/Rail Archive Stephenson.



in turn materials in the austerity of the Second World War. There were other advantages, not least that it was easier to clean. Many of the parts were common to other Southern locomotives but features such as the outside admission piston valves and five-nozzle blastpipe were considered

great advances for a freight locomotive.

Bulleid did not, however, restrict his forward thinking to the design of steam locomotives. His arrival at the Southern Railway coincided with the completion of the mid-Sussex electrification scheme so he was not immediately called upon to provide any express Electric Multiple Units (EMUs) but suburban services were somewhat different.

At the time most stock was 3-SUB units with wooden bodies placed on new chassis at the time of electrification. These were being overwhelmed by the volume of traffic and so Bulleid set about providing a new generation of electric stock which was to become the backbone of Southern operation for many years to come. In contrast to previous efforts Bulleid's new 4-SUB units were of all steel construction with thin sides built to a curve and to a maximum width of 9ft which

allowed as many commuters as possible to be crammed inside. The first of the new units was introduced in 1941 but volume production did not start until after the war.

More startling was his 1949 design for a double-deck four-car unit which could carry 552 passengers. This used a lower

floor than normal and small diameter wheels which allowed two interlaced decks to be built to maximise the number of people that could be carried. While these were a technical success they proved slow to load and unload and they spent their entire lives working

"The 'Pacifics' were not the only ground-breaking designs to come from the drawing board of this innovator."

EVAN GREEN-HUGHES

the Charing Cross to Dartford service until withdrawal in 1971. Only two examples were built, the Southern instead taking up the idea of longer trains running from extended platforms. The idea has recently been revisited and rejected for the same reasons. During this period Bulleid also designed the bodies for the Class CC electric locomotives, the first two of which appeared in 1941-1942.

The Bulleid Raworth electrics showed great potential on the Southern. 20001 passes Chichester station as it leaves the goods yard with a freight for Norwood Junction on April 12 1952. Lewis Coles/Rail Archive Stephenson.



CHANGING TRACTION

Although predominantly a steam man Bulleid recognised that diesel-electric traction would have a future and so he approached English Electric with a view to obtaining a power unit for a main line diesel. At the same time he set about designing a locomotive to put it in but due to constraints placed on him by the civil engineers what resulted was a cumbersome 16-wheel machine of the 1-Co-Co-1 wheel arrangement, later to become so familiar on the Class 40s and 'Peaks'.

His flat-fronted design was to aid the use of inter-locomotive gangways and the curved sides were made to match the company's new range of coaches.

Work on these actually commenced in 1949, after the formation of British Railways and they were largely a success with many of their features being incorporated in the standard classes of diesels that followed a few years later.

Despite his work on diesels and electrics Bulleid did not take the view that there was no future for steam. In 1946 he was elected President of the Institution of Locomotive Engineers and in his inaugural address said that his 'Merchant Navy' and 'Battle of Britain' 4-6-2s should not be considered as final designs but as just another stage in steam locomotive development. He sought to provide a locomotive that could run for 100,000 miles between overhauls, cause minimum wear to track, be suitable for use running in either direction at up to 90mph and most importantly that should have all its available weight for adhesion. No one quite expected the form that all these developments would appear in, for they were embodied in perhaps the most advanced and remarkable steam design ever to run on British tracks.

A FAILED EXPERIMENT

The 'Leader' was a 50ft long monster of a machine which was hardly recognisable as a steam engine at all. It was carried on two six-wheel bogies, the wheels on which were coupled by chains instead of rods. Each bogie was powered by three cylinders of only 12in x 15in and above the centreline the boiler was completely hidden by metal bodywork with no less than three cabs being provided, one at



Two double-deck 4-DD EMUs were built as a trial of the concept and while they increased passenger space, unloading and loading took longer than expected. In 1950 4-DD 4001 waits at Gravesend Central. A.W. Croughton/Rail Archive Stephenson.

each end diesel-style and the other in the middle in which the firemen worked. The coal bunker and water tanks were within the body rather than in a separate tender as was the usual practice.

Needless to say, with so many revolutionary features being incorporated the 'Leader' was plagued with problems but when it ran it produced about 1,700hp - not far behind that available from contemporary diesels. Unfortunately the prototype had only been on test for about three months when Bulleid retired and there was an unwillingness for anyone else to take on the development work that would have been necessary for this to become a viable design. Consequently the project was shelved and the completed and part-completed 'Leaders' quietly broken up.

Despite being beyond retirement age Bulleid wasn't ready to leave his drawing board and he subsequently became consulting engineer to CIE, the Irish Republic's railway company, later becoming Chief Mechanical Engineer. There he was associated with the radical modernisation of the Irish rail system which included the design and introduction of the 2600 class of DMU in 1952 which drew on pre-war GWR and Northern Irish post-war experience and

used the same AEC engines. He also led the introduction of the 001, 101 and 201 classes of diesel locomotive which came on stream just as British Railways was beginning to talk about its modernisation plan.

He was not, however, completely finished with steam traction for he realised that although Ireland did not have any coal deposits it did have a large amount of peat fuel which might be suitable for railway use if a locomotive could be designed to burn it. Following experiments on a 2-6-0

he designed yet another radical machine rather on the lines of the 'Leader' which was known as CC1, this had a similar style of body but used piston valves rather than sleeve valves and had a double ended rather than a single-ended boiler.

CC1 was shorter and lighter than 'Leader' and had two cylinders

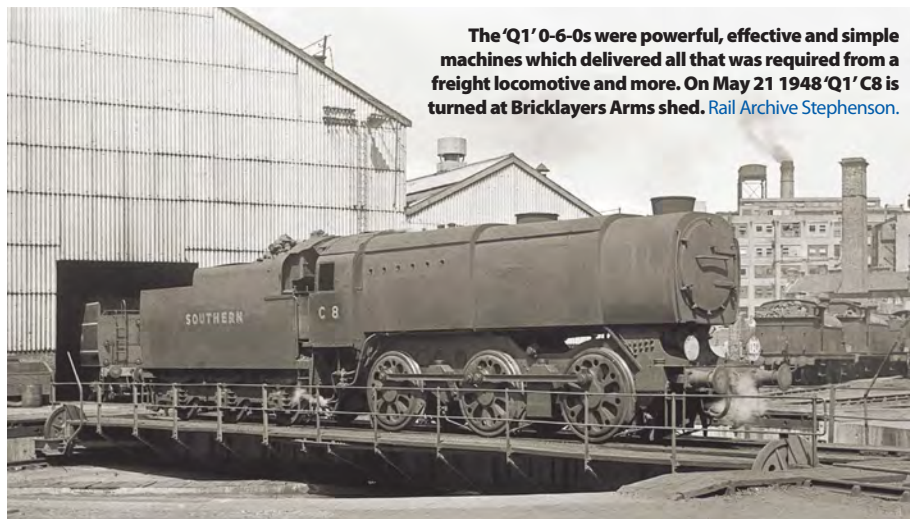
"He sought to provide an engine that could run for 100,000 miles between overhauls and cause minimum wear to track."

EVAN GREEN-HUGHES

per bogie rather than three. Tests proved that the design was superior to the earlier engine but the water consumption was high, there were difficulties with the twin reversers and regulators and, as with his 'Pacifics', there were problems with oil leakages from the enclosed drives. A production batch of 50 capable of burning oil or turf was planned but as with 'Leader' the project was cancelled when Bulleid left the company in 1958 for a second and long-overdue retirement.

Bulleid died in Malta in 1970 at the age of 87. As well as the projects he had seen through in tangible form he was responsible for patents on valve gear, boilers and braking apparatus for railway vehicles.

While some of his ideas, particularly his later steam locomotives, were perhaps far too esoteric to be successful his legacy in the field of coach design, EMUs and dieselisation was felt for many years to come. In addition his early career inputs to the designs of Nigel Gresley were also fundamental in producing some of the most famous railway locomotives ever to run on our tracks. There are many who say that his Southern Region 'Pacifics' were also amongst the finest locomotives ever built which is perhaps as fine a tribute to this remarkable engineer as is possible. [Ethan](#)



The 'Q1' 0-6-0s were powerful, effective and simple machines which delivered all that was required from a freight locomotive and more. On May 21 1948 'Q1' C8 is turned at Bricklayers Arms shed. Rail Archive Stephenson.

Hillshot Railway

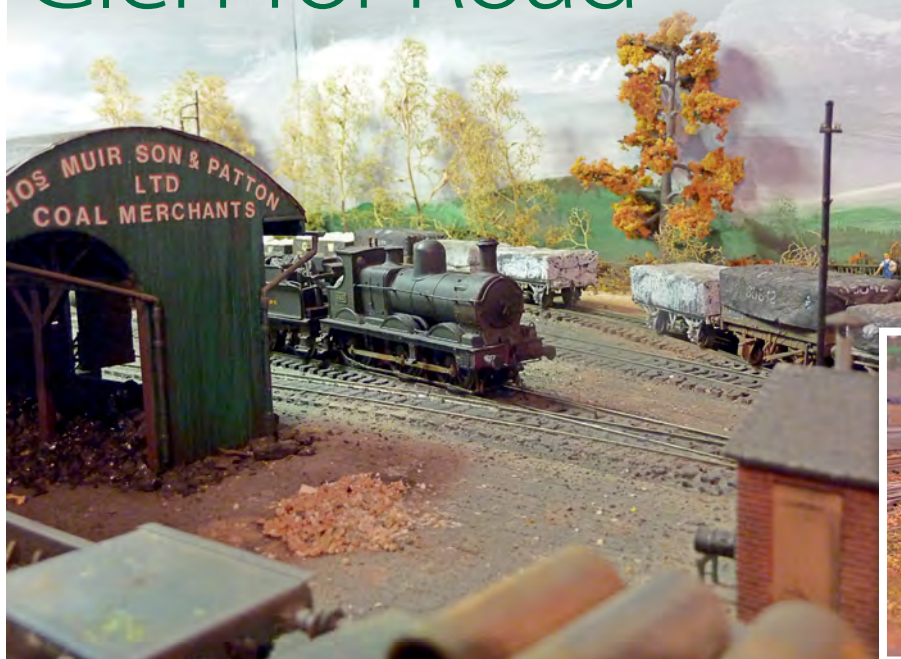
I BECAME INTERESTED in model railways back in 1977 when I was seven. The interest has grown and I have now built five layouts. Each time they have been more ambitious.

My present one, Hillshot, is 31ft x 11ft in 'OO' and goes through two lofts. I like all forms of traction so I have built it on two levels to accommodate both without it appearing unrealistic.

Justin Garvanovic, by e-mail.



Glen Tor Road

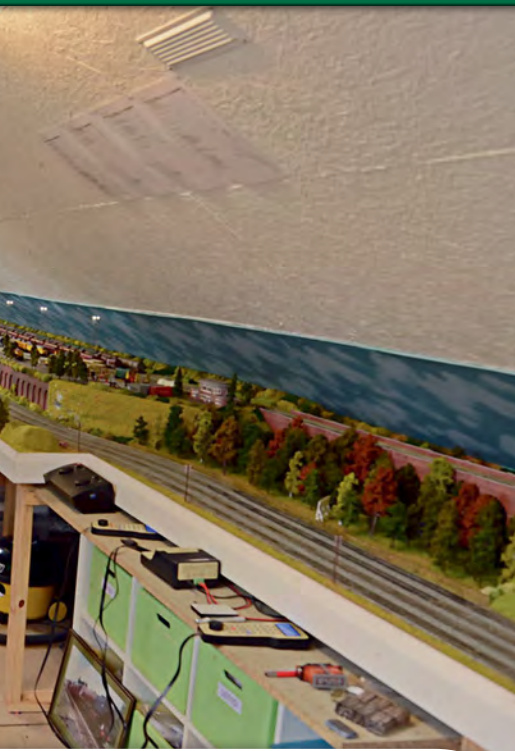


Having recently retired I've had time to update and improve my old Great Western Railway (GWR) layout. It is built in 'OO' gauge and features a variety of weathered locomotives and rolling stock from the GWR.

Recently I've included a few cameos including a military scene which was a spur of the moment thing to add something different to some wasteland. The whole area was completed in a day, including scratchbuilding the tents from card, making a bench from some scrap brass and a flagpole from tissue paper and old sprue and wire. I've no military knowledge but tried to give the feeling of post-war Britain.

Bruce Wilson, by e-mail.





My layout is of a fictitious London Midland Region (BR) branch line through the western Pennines following a valley from Grassington to Aysgarth. There is a little hamlet along this route from where I got the name Bishopdale.

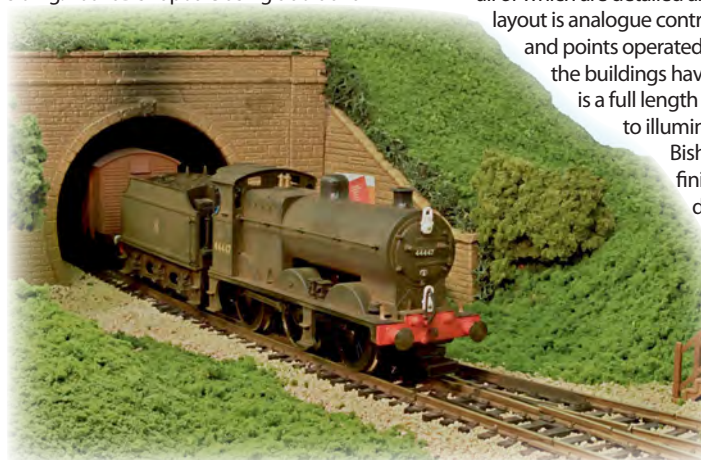
The layout represents the approach to a station out of a tunnel and features a signalbox controlling half of a passing loop with a siding. I built Bishopdale using traditional

techniques over two years and spent many hours kit building the rolling stock, which is mostly from the Dapol range.

I have three locomotives - a Hornby '4F', Bachmann 'Jinty' and a Hornby '0F' 0-4-0ST, all of which are detailed and weathered. The layout is analogue controlled with signals and points operated by thick wire. All the buildings have lights and there is a full length lighting pelmet to illuminate the layout.

Bishopdale is not quite finished as there are many details to add and parts of the scenery to complete. Since I do not have much space in my house for a large model, this smaller layout gives me a lot of pleasure.

Iain Moore,
Canada.



Southern end-to-end

This model is an end to end layout measuring 8ft x 16in. It is based upon a sleepy and run-down Southern Region branch line, which has been truncated. It is built to 'OO' gauge and uses a number of buildings from the Bachmann Scenecraft range including the Somerset Dorset style station and goods shed.

Despite being a quiet railway it continues to receive daily arrivals of two-coach passenger trains and weekly deliveries of coal for the local coal merchant. The cattle dock is still in use too, but on a diminishing basis.

John Stubbington,
bye e-mail.



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.

APRIL

16 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: 31A (Cambridge) Model Railway Club
Location: Sawston Village College, New Road, Sawston, Cambridge CB22 3BP
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £2
Website: www.cambridge31a-mrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

16 FORDINGBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Fordingbridge Rotary Club
Location: Avonway Community Centre, Shaftsbury Street, Fordingbridge, Hampshire SP6 1JF
Times: 10.30am-4.30pm
Prices: Adults £4, 12-16 £1, children under 12 free
Website: www.fmr.org.uk
Features: 14 layouts, trade support, societies, live steam and refreshments.

16 MAIDSTONE MODEL RAILWAY EXHIBITION

Hosts: Mid Kent Model Railway Group
Location: Loose Primary School, Loose Road, Maidstone, Kent ME15 9UW
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: 07595 255150
Features: 15 layouts, trade support, refreshments and parking.

16/17 BRIERFIELD MODEL RAILWAY EXHIBITION

Hosts: Brierfield Model Railway Club
Location: St Luke's Church Hall, Brierfield, Nelson, Lancashire BB9 5JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, children £2, family (2+2) £10
Website: www.pfmrs.org.uk
Contact: 07770 331348
Features: Layouts, trade support, refreshments and disabled access.

16/17 KEMPTON STEAM MUSEUM MODEL RAILWAY WEEKEND

Hosts: Kempton Steam Museum in conjunction with Twickenham and District Model Railway Club
Location: Kempton Park Water Treatment Works, Snakey Lane, Hanworth, Middlesex TW13 7ND
Times: Sat 10.30am-4pm, Sun 10.30am-4pm
Prices: Adults £7, concessions £6, children free
Website: www.kemptonsteam.org
Contact: 01932 765328
Features: Layouts, displays, outdoor rides and steam museum exhibits.

16/17 SCALEFOUR NORTH 2016

Hosts: Scalefour Society
Location: Queen Elizabeth Grammar School, Northgate, Wakefield WF1 3QX
Times: Sat 10am-TBA, Sun 10am-TBA
Prices: Adults £7, members £6, accompanied children free
Website: www.scalefour.org/scalefournorth
Features: Layouts, trade support, societies, demonstrations, refreshments and parking.

16/17 SOUTH NOTTS MODEL RAILWAY SHOW

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £10
Website: www.bingham-model-rail.co.uk
Features: 18 layouts, trade support, demonstrations, refreshments and parking.

17 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.

23 PONTYPRIDD MODEL RAILWAY CLUB EXHIBITION

Hosts: Pontypridd Model Railway Club
Location: Crown Hill Community Centre, Llantwit Fardre CF38 2NA
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01443 217511
Features: Ten layouts, trade support, refreshments and disabled access.

23 CARLTON RAILWAY SOCIETY SHOW

Hosts: Carlton Railway Society
Location: The Courtyard, Goole DN14 6AE
Times: 10am-4pm
Prices: Adults £5, concessions £4, family £10
Contact: 01405 762476
Features: 15 layouts, trade support, refreshments, parking and disabled access.

23 DE HAVILAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Haviland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way AL7 3PN
Times: 10am-5pm
Prices: Adults £4, children £2
Contact: 01707 267541
Features: 12 layouts, trade support, refreshments, parking and disabled access.

23 FAREHAM ROTARAIL 2016

Hosts: Rotary Club of Fareham
Location: Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH
Times: 10.30am-5pm
Prices: Adults £6, children £2
Website: <http://rotarail2016.webs.com>
Contact: 01329 663685
Features: 21 layouts, trade support, demonstrations, refreshments, parking and disabled access.

23 HORSHAM MODEL RAILWAY EXHIBITION

Hosts: Horsham Model Railway Club
Location: St Leonard's Church Hall, Cambridge Road, Horsham RH13 5ED
Times: 10am-5pm
Prices: Adults £3.50, children £2
Website: www.horshammrc.org.uk
Contact: 07894 875950
Features: 15 layouts, trade support, refreshments and disabled access.

23 RUSHDEN MODEL RAILWAY EXHIBITION

Hosts: Hope Methodist Church
Location: Rushden Academy, Hayway, Rushden, Northampton NN10 6AG
Times: 10am-4.30pm
Prices: Adults £5, concessions £3, children £3, family (2+2) £10
Contact: 01933 400774
Features: Layouts, trade support, refreshments, parking and disabled access.

23 WEYMOUTH MODEL RAILWAY ASSOCIATION OPEN DAY

Hosts: Weymouth Model Railway Association
Location: Memorial Hall, Victoria Avenue, Dorchester Road, Weymouth DT3 5NG

Times: 10am-3.30pm
Prices: Free
Contact: 01305 778869
Features: Club layouts, refreshments, parking and disabled access.

23/24 EPSOM SHOW

Hosts: Epsom and Ewell Model Railway Club
Location: North East Surrey College of Technology (NESCOLT), Reigate Road, Ewell, Surrey KT17 3DS
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

23/24 HELSTON SPRING MODEL RAILWAY SHOW

Hosts: Helston and Falmouth Model Railway Club
Location: Old Cattle Market Centre, Porthleven Road, Helston, Cornwall TR13 0SR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £3, family (2+2) £12
Website: www.fmr.co.uk
Features: Ten layouts, trade support, parking and disabled access.

23/24 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: **NEW VENUE** - Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £2
Website: www.lmrs.org.uk
Contact: 0151 526 1574
Features: 20 layouts, trade support, demonstrations, refreshments and parking.

23/24 BANGOR MODEL RAILWAY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down, Northern Ireland BT19 7QU
Times: Sat 10am-5pm, Sun 1pm-5pm
Prices: Adults £5, children £4, family (2+2) £15
Website: www.ndmrs.co.uk
Contact: 02891 450833
Features: 18 layouts, trade support, displays, refreshments, parking and disabled access.

23/24 SUTTON COLDFIELD MODEL RAILWAY EXHIBITION

Hosts: Sutton Coldfield Railway Society
Location: Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.scrs.club
Features: Layouts, trade support, societies, demonstrations, refreshments and parking.

24 KEIGHLEY MODEL RAILWAY CLUB OPEN DAY

Hosts: Keighley Model Railway Club
Location: Clubrooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY
Times: 10am-4.30pm
Prices: Adults £3.50, children £2.50
Website: www.keighley-mrc.org.uk
Features: Club layouts, refreshments, parking and disabled access.

24 STOWMARKET MODEL RAILWAY EXHIBITION

Hosts: Stowmarket Railway Club
Location: Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket IP14 1LH
Times: 10.30am-5pm
Prices: Adults £4, concessions £3, children £2

Website: www.stowrailclub.org.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

29-1 BRISTOL MODEL RAILWAY EXHIBITION

Hosts: Association of Model Railway Clubs, Wales and West of England
Location: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB
Times: Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm
Prices: Adults £7.50 (£6.50), 12-16 £5 (£4), accompanied children under 12 free - advanced ticket prices in brackets
Website: www.bristolmodrail.co.uk
Contact: 0117 976 3329
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Bus link between venue and Bristol Parkway railway station (£4 fare payable).

30 BASSETT LOWKE NORTHERN RAILWAY EXHIBITION

Hosts: Bassett Lowke Society
Location: St Joseph's Hall, Chapel Street, Leigh, Lancashire WN7 2DA
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01942 896138
Features: Layouts, trade support, refreshments and parking.

30 CRAVEN ARMS MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1.50
Contact: 01588 672145
Features: 16 layouts, trade support, displays, refreshments, parking and disabled access.

30 STAMFORD MODEL RAILWAY EXHIBITION

Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford Lincolnshire PE9 1HE
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.mdmrc.org
Contact: 01778 344991
Features: Layouts, trade support, refreshments, parking and disabled access.

30/1 CLECKHEATON MODEL RAILWAY EXHIBITION

Hosts: Bradford Model Railway Club
Location: Whitcliffe Mount Sports Centre, Turnsteads Avenue, Cleckheaton, West Yorkshire BD19 3AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5.50, concessions £5.50, children £1, family £12
Website: www.bradfordmrc.org.uk
Contact: 01274 698861
Features: 19 layouts, trade support, demonstrations, refreshments, parking and disabled access.

30/1 WOODGREEN CHARITY MODEL RAILWAY SHOW

Hosts: Charlie Warne/Mary Hunt
Location: Woodgreen Village Hall, Woodgreen, near Fordingbridge, Hampshire SP6 2AJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, concessions £1.50, children 80p
Contact: 01725 512805
Features: Seven layouts, trade support, displays, model traction engines in steam, refreshments, parking and disabled access.

MAY

1 BROXBORNE MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-5pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 01707 898420
Features: Layouts, trade support, model boats, displays, refreshments and parking.

2 EPSOM AND EWELL MODEL RAILWAY CLUB OPEN DAY

Hosts: Epsom and Ewell Model Railway Club
Location: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0JG

Times: 11am-5.30pm
Prices: Free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: Club layouts and refreshments.

7 BUSHEY MODEL RAILWAY EXHIBITION

Hosts: South West Herts Model Railway Society
Location: Queens School, Aldenham Road, Bushey, Herts WD23 2TY
Times: 10am-4.30pm
Prices: Adults £6, children £3
Website: www.southwesthertsmrs.org.uk
Contact: 07783 823457
Features: 20 layouts, trade support, refreshments, parking and disabled access.

7 LODDON VALE MODEL RAILWAY EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: Swallowfield Village Hall, Swallowfield Street, Swallowfield, Reading RG7 1QX
Times: 10.30am-4.30pm
Prices: Adults £4, children £2, family £9
Website: www.lvmrc.co.uk
Contact: 0118 988 2035
Features: Layouts, trade support and parking.

7 RICKINGHALL MODEL RAILWAY SHOW

Hosts: Diss and District Model Railway Society
Location: Village Hall, Hinderclay Road, Rickingham, Diss IP22 1HD
Times: 10am-4pm
Prices: Adults £5, accompanied children £1
Website: www.rickinghallvh.onesuffolk.net/events
Contact: 07930 188472
Features: 16 layouts, trade support, societies, model traction engine trailer rides, refreshments, parking and disabled access.

7 STOURPORT MODEL RAILWAY EXHIBITION

Hosts: Wyre Forest Model Railway Club
Location: Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW
Times: 10am-4pm
Prices: Adults £2, accompanied children free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Eight layouts, trade support, displays, refreshments, parking and disabled access.

7/8 DERBY MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: The Roundhouse, Roundhouse Road, Pride Park, Derby DE24 8JE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children free
Website: www.mmr.org.uk
Contact: 07973 640746
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

7/8 SALISBURY MODEL RAILWAY EXHIBITION

Hosts: Salisbury and South Wiltshire Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, children £2
Website: www.sswrs.org.uk
Contact: 07768 448369
Features: Layouts, trade support, demonstrations, refreshments and disabled access to main hall.

14 BURGESS HILL MODEL RAILWAY EXHIBITION

Hosts: Burgess Hill Model Railway Club
Location: Burgess Hill School for Girls, Keymer Road, Burgess Hill, RH15 0EG
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.burgesshillmrc.org.uk
Contact: 01444 455215
Features: 13 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

14 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 3, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donations welcome)
Website: www.hmrg.co.uk
Features: Club layouts, refreshments and parking.

14 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth, Leicestershire LE17 4RB
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £9
Website: www.lutterworthrailwaysociety.co.uk
Contact: 01788 310354
Features: 14 layouts, trade support, societies, refreshments, parking and disabled access.

14 ST MARY'S (BENFLEET) MODEL RAILWAY CLUB EXHIBITION

Hosts: St Mary's (Benfleet) Model Railway Club
Location: St Mary's Church Hall, High Road, Benfleet, Essex SS7 5HL
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01277 225206
Features: Nine layouts, trade support and refreshments.

14 VICTORY MODEL RAILWAY CLUB EXHIBITION

Hosts: Victory Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £3.50, children £1, family (2+2) £9
Contact: 07854 636159
Features: 15 layouts, trade support, refreshments, parking and disabled access.

14/15 EXPO EM BRACKNELL

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, members £6, accompanied children £2, family £16
Website: www.emgs.org
Features: 12 layouts, trade support, demonstrations, lectures, refreshments, parking and disabled access.

14/15 GLENROTHES MODEL RAILWAY EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: Lomond Centre, Woodside Way, Glenrothes KY7 5RA
Times: Sat 10am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £11
Contact: 01334 475311
Features: Layouts, trade support, refreshments, parking and disabled access.

14/15 KYLE MRC MODEL RAILWAY AND HOBBIES EXHIBITION

Hosts: Kyle Model Railway Club
Location: Auchenharvie Academy, Stevenston, Ayrshire KA20 3JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 01290 423925
Features: 19 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

15 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.

21 BLOXWICH (ST JOHN'S) MODEL RAILWAY EXHIBITION

Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £1.50
Contact: 07970 390258
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

21 ELY MODEL RAILWAY EXHIBITION
Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10.30am-4.30pm
Prices: Adults £5, children £3
Contact: 01480 454857
Website: www.elymrc.org.uk
Features: Layouts, trade support, societies, live steam rides, refreshments and parking.

21 MIRFIELD MODEL RAILWAY EXHIBITION
Hosts: Mirfield Team Parish Music Guild
Location: St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Times: 10am-4pm
Prices: Adults £3.50, children £2
Contact: 01924 495929
Features: 20 layouts, trade support, refreshments, parking.

21 HIGH WYCOMBE AND DISTRICT MRS OPEN DAY
Hosts: High Wycombe and District Model Railway Society
Location: Society Club Rooms, High Wycombe, Buckinghamshire
Times: 10am-4pm
Prices: Admission £2
Website: www.hwdmrs.org.uk
Contact: 07593 303139 (for location and directions)
Features: Nine club layouts, members' layouts, test tracks and refreshments.

21 ST PETER'S CHURCH MODEL RAILWAY SOCIETY EXHIBITION
Hosts: St Peter's Church Model Railway Society
Location: St Peter's Church Hall, Lingford, Taunton, Somerset TA2 7HD
Times: 10am-4pm
Prices: Adults £3, concessions £2, children £1.50, family (2+2) £7
Contact: 07780 796741
Features: Ten layouts, trade support, refreshments, parking and disabled access.

21 SWING MODEL RAILWAY EXHIBITION
Hosts: South Downs Group of the 7mm Narrow Gauge Association
Location: Felpham Community College, Felpham, Bognor Regis, West Sussex PO22 8EL
Times: 10am-4.30pm
Prices: Adults £4.50, members £4, accompanied children free
Website: www.swing.model-railway.org.uk
Contact: 07970 556651
Features: 18 narrow gauge layouts, trade support, demonstrations, societies, outdoor rides, refreshments, parking and disabled access.

21/22 FOUR MARKS MODEL RAILWAY EXHIBITION
Hosts: Four Marks and Ropley Scout Group
Location: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hampshire GU34 5AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01420 563853
Features: Layouts, trade support and refreshments. Free heritage bus service between venue and Medstead and Four Marks station on the Mid Hants Railway.

21/22 MANCHESTER MRX
Hosts: Lancashire and Yorkshire DCC Model Railway Group
Location: Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, accompanied children free
Website: www.lydcc.org.uk
Contact: 07561179117
Features: 20 layouts, trade support and refreshments. Regular free heritage bus service between venue and Manchester Victoria railway station.

21/22 MIDDLESBROUGH MODEL RAILWAY CLUB EXHIBITION
Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough TS1 5NQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Website: www.mboromrc.com
Contact: 01642 802892
Features: Ten layouts, trade support, refreshments, parking and disabled access.

27/28 FIRST BANGOR MRC MODEL RAILWAY AND HOBBIES EXHIBITION
Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Upper Main Street, Bangor, Co Down, Northern Ireland BT20 4AG
Times: Fri 7pm-9.30pm, Sat 10am-5pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £10
Website: www.firstbangormrc.co.uk
Contact: 02891 457740
Features: Layouts, trade support, displays, refreshments and disabled access.

28 BRIDLINGTON MODEL RAILWAY SHOW
Hosts: Bridlington (Area) Railway Modellers and Train Enthusiasts Society
Location: Christ Church Hall, Quay Road, Bridlington, East Yorkshire YO15 2AP
Times: 10am-4pm
Prices: Adults £3, concessions £2.50, children £2
Contact: 01262 603309
Website: www.bridmodelrail.org.uk
Features: 11 layouts, trade support and refreshments.

28 NORTHOLT MODEL RAILWAY EXHIBITION
Hosts: Northolt Model Railway Club
Location: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD
Times: 10.30am-5pm
Prices: Adults £3, concessions £2, children £2, family (2+2) £7
Website: www.northolt-mrc.org.uk
Contact: 07713 242756
Features: Eight layouts, trade support, displays, outdoor rides and refreshments.

28 TENDRING HUNDRED MODEL RAILWAY CLUB EXHIBITION
Hosts: Tendring Hundred Model Railway Club
Location: Brotherhood Hall, St Osyth Road, Clacton-on-Sea CO15 3BW
Times: 10am-4pm
Prices: Adults £3, children £2, family £7
Contact: 01255 435733
Features: Layouts and trade support.

28 WIMBLEDON MODEL RAILWAY CLUB OPEN DAY
Hosts: Wimbledon Model Railway Club
Location: St Marks Family Centre, 28 St Marks Road, Mitcham, Surrey CR4 2LF
Times: 10am-5pm
Prices: Free
Website: www.wimbledonmrc.org
Features: Club layouts, demonstrations, test tracks, club sales stand and refreshments.

28/29 GLASGOW 2016 O GAUGE EXHIBITION
Hosts: Strathclyde O Gauge Group
Location: Pollokshaws Burgh Halls, 2026 Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-4pm, Sun 11am-4pm
Prices: Adults £6, accompanied children free
Contact: 0141 637 4189
Features: 'O' gauge layouts, trade support, test track, demonstrations and refreshments.

28/29 BROCKENHURST MODEL RAILWAY EXHIBITION
Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2.50, family (2+2) £10.50
Website: www.nfmrsc.co.uk
Contact: 01425 673668
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

28-30 ROBERTSBRIDGE MODEL RAILWAY EXHIBITION
Hosts: Rother Valley Railway Supporters Association
Location: Robertsbridge Village Hall, Station Road, Robertsbridge, East Sussex TN32 5DA
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-5pm
Prices: Adults £3.50, accompanied children free
Contact: 01424 813300
Features: Layouts, trade support, refreshments, parking and disabled access.

29 BRIDPORT MODEL RAILWAY CLUB OPEN DAY
Hosts: Bridport and District Model Railway Club
Location: Askerswell Village Hall, Askerswell, Bridport, Dorset DT2 9EW

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Times: 11am-3pm
Prices: Free
Features: Members layouts, test track, displays and refreshments.

JUNE

4 GAUGE O GUILD SUMMER SHOW 2016
Host: Gauge O Guild
Location: Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster DN4 7PD
Times: 10am-4pm
Prices: TBC
Website: www.gaugeoguild.com
Features: Layouts, trade support and demonstrations.

4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £4
Website: www.hillingdonrailwaymodellers.co.uk
Features: Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, club sales, meet club members and refreshments.

4 HULL MODEL RAILWAY SOCIETY SUMMER SHOW
Hosts: Hull MRS
Location: Walton Street Leisure Centre, Goathland Close, off Walton Street, Hull HU3 6JB
Times: 10.30am-4.30pm
Prices: Adults £2, children £1
Website: www.hullmrs.org
Features: Ten layouts, trade support, demonstrations and refreshments.

4 PATCHAM (BRIGHTON) MODEL RAILWAY EXHIBITION
Hosts: Patcham Methodist Church
Location: Patcham Methodist Church, Ladies Mile Road, Brighton BN1 8QE
Times: 10am-4.30pm
Prices: Adults £3, concessions £2
Contact: 07900 636172
Website: www.patchammethodistchurch.co.uk
Features: 14 layouts, trade support, societies, displays, refreshments and parking.

4/5 SHILDON MODEL RAILWAY EXHIBITION
Hosts: Shildon Model Railway Club
Location: Locomotion, The National Railway Museum at Shildon, County Durham DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: www.shildonmrc.com
Contact: 01325 310899
Features: 20+ layouts, trade support, displays, museum exhibits, steam locomotive rides (fare payable), refreshments, parking and disabled access.

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.

Lee Marsh

Model Co.

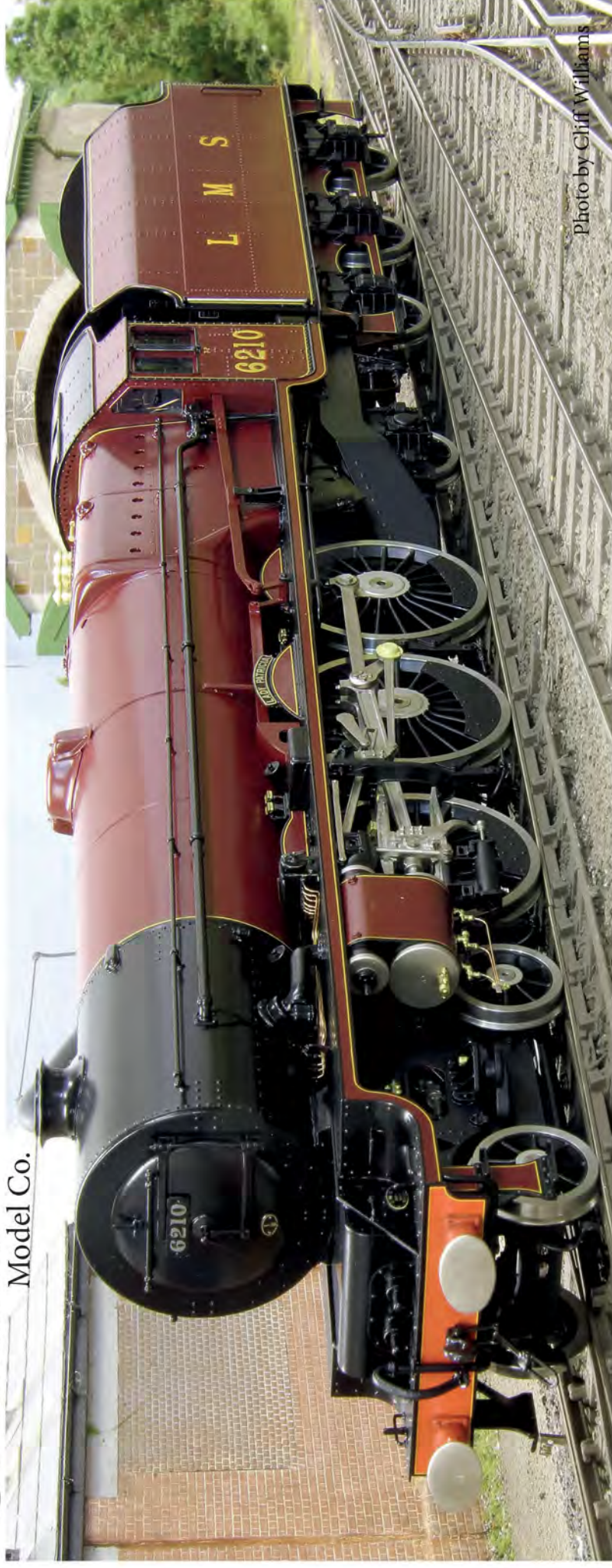


Photo by Cliff Williams

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Shop opening times: Mon to Sat 9am-5pm, Sun 10am-4pm


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5P4F	ehattons.com/5p4f	£127.46	Mar 2013							
LNWR Webb coal tank	ehattons.com/wct	£102.00	Sep 2014							
Class 90 Electric	ehattons.com/c90	£119.00	Jul 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	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	£144 - £162	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



Class 414 2-HAP EMU

Pre-order for £186.96 (estimated)



- 31-390 Class 414 2-HAP EMU 6061 in BR green
- 31-391 Class 414 2-HAP EMU 6062 in BR blue & grey
- 31-392 Class 414 2-HAP EMU 4322 in Network SouthEast livery

Class 5P4F Stanier Mogul 2-6-0

Pre-order for £127.46



- 31-690 2955 in LMS lined black
- 31-691 42969 in BR lined black with early emblem
- 31-692 42968 in BR lined black with late crest (as preserved)

Class 7F 2-8-0

Pre-order for £118.95



- 31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black
- 31-015 Class 7F 2-8-0 13810 in LMS black

Pre-order Items

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 £118.96



- 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 (estimated)



- 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 £97.71



- 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 (estimated)



- 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 (estimated)



- 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/bachmann2016

(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

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Pre-order for £99



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- 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

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R3299 'Going Home' 70th Anniversary of the end of WWII Train Pack Black 5 4-6-0 5156 in LMS Black 3xLMS Period 3 Coaches - Ltd Ed (Hor) **NEW** £268.51
31-981 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



31-434 Class 1F Midland 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) **NEW** £81.56
32-828A Class 2MT Watt 2-6-0 46526 BR lined green late crest - weathered (Bac) £110.46



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor). £92.58
R3316 Class 2P 4-4-0 44 Somerset & Dorset Joint Railway prussian blue (Hor) £92.58



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) **NEW** £122
31-127 Class 30xx 2-6-0 RDO 3023 in BR black early emblem (Bac) (list £129.95) **BARGAIN** £80
31-128* Class 30xx 2-6-0 RDO 3036 in BR black early emblem - weathered (Bac) (list £142.95) **BARGAIN** £94



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 3028 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 (Railroad range) (Hor) (list £32.49) **BARGAIN** £21
R3301 Class 4073 'Castle' 4-6-0 5043 'Earl of Mount Edgumbe' in BR Green early emblem (as preserved) (Hor) £134.25
R3462 Class 42xx 2-6-0 4297 in BR Black early emblem (Hor) **NEW** £109



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac). £84.96
R3170 Class 40xx 4-6-0 4201 'Ashley Hall' GWR Green - Railroad range (Hor) £67
R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) £92.58



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) £110.46



32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) £106.21



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) **NEW** £109
R3224 Class 52xx 2-8-0 5239 in BR Black late crest (Hor) £111.20
32-085 Class 50XX 0-6-2 6639 in BR black early emblem (Bac) £76.46
32-084 Class 50XX 0-6-2 6677 in GWR green (Bac) £76.46



R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) **NEW** £124.99



31-188 Class 5XP Jubilee 4-6-0 45585 'Victoria' in BR lined green late crest - weathered (Bac). £127.46



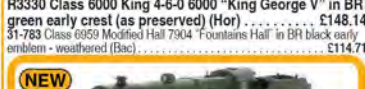
R3331 Class 6000 4-6-0 'King James I' 6011 in GWR Green (Hor) £159.99
R3332 Class 6000 King 4-6-0 King Edward VIII BR Late Crest Green (Hor) £159.99



R3370TTS Class 6000 King 4-6-0 'King Richard II' BR Early Crest Blue - featuring TTS sound (Hor) £179.99



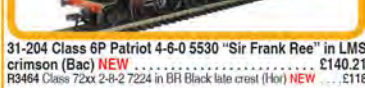
R3330 Class 6000 King 4-6-0 6000 'King George V' in BR green early crest (as preserved) (Hor) £148.14
31-783 Class 6959 Modified Hall 7904 'Fountains Hall' in BR black early emblem - weathered (Bac) £114.71



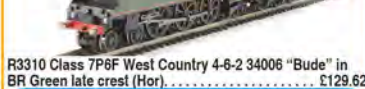
31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) **NEW** £140.21



31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS crimson (Bac) **NEW** £140.21
R3464 Class 72xx 2-6-2 7224 in BR Black late crest (Hor) **NEW** £118



R3310 Class 7P6F West Country 4-6-2 34006 'Bude' in BR Green late crest (Hor) £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 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £34.99) **BARGAIN** £55
32-5506* Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95



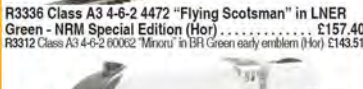
R3080 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN** £56
R3086* Class A1 4-6-2 60536 'Tribune' BR lined green early (unboxed) (Hor) £49



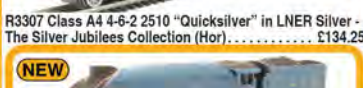
31-528A Class A2 4-6-2 60529 'Pearl Diver' in BR lined green late crest (Bac) £144.45
31-531 Class A2 4-6-2 60530 'Tribune' BR lined green early emblem (Bac) £144.45



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) £157.40
R3312 Class A3 4-6-2 60092 'Minors' in BR Green early emblem (Hor) £143.51



R3307 Class A4 4-6-2 2510 'Quicksilver' in LNER Silver - The Silver Jubilee Collection (Hor) £134.25



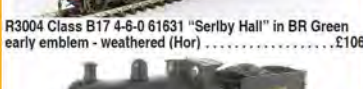
R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) **NEW** £105



R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor) £134.25



R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) £106



31-461A Class C 0-6-0 1294 in Southern Railways black (Bac) £106.21



31-462A Class C 0-6-0 31227 in BR black early emblem (Bac) £106.21
R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 early BR Black (Hor) £101.90
R3303 Class D16/3 4-4-0 62581 BR Black early emblem (weathered) (Hor) £101.84
R3323 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



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) (list £109.95) **BARGAIN** £80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) **BARGAIN** £80



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) **NEW** £122

31-320DC Class J11 Robinson (GCR SJ) 64325 BR black late crest. DCC Fitted (Bac) £93.46



R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) £101.90



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) £101.90



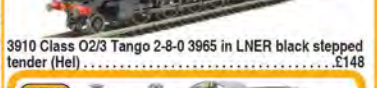
R3324 Class J50 0-6-0T 635 in LNER Lined Black (Hor) £74.06



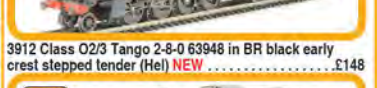
R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06



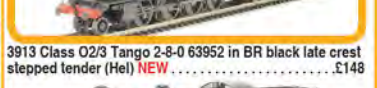
R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) £74.06
R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) £120.50



3910 Class O2/3 Tango 2-8-0 3965 in LNER black stepped tender (Hel) £148



3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) **NEW** £148



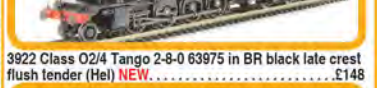
3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) **NEW** £148



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) £148



3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) **NEW** £148



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) **NEW** £148



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) **NEW** £148



3921 Class O2/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) £148
R3329 Class S15 4-6-0 30830 in BR Black late crest (Hor) £124.99



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) **NEW** £122

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R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) **NEW** £122
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
R3194 Class V Schools 4-4-0 30937 'Epsom' in BR Black early emblem (Hor) £112



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £118.96



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



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) **NEW** £72



R9292 Thomas & Friends - 4-6-0 Henry the green engine (Hor) **NEW** £81



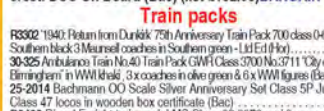
R9291 Thomas & Friends - 4-6-2 No.4 Gordon the big engine (Hor) **NEW** £90



R9303 Thomas The Tank Engine 70th Anniversary Locomotive (Ltd Ed of 1000 Pieces) (Hor) **NEW** £42.50
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 late crest. DCC On Board (Bac) (list £152.95) BARGAIN £109



R3302 1940: Return from Dunkirk 75th Anniversary Train Pack 700 dies 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) £291.47
30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 (City of Birmingham) in WWI livery, 3 coaches in olive green & 6 x WWI figures (Bac) £40.20
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46
R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) **NEW** £44

R3489 GWR Freight train pack GWR Class 101 tank 109 and 3 wagons - Railroad Range (Hor) **NEW** £44



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) £222.21

Diesel locos

10001HAP- 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) BARGAIN £94
R3283 Beyerl shunter in red - Railroad range (Hel) (list £29.99) BARGAIN £20
2523 Class 05 Hunslet shunter 'Departmental 88' BR green wasp stripes (Hel) £100
2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) £100
2622 Class 05 Hunslet shunter D2505 BR blue wasp stripes (preserved) (Hel) £100



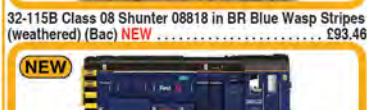
R3261 Class 08 08417 in Network Rail (Hor) **NEW** £86.80



R3342 Class 08 Shunter 08489 in BR blue (Hor) **NEW** £111.10



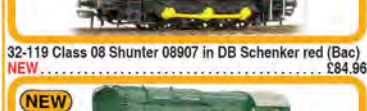
32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) **NEW** £93.46



R3343 Class 08 Shunter 08822 'John' in FGW (Hor) **NEW** £111.10



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) **NEW** £84.96



32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) **NEW** £84.96



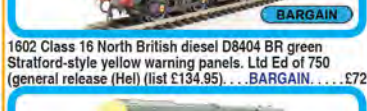
1511 Class 15 D6234 in green small yellow panels (Gloss) (Hel) £94
1512 Class 15 D6242 in BR green small yellow panels & serifed numbers & double arrows (Hel) £94



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) £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) £72



1718 Class 17 D6523 in blue full yellow ends (Hel) £94



1719 Class 17 D8558 in BR green small yellow panels (Hel) £94



32-045 Class 20 20118 'Saltburn-by-the-Sea' 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



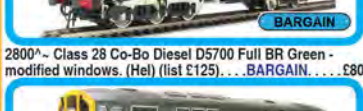
32-094A Class 20 20141 BR Green Full Yellow Ends (weathered) (Bac) £97.71



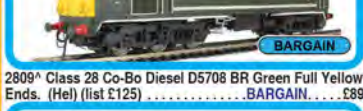
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £59



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



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



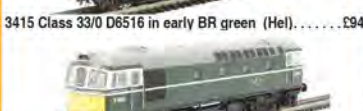
2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) BARGAIN £89



R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) BARGAIN £42



3435 Class 33/0 33049 in BR blue full yellow ends (Hel) £94



3415 Class 33/0 D6516 in early BR green (Hel) £94



3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94



3434 Class 33/0 diesel 33033 Railfreight Construction Sector triple grey (Hel) £95



3356 Class 33/1 33102 in BR Blue full yellow ends (Hel) £94

3357 Class 33/1 33116 in BR engineers grey (Hel) £94

3348 Class 33/1 D6511 in BR blue full yellow ends (Hel) £94
3336 Class 33/2 33202 'The Burns Star' BR engineers 'Dutch' grey & yellow (Hel) £94
3329 Class 33/2 33206 in BR blue full yellow ends (Hel) £94



3337 Class 33/2 33206 in Railfreight Distribution sector grey (Hel) £94



3328 Class 33/2 6503 in BR blue full yellow ends (Hel) £94



3319 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) £94



3320 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £94



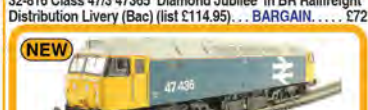
3321 Class 37/4 37402 Direct Rail Services (DRS) compass blue (Bac) £137.95



32-390 Class 37/7 37706 'Coridon' in Railfreight Petroleum Livery (Bac) £101.96



32-391DS Class 37/7 37796 in Railfreight Coal Sector Livery (DCC Sound Fitted) (Bac) £203.96



R3491 Class 42 Warship D805 'Barrow' in BR green (Hor) £53



32-067 Class 43 North British (NBL) Warship 842 Royal Oak BR Blue (Bac) £118.96



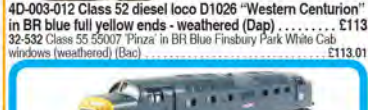
32-065 Class 43 North British (NBL) Warship D805 'Zealous' in BR Maroon Small Yellow Panel (Bac) £118.96



32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96



31-659 Class 47 47001 in BR Blue (weathered) (Bac) **NEW** £127.46



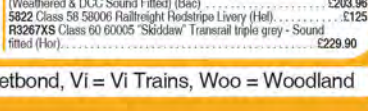
R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) **NEW** £79



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) (list £114.95) BARGAIN £72



32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) BARGAIN £78



40-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) £119

40-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap) £119

40-003-012 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

R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) **NEW** £53

32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96

5022 Class 58 58006 Railfreight Roadster Livery (Hel) £125

R3267XS Class 60 60005 'Skiddaw' Transrail triple grey - Sound fitted (Hor) £229.90

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R3266 Class 60 60090 "Quinag" in Railfreight Coal sector (Hor) £146
R3268 Class 67 67003 Arriva Trains Wales (Hor) (list £139.95) BARGAIN £112



R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) NEW £149



R3481 Class 67 67025 "Western Star" in EWS (Hor) NEW £127
31-586 Class 70 70005 Powerhead in Freightliner (weathered) (Bac) £127.46
4D-006-005 Class 73 E6039 in BR early blue small yellow panels - DCC sound fitted (Dap) £239
4D-006-002 Class 73 electro-diesel 73124 BR blue full yellow ends (Dap) £119.51



4D-006-007S Class 73 Lisa 73206 GB RailFreight Blue/Yellow DCC & Sound (Dap) NEW £239
4D-006-005 Class 73 electro-diesel E6039 in early blue with small yellow panels and double arrow logo (Dap) £119.51



31-996 Class D/16 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

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 E3056 in BR Blue single pantograph (Bac) (list £139.95) BARGAIN £79



R3365 Class 91 91120 in East Coast Trains (Hor) £83.32



9000 Metropolitan Bo-Bo electric 20 in Metropolitan (Hel) £107



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

HSTs

R3366 Class 43 HST Power (43062) & dummy (43014) in Network Rail new measurement train yellow (Hor) £189.99
R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) £194.70

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) £135.96
32-285 Class 101 2 Car DMU in BR green speed whiskers - Newcastle/Middlesbrough (Bac) £135.96



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



32-905A 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



8920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) (list £119.95) BARGAIN £59



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59

8942 Class 128 DPU 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
8902 Class 128 DPU W55991 in early BR blue white oak root domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN £69



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding "Scooby Doo" - weathered (Hel) (list £129.95) BARGAIN £59
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21
8752 Park Royal Railbus M79971 in BR green speed whiskers (Hel) £97



8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97

8704 Railbus W8M E79962 in green large yellow panel - weathered (Hel) (list £129.95) BARGAIN £79
8801 Railcar W79970 in BR light green speed whiskers - Matt finish (Hel) £94



8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94

EMUs

R3290A Class 2H4L 2 car EMU in BR green small yellow panels (Hor) £120.70



31-030A Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118
R3258 Class 401 2-BL 2 car EMU in BR blue - As presented at the NFM (Hor) (list £130.25) BARGAIN £74



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN £72

31-269 Class 419 Motor Luggage Van (MLV) in BR 'Jaffa Cake' two-tone grey and orange (Bac) £89.21

31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) BARGAIN £64

31-286 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN £64

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56

36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) £59.96

Train sets - analogue

R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120

30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71

30-080 The Western Wanderer Class 57xx Pennier 8700 in GWR shirubrown green and GWR Toad brake van & shunters truck in GWR gr (Bac) £84.96

Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) BARGAIN £99



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) BARGAIN £230



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) BARGAIN £135
R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) BARGAIN £115

Coaches

39-001 2 x Mk1 coaches Works Test Train' BR blue & grey - weathered (Bac) £72.21

4P-010-048 57 FT Stanier Corridor Brake BR Carmine & Cream M5532M (Dap) NEW £15.50

R4659 57 non-corridor third class M11703M in BR crimson (Hor) £37.27
C1060 57th Stanier Corridor Brake BR Carmine/Cream M5532M Kit (Dap) NEW £12.50
39-577 BR Hawksworth Auto Trailer Crimson (Bac) £58.61



39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61



39-576 BR Hawksworth Auto Trailer Maroon (Bac) £58.61

39-050 BR Mk1 GUV Royal Mail (Bac) £33.96

39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN £24

39-275 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

39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) £28.01



39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) £33.11

39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £26

39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18

39-383 BR Mk2A TSO Tourist Second Open Network South East (Bac) £33.96

34-081A Collett 60ft 1st/2nd brake composite W7062 BR crimson & cream (Bac) £24.61

34-131A Collett 60ft 1st/2nd composite in BR crimson & cream (Bac) £24.61

34-078 Collett 60ft 1st/3rd brake composite 6421 GWR chocolate & cream (Bac) £24.61

34-128 Collett 60ft 1st/3rd composite 7318 GWR chocolate & cream (Bac) £24.61

34-053 Collett 60ft 3rd class corridor 1132 in GWR chocolate & cream (Bac) £24.61



R4686 Collett corridor 3rd class brake (Left hand) W5092W in BR crimson & cream (Hor) £36



R4684 Collett corridor 3rd class W4857W in BR crimson & cream (Hor) £36



R4687 Collett corridor composite (Left hand) W6030W in BR crimson & cream (Hor) £36



R4688 Collett corridor composite (Right hand) W6029W in BR crimson & cream (Hor) £36

R4538A Ex-SR Unconverted open 2nd class coach in BR green (Hor) £37

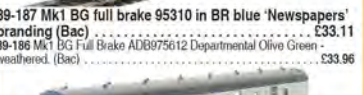
39-465 LMS 60 ft Portlith Corridor Composite BR crimson & cream (Bac) £33.96

R1167 Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor) £39



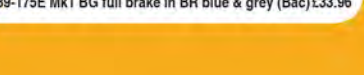
39-242 Mk1 FO first open M3002 in BR blue & grey (Bac) £33.11

39-280 Mk1 BCK brake composite corridor SC1275 in BR green (Bac) £33.11



39-187 Mk1 BG full brake 95310 in BR blue 'Newspapers' branding (Bac) £33.11

39-186 Mk1 BG Full Brake ADB975612 Departmental Olive Green - weathered (Bac) £33.96



39-175E Mk1 BG full brake in BR blue & grey (Bac) £33.96

Prices valid until 11/05/16

Orders received after this date for products that have increased in price will be given a refund

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R4707 Mk1 BSK brake second corridor E34010 BR crimson & cream (Hor) £27
 39-077 Mk1 BSK brake second corridor E34321 BR crimson & cream (Bac) £33.11



39-076H Mk1 BSK brake second corridor E35083 in BR Maroon (Bac) £33.11
 R4716 Mk1 BSK brake second corridor M34072 in BR maroon - lights (Hor) £31
 R4713 Mk1 BSK brake second corridor E34613 in BR green (Hor) £27
 R4706 Mk1 CK composite corridor E15058 in BR crimson & cream (Hor) £27



R4715 Mk1 CK composite corridor M15679 in BR maroon - lights (Hor) £31
 R4350 Mk1 CK composite corridor BR maroon. New tooling for 2013 (Hor) £17
 39-151F Mk1 FK first corridor E13103 in BR Maroon (Bac) £33.11
 39-241 Mk1 FO first open M3000 in BR maroon (Bac) £33.11
 39-240 Mk1 FO first open M3001 in BR crimson & cream (Bac) £33.11



39-231 Mk1 QVA ADB977109 in BR departmental yellow - Re-railing equipment vehicle (Bac) £33.11



39-103C Mk1 RU Restaurant Car E1925 in BR Maroon (Bac) NEW £33.96



39-100C Mk1 RU restaurant car E1974 in BR blue & grey (Bac) NEW £33.96
 39-025G Mk1 SK second corridor E25888 in BR blue & grey (Bac) £33.11
 R4714 Mk1 SK second corridor M24912 in BR maroon - lights (Hor) £31
 39-502 Mk1 SLSTP Sleeper Car M2635 in BR maroon (Bac) £33
 39-502 Pack of 4 (Bac) (list £155.80) BARGAIN £120
 39-051J Mk1 SO second open E4059 in BR Maroon (Bac) £33.11
 39-053F Mk1 SO second open E3848 in BR green (Bac) £33.11
 R4621A Mk1 TSO second open E4258 in BR maroon (Hor) £23.14
 R4701 Mk1 TSO second open M3947 in BR maroon (Hor) £27
 39-363A Mk2A TSO tourist second open E354 Network South-east blue (Bac) NEW £38.21



39-361A Mk2A TSO tourist second open E5406 in BR blue & grey 'Inter City' branding (Bac) NEW £38.21



39-360C Mk2A TSO tourist second open W5316 in BR blue & grey (Bac) NEW £38.21
 R4617A Mk2E FO first open 3221 in BR intercity (Hor) £23.14
 R4617 Mk2E FO first open 3234 in BR intercity (Hor) £23.10
 R4616 Mk2E TSO second open E764 in BR intercity (Hor) £23.10
 R4616A Mk2E TSO second open 5779 in BR intercity (Hor) £23.14
 R4622 Mk2E TSO second open W5860 BR blue & grey - Railroad range (Hor) £21.30
 R4657 Non-Conductor 57 third class 11693 in LMS crimson (Hor) £27.27
 34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £33.11



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33



R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33



R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33



39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) £24.61

Wagons

38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66
 38-034 100 tonne HFA bogie hopper wagon COLAS - weathered (Bac) £36.51



38-030B Pack of 4 100 tonne HFA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) BARGAIN £130
 38-030B Single (Bac) £33.96



38-182 12 Ton BR plywood fruit van B875635 in BR bauxite (Early) - weathered (Bac) NEW £14.41
 38-183 12 Ton BR plywood fruit van B875660 in BR bauxite (Late) - weathered (Bac) NEW £14.41
 37-730C 12 Ton ventilated van 134054 in GWR Dark Grey (Bac) NEW £13.56



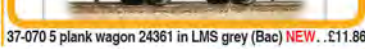
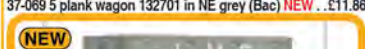
37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) NEW £14.04



37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71
 R6765 20 Ton Brake Van B54735 in Rail Express (Hor) NEW £15
 38-309 20 Ton Toad brake van 114947 in GWR grey (Bac) £12.71
 33-310 20 Ton Toad brake van 114950 in GWR grey - weathered (Bac) £12.71
 33-311 20 Ton Toad brake van ZKO DW6863 Departmental Yellow (Bac) £11.86
 37-508 24 ton ore hopper wagon in BR grey - weathered (Bac) £12.33



38-827C 25 Ton Queen Mary Brake Van SR Brown Small Lettering (Bac) NEW £20.36
 38-145 25 ton VDA sliding door box van in BR bauxite - weathered (Bac) £21.21
 38-144 25 ton VDA sliding door box van BR Railright - weathered (Bac) £21.21
 37-552C 46T POA Mineral Wagon ARC TIGER Weathered (Bac) £18.66
 37-550B 46T POA Mineral Wagon 'Yeoman' Weathered (Bac) NEW £18.66
 4F-051-031 5 Plank Tom Milner (Dap) NEW £9.50
 4F-051-032 5 Plank Tom Milner Weathered (Dap) NEW £10.50
 37-068 5 plank wagon 111981 in GWR grey (Bac) NEW £11.86



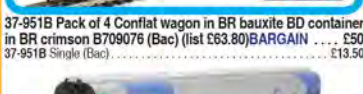
37-061C 5 plank wagon wooden floor in BR grey (Bac) £11.86
 37-064 5 plank wagon wooden floor in Farnham (Bac) (list £12.95) BARGAIN £9
 37-064 Pack of 4 (Bac) (list £51.80) BARGAIN £30
 33-436 51 tonne SSSA scrap wagon in blue (Bac) £13.56
 4F-072-019 7 Plank 9 Ft W/B Edward Russell 143 (Dap) NEW £10
 4F-072-020 7 Plank 9 Ft W/B Edward Russell 143 Weathered (Dap) NEW £11
 37-088 7 plank wagon end door 127916 in NE grey (Bac) £12.11
 37-087 7 wagon end door 06515 in GWR grey (Bac) £12.71



37-090 7 wagon end door 18186 in SR brown (Bac) £12.11
 37-088 7 wagon end door 351270 in LMS grey (Bac) £12.11
 38-150A 80 tonne glw BDA bogie bolster wagon in Loughall (Bac) (list £23.95) BARGAIN £15
 38-150A Pack of 4 (Bac) (list £95.60) BARGAIN £58
 38-150A Megapack of 8 (Bac) (list £191.60) BARGAIN £112
 R6758 BR Blue Spot Fish Van - Blue Livery (Hor) £12
 R6759A BR Blue Spot Fish Van - Blue Livery (Hor) £12



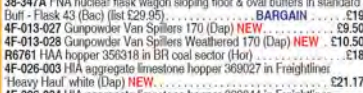
38-425 Megapack of 8 Bulk grain bogie hopper in VTG 'Traffic Services' - weathered (Bac) (list £479.60) BARGAIN £370
 38-425 Single (Bac) £51.39
 38-425 Pack of 4 (Bac) (list £233.80) BARGAIN £192



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



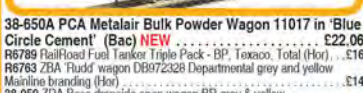
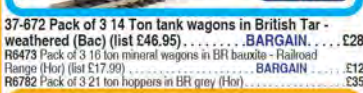
R6723 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard buff - Flack 43 (Bac) (list £29.85) BARGAIN £19
 4F-013-027 Gunpowder Van Spillers 170 (Dap) NEW £9.50
 4F-013-028 Gunpowder Van Spillers Weathered 170 (Dap) NEW £10.50
 R6761 HAA hopper 356318 in BR coal sealer (Hor) £18
 4F-026-003 HIA aggregate limestone hopper 369027 in Freightliner Heavy Haul white (Dap) NEW £21.17
 4F-026-004 HIA aggregate limestone hopper 369044 in Freightliner Heavy Haul white (Dap) NEW £21.17
 38-210A Megapack of 8 JJA auto ballast outer generator in Railroad range (Bac) (list £389.80) BARGAIN £310



Containers & Loads

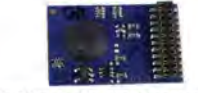
4F-028-001 Container 45 Ft Hi Cube Twin Pack Argos / Co-operative (Dap) NEW £10.50
 B905F Megarail Twin Pack & 2 X 40' High Cube Containers (Dap) £25
 B908E Megarail Twin Pack & 2 X 40' High Cube Containers, Malcolm Group (Dap) £25

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
 X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10



DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



BPDDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) x 5 (Gau) £71



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
 R8249 Single (Hor) £14



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
 DCR-8PIN-Direct Single (Hat) £13
 DCR-8PIN-Direct Box of 5 (Hat) £59
 BPDDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders

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 Transformer (PC/Laptop Required) (Hor) £68
 36-500 EZ Command DCC controller - boxed (Bac) £76.46



36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

Point motors

R8014 Mark 2 Point Motor (Hor) £7





Opening hours
Store: 09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun
07:00 - 18:00 Mon-Sat
09:00 - 17:00 Sun

- Switches & Levers**
- R044 Passing contact lever frame switch (for point motors) (Hor) £9
- Electronic components**
- R8211 Pulling rod for all types of steam loco (adjusts live rollers) (Hor) £48
- Lighting equipment**
- GM56 Buffer lights x 2 (Gau) £10
- CL2 Standard Coach Lighting Strips - Warm White (Tra) £17
- Accessories**
- SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

- Accessories**
- 36-036 Lamps (non working) - Pack of 12 (Bac) £12.71

- 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
- 36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
- 36-027 10 x Mk2 Couplings NEM Shaft (Cranked) pocket (Bac) £7.61
- 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

- Insulating RAIL JOINTERS**
- SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

- Insulating RAIL JOINTERS**
- 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

- Insulating RAIL JOINTERS**
- 36-061 Mk2 NEM Coupling Short Straight x 10 (Bac) £7.61
- 19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (two Draft Gear Boxes) (2 pair) (Kad) £3.50
- 18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (two Draft Gear Boxes) (2 pair) (Kad) £3.50
- 321KADEE Permanent Magnet Delayed Uncoupler (Code 100) (Kad) £16.50
- 11KADEE Universal Metal Coupler Metal Medium (362) Centerset Shank (20 pairs) (Kad) £16.50

- Wheel sets**
- R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
- R8284 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
- 36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99
- R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) £6.50

- Man-made scenic structure - railway-related**
- R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
- R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
- 36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £6.76

- Man-made scenic structure - railway-related**
- LK-55 76ft Well type turntable (Pec) £38

- Man-made scenic structure - railway-related**
- R083 Box of 6 Buffer Stop (Hor) £8
- R083 Single (Hor) £1.40
- GM55 Buffer stop lights (Gau) £7
- R636 Double track level crossing (Hor) £18
- R070 Electrically Operated Turntable (Hor) £59
- 44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46
- 44-560 Lined cabinets (Bac) £6.76

- Man-made scenic structure - railway-related**
- ST-245 Sctrack curved double radius left handed point insulfrog (Pec) £14
- ST-244 Sctrack curved double radius right handed point insulfrog (Pec) £14
- ST-201 Sctrack double straight (Pec) £2

- Man-made scenic structure - railway-related**
- ST-241 Sctrack No.2 radius left handed point insulfrog (Pec) £9

- Man-made scenic structure - railway-related**
- ST-240 Sctrack No.2 radius right handed point insulfrog (Pec) £9
- ST-225 Sctrack No.2 radius standard curve (Pec) £2
- ST-221 Sctrack No.3 radius double curve (Pec) £3
- ST-235 Sctrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2

- Man-made scenic structure - railway-related**
- ST-204 Box of 24 Sctrack Quad Straight (Pec) £76
- ST-204 Single (Pec) £3.50
- ST-203 Sctrack standard straight (Pec) £1.50

- Man-made scenic structure - railway-related**
- 44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
- 44-025 Hampton Heath colliery - Pitt Head Lift - Scenecraft range (comes in plain white box) (Bac) £23
- 44-265 Low Relief Block of flats (Bac) £53.51
- 44-227 Low Relief Block of Victorian Tenements (204 x 56 x 103mm) (Bac) £42.46
- PO275 Low relief terraced house fronts - stone (128w x 73h x 125mm) (Mot) £10
- PO261 Pair of red brick terraced houses (Card Kit) (Mot) £38.21
- 44-0021 Rural Workers Cottages (Bac) £38.21
- PO262 Stone Terraced Houses (Mot) £8
- 44-0020 The Jackdaw Pub (Bac) £42.29
- 44-0040 Toilet Block (Bac) £21.21

- Signals**
- ECKB228 2 light signal red/green standard square head (Bar) £16
- R406 Colour Light Signal (Hor) £19
- R169 Home Junction signal (Hor) £10

- Signals**
- 4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
- 4L-001-002 Signal - Motorised, Square post GWR distant lower quadrant (ex-OOSIGN2) (Dap) £22

- Signals**
- 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**
- R6618 Skaleade High Brooms Station (Hor) £46.29

- Buildings - general**
- 44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
- 44-025 Hampton Heath colliery - Pitt Head Lift - Scenecraft range (comes in plain white box) (Bac) £23
- 44-265 Low Relief Block of flats (Bac) £53.51
- 44-227 Low Relief Block of Victorian Tenements (204 x 56 x 103mm) (Bac) £42.46
- PO275 Low relief terraced house fronts - stone (128w x 73h x 125mm) (Mot) £10
- PO261 Pair of red brick terraced houses (Card Kit) (Mot) £38.21
- 44-0021 Rural Workers Cottages (Bac) £38.21
- PO262 Stone Terraced Houses (Mot) £8
- 44-0020 The Jackdaw Pub (Bac) £42.29
- 44-0040 Toilet Block (Bac) £21.21

- Man-made scenic structure - non-railway**
- OOF8 Chinlink Security Fence Barbic Wire Top Kit (240 x 25mm) (Anc) £12
- 44-018 Fuel Storage Tanks (Bac) £33.96
- 44-505 Security fences x 10 - Scenecraft range (Bac) £5
- PO210 Self-adhesive Paving Slabs, Various sizes (Mot) £8

- Bridges, Tunnels & Walls**
- R660 Elevated sidewalks (320mm length) (Hor) £19
- PO238 Footbridge (Mot) £8.50
- R8008 Grand suspension bridge (Hor) £39

- Bridges, Tunnels & Walls**
- 44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
- PO244 Retaining Wall in Red Brick - 4 sections per kit (Mot) £11
- PO245 Retaining Wall in Stone - 4 wall sections per kit (Mot) £11

- Grass, Ground, Lichen, Hedges & Foliage**
- LH500 4 lengths of 170mm large hedge (K&M) £11

- Minerals, Water & Rocks**
- GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

- People - civil**
- 36-407 1950s Train Crew x 6 (Bac) £6.21
- 36-402 1960/70s Standing Station Passengers (Bac) £6.38
- 36-047 Locomotive staff x 6 (Bac) £6.21
- 36-045 Station passengers sitting x 6 (Bac) £6.21
- 36-044 Station passengers standing x 6 (Bac) £6.21

- Track - Code 100 Sctrack**
- ST-245 Sctrack curved double radius left handed point insulfrog (Pec) £14
- ST-244 Sctrack curved double radius right handed point insulfrog (Pec) £14
- ST-201 Sctrack double straight (Pec) £2

- Track - Code 100 Sctrack**
- ST-241 Sctrack No.2 radius left handed point insulfrog (Pec) £9

- Track - Code 100 Sctrack**
- ST-240 Sctrack No.2 radius right handed point insulfrog (Pec) £9
- ST-225 Sctrack No.2 radius standard curve (Pec) £2
- ST-221 Sctrack No.3 radius double curve (Pec) £3
- ST-235 Sctrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2

- Track - Code 100 Sctrack**
- ST-204 Box of 24 Sctrack Quad Straight (Pec) £76
- ST-204 Single (Pec) £3.50
- ST-203 Sctrack standard straight (Pec) £1.50

- Track - Code 100 Sctrack**
- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
- SL-100 Single (Pec) £3
- SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
- SL-102 Pack of 25 (Pec) £70

- Track - Code 100 Sctrack**
- SL-E99 3 way medium radius point electrofrog (Pec) £25

- Track - Code 100 Sctrack**
- SL-99 3 way medium radius point insulfrog (Pec) £25
- SL-90 Double slip insulfrog (Pec) £31
- SL-98 Large Y point (Pec) £11
- SL-87 Left hand curved point (Pec) £12.50
- SL-E87 Left hand curved point electrofrog (Pec) £12.50
- SL-E89 Left hand large point electrofrog (Pec) £12
- SL-89 Left hand large point insulfrog (Pec) £12
- SL-96 Left hand medium point (Pec) £10
- SL-E96 Left hand medium point electrofrog (Pec) £10
- SL-92 Left hand small point (Pec) £9.50
- SL-E92 Left hand small point electrofrog (Pec) £9.50
- SL-94 Long crossing insulfrog (Pec) £10
- SL-86 Right hand curved point (Pec) £12.50
- SL-88 Right hand curved point electrofrog (Pec) £12.50
- SL-E88 Right hand large point electrofrog (Pec) £12
- SL-88 Right hand large point insulfrog (Pec) £12
- SL-95 Right hand medium point (Pec) £10
- SL-E95 Right hand medium point electrofrog (Pec) £10
- SL-91 Right hand small point (Pec) £9.50
- SL-E91 Right hand small point electrofrog (Pec) £9.50
- SL-93 Short crossing insulfrog (Pec) £8.50
- SL-80 Single slip insulfrog (Pec) £28
- SL-E97 Small Y point electrofrog (Pec) £9.50

Track - Code 100 Streamline



- Track - Code 100 Streamline**
- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
- SL-100 Single (Pec) £3
- SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
- SL-102 Pack of 25 (Pec) £70

- Track - Code 100 Streamline**
- SL-E99 3 way medium radius point electrofrog (Pec) £25

- Track - Code 100 Streamline**
- SL-99 3 way medium radius point insulfrog (Pec) £25

- Track - Code 100 Streamline**
- SL-90 Double slip insulfrog (Pec) £31
- SL-98 Large Y point (Pec) £11
- SL-87 Left hand curved point (Pec) £12.50
- SL-E87 Left hand curved point electrofrog (Pec) £12.50

- Track - Code 100 Streamline**
- SL-E89 Left hand large point electrofrog (Pec) £12
- SL-89 Left hand large point insulfrog (Pec) £12
- SL-96 Left hand medium point (Pec) £10

- Track - Code 100 Streamline**
- SL-E96 Left hand medium point electrofrog (Pec) £10
- SL-92 Left hand small point (Pec) £9.50

- Track - Code 100 Streamline**
- SL-E92 Left hand small point electrofrog (Pec) £9.50
- SL-94 Long crossing insulfrog (Pec) £10
- SL-86 Right hand curved point (Pec) £12.50
- SL-88 Right hand curved point electrofrog (Pec) £12.50
- SL-E88 Right hand large point electrofrog (Pec) £12
- SL-88 Right hand large point insulfrog (Pec) £12
- SL-95 Right hand medium point (Pec) £10

- Track - Code 100 Streamline**
- SL-E95 Right hand medium point electrofrog (Pec) £10
- SL-91 Right hand small point (Pec) £9.50

- Track - Code 100 Streamline**
- SL-E91 Right hand small point electrofrog (Pec) £9.50
- SL-93 Short crossing insulfrog (Pec) £8.50
- SL-80 Single slip insulfrog (Pec) £28
- SL-E97 Small Y point electrofrog (Pec) £9.50

- Track - Code 75 FineScale Streamline**
- SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3
- SL-102F Pack of 25 (Pec) £72

- Track - Code 75 FineScale Streamline**
- SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
- SL-100F Single (Pec) £3

- Track - Code 75 FineScale Streamline**
- SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
- SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35

- Track - Code 75 FineScale Streamline**
- SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50

- Track - Code 75 FineScale Streamline**
- SL-E189 Finescale left hand large point electrofrog (Pec) £12

- Track - Code 75 FineScale Streamline**
- SL-E196 Finescale left hand medium point electrofrog (Pec) £12

- Track - Code 75 FineScale Streamline**
- SL-E192 Finescale left hand small point electrofrog (Pec) £10

- Track - Code 75 FineScale Streamline**
- SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50

Track - Code 100 Streamline

- Track - Code 100 Streamline**
- SL-E188 Finescale right hand large point electrofrog (Pec) £12

- Track - Code 100 Streamline**
- SL-E195 Finescale right hand medium point electrofrog (Pec) £12

- Track - Code 100 Streamline**
- SL-E191 Finescale right hand small point electrofrog (Pec) £10
- SL-E180 Finescale single slip electrofrog (code 75 Rail) (Pec) £33

- Track & Points**
- R605 1st radius double curve (8 make a circle) (Hor) £2.50
- R605 Circle of 8 (Hor) £15
- R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
- R607 Circle of 8 (Hor) £18
- R609 3rd radius double curve track (8 make a circle) (Hor) £22
- R609 Circle of 8 (Hor) £22
- ST-2031 3rd radius Double Curve Track (ST-231 x 4) (Pec) £11
- ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £16
- R8262 Double 4th radius curve (8 make a circle) (Hor) £3

- Track & Points**
- R601 Box of 24 Double Straight (Hor) £49

- Track & Points**
- R601 Single (Hor) £2.25
- ST-2001 Double Straight Track (ST-201 x 8) (Pec) £16
- R910 Fishplates/rail joiners x 12 (Hor) £2
- R8074 Left hand curved point (Hor) £14.40
- R8077 Left hand Express point (Hor) £16

- Track & Points**
- R8072 Left Hand Standard Point (Hor) £9
- 36-672 Left-hand standard point (Bac) £7.52
- R603 Long Straight (Hor) £3.25
- 36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
- 36-603 Box of 10 (Bac) (list £34) BARGAIN £24.80
- R8075 Right hand curved point (Hor) £14.40
- R8078 Right hand Express point (Hor) £16

- Track & Points**
- R8073 Right Hand Standard Point (Hor) £9
- 36-673 Right-Hand Standard Point (Bac) £7.52
- R610 Short Straight (Hor) £1.50
- R621 Single 970mm length of flexible track (Hor) £3
- R621 Pack of 24 (Hor) £66
- R600 Standard Straight (Hor) £1.40
- R600 Box of 24 (Hor) £33
- 36-601 Straight track 335mm (same as Hornby R601) (Bac) £1.70

- Track & Points**
- SL-1474 24" Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24" (Woo) £7.40

- Track & Points**
- GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

- Track underlay**
- SL-50 Roll of foam track underlay sleeper indentation. Suitable for Sctrack and Streamline 5m long (16' 4") (Pec) £9
- R638 Roll of track foam underlay Approx. 4880mm (16ft) (Hor) £9

- Track underlay**
- Railway publications**
- NEW Branchline

- Railway publications**
- 36-2016 Bachmann Branchline 2016/17 Catalogue (Bac) £6.80
- R6153 Hornby 2016 140-page Yearbook (Hor) £6

- Buses**
- 34113 AEC RT Bus 'London Country N.B.C.' (EFE) £28
- 760WB011 Bedford OWB Macdonalds (Ox) £12
- 35125 Bristol VRT 'Lincolnshire Road Car' (EFE) £28

- Buses**
- 76DR001 Duple Roadmaster Belle Vue Coaches (Ox) £14
- NEW 12123 Harrington Cavalier 'Royal Blue N.B.C.' (EFE) NEW £28
- 17231 Leyland National 'Northumbria' (EFE) NEW £28
- 28829 Leyland Titan 'Oxford Bus Company' (EFE) NEW £28
- 15720 Plixton Panorama 'Ribble' (EFE) £28
- 76R2005 Scania Liriza FB White (Ox) £16

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

76SET38 Southdown Centenary Set Leyland Hoyal Tiger & Weymann
Farlane (Ox) £23
OM465074 Wright Eclipse Gemini 2, Delaine, 101 Bourne (Cor)
(list £29.99) BARGAIN £24

Cars

76ACF002 Austin Cambridge Armadillo Boige Red (Ox) NEW £4
76ACF001 Austin Cambridge Parsian blue/white (Ox) £5

NEW



76ASS004 Austin Seven Saloon Westminster Green (Ox) NEW £4
76AC019 AEC Matador and Trailer Robert Brothers (Ox) £20
76MS005 Morris MM Series Lowlight, Thames Blue (Ox) NEW £3
76VE001 Volvo 245 Estate Green (Ox) £5

Commercial vehicles

L14 2 forklift trucks - 1 red, 1 yellow (Bas) £7
76AEC019 AEC Matador and Trailer Robert Brothers (Ox) £11
76ATK002 Alkion 8 Wheel Flatbed Chivers (Ox) £12
76ASV004 Austin Seven RV Van LMS (Ox) NEW £4
24108 Bedford TK Dropside Alder Valley N.B.C. (EFE) NEW £25.50
76ST0027 DAF 2800 Curfameide (Ox) £17
76D28002 DAF 2800 Tipper Allied Hymies (Ox) £18
76FDE004 Ford 400C Van Hoyal Mail (Ox) NEW £5
76FTC006 Ford Transit Connect Stobart Air (Ox) NEW £4
76FT3002 Ford Transit Mk3 Royal Mail (Ox) NEW £4
76FSR004 Fowler Steam Roller No 19053 Patricia B (Ox) £10
76SHL06WF Scania Highline - Eddie Stobart - A.P. McCoy (Ox) £18



76SCA044 Scania R Series Topline low loader
"McFadyens" (Ox) £19
76SHL14WF Stobart - Jayley Turner (Ox) £18
76SHL12WF Stobart - James Doyle (Ox) £18
76SHL13WF Stobart - Luke Morris (Ox) £18

NEW



76SHL15WF Stobart - William Buick (Ox) NEW £18
76ST0001 Stobart Volvo FH (Ox) £17
76TV008 Tricycle Van Grand Union Canal Company (Ox) NEW £4
76VOL4001 Volvo FH4 Curfameide Eddie Stobart (Ox) £19

Military ground vehicles

76AEC018 AEC Matador Wrecker British Army SCOC Brown (Ox) £11
76TL010 Austin Tilly RAF Blue (Ox) £4.95
76OLD002 Bedford QLD 1st Armoured Division 1941 (Ox) £11
76COR002 Dorchester ADV Cavalry Scheme 2nd Armoured Div. (Ox) NEW £10
76SP011 Scammell Pioneer Armoured Tractor 51 Heavy Regt., C Troop,
NW Europe (Ox) NEW £10

Public Service vehicles

76SET34 5 Piece British Rail Set KBCA/Q25/RJ (Ox) £20
76FT1103 Ford Transit Mk1 London Fire Brigade (Ox) NEW £4
76MA005 Mercedes Ambulance Hong Kong (Ox) NEW £8
76TN001 Thornycroft Nubian Major City of Birmingham AFS (Ox) £12

N Gauge

Steam locos



2S-009-004 Class 2884 2-8-0 3803 in GWR green GWR
lettering (Dap) £105
372-628 Class 2M1 2-6-2 46440 BR lined black early emblem (Gra) £93.46
2S-015-004 Class 2MT 2-6-2 41310 BR black early emblem -
weathered (Dap) £57
2S-010-003 Class 40xx Hall steam loco 4958 'Priory Hall' GWR lined
green (Dap) £95
2S-010-003D Class 40xx Hall steam loco 4958 'Priory Hall' in GWR lined
green, DCC fitted (Dap) £111



372-060 Class 4F 0-6-0 43924 BR black late crest &
Fowler tender (Gra) £93.46
372-750 Class 4MT Fairburn 2-6-4T 2091 in LMS black (Gra) £97.71
372-752 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) £97.71
372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early
emblem (as preserved) (Gra) £110.46



2S-007-006D Class 5700 Pannier 0-6-0 3702 in BR black
late crest - DCC Fitted (Dap) £82
2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £81
2S-007-013D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC
Fitted (Dap) £82
2S-007-010 Class 57xx Pannier 0-6-0 8700 GWR green shunt
emblem (Dap) £61
2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shunt
emblem - DCC Fitted (Dap) £82
2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £81
2S-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green -
DCC fitted (Dap) £88

NEW



2S-019-002D Class 6800 4-6-0 6802 "Bampton Grange" in
GWR green 'G' & 'W' lettering, DCC Fitted (Dap) NEW £119

2S-019-006 Class 6800 4-6-0 6803 "Buckbury Grange" in BR lined
green late crest (Dap) £100
2S-019-006D Class 6800 4-6-0 6803 "Buckbury Grange" in BR lined
green late crest, DCC Fitted (Dap) £119
2S-019-007D Class 6800 4-6-0 6820 "Kingsstone Grange" in GWR green
shunt emblem, DCC Fitted (Dap) £119

NEW



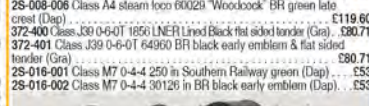
2S-019-005D Class 6800 4-6-0 6837 "Forthampton
Grange" in BR lined green early emblem, DCC
Fitted (Dap) NEW £119
2S-019-004D Class 6800 4-6-0 6856 "Stowe Grange" in BR unlined black
early emblem, DCC Fitted (Dap) NEW £119
372-481 Class 6P Jubilee 4-6-0 45572 Elm in BR lined green late crest -
weathered (Gra) £118.96
2S-001-001 Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR
green shunt emblem (Dap) £100
2S-017-003 Class 7MT Britannia 4-6-2 70015 "Apollo" BR green early
emblem (Dap) £101
2S-017-003D Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early
emblem, DCC Fitted (Dap) £119



2S-017-005D Class 7MT Britannia 4-6-2 70025 "Western Star" in
BR green late crest - weathered, DCC Fitted (Dap) £126
372-181 Class 8P Duchess 4-6-2 48229 "Duchess of Hamilton" BR green
early emblem (Gra) £127.46
2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BRIC
tender (Dap) £87
2S-013-004D Class 9F 2-10-0 92052 in BR black early emblem & BRIC
tender, DCC Fitted (Dap) £106
2S-012-004 Class A1X 4-6-0 101 "Thames LB&SCR improved engine
green (Dap) £66
2S-012-006 Class A1X Tender 0-6-0 12044 Southern Railway green (Dap) £63.96



2S-012-008 Class A1X Terrier 0-6-0 3 "Bodiam" in Kent &
East Sussex blue (Dap) £63.66
2S-012-005 Class A1X Terrier 0-6-0 32056 BR black early crest
(Dap) £63.66
2S-012-007 Class A1X Terrier 0-6-0 15 "Portland" GWR green
shunt emblem (Dap) £63.66
372-388 Class A2 4-6-2 05032 "Blue Peter" BR lined green late crest (Gra) £135.96
ND129G Class A3 steam loco 2744 "Grand Parade" LNER apple green (Dap) £99
2S-008-006 Class A4 steam loco 60029 "Woodcock" BR green late
crest (Dap) £119.80
372-400 Class J50 0-6-0 1950 LNER Lined Black flat sided tender (Gra) £80.71
372-401 Class J39 0-6-0 64960 BR black early emblem & flat sided
tender (Dap) £80.71
2S-016-001 Class M7 0-4-4 250 in Southern Railway green (Dap) £53
2S-016-002 Class M7 0-4-4 30126 in BR black early emblem (Dap) £53



372-931 Class N 2-6-0 31844 in BR black early
emblem (Gra) £106.21
372-930 Class N 2-6-0 868 in SR Olive green (Gra) £106.21

Train packs



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 (Dap) £131.71

Diesel locos

371-051C Class 04 Shunter D2235 in BR Blue Wasp Stripes (Gra) £76.46
371-015C Class 08 Shunter 08072 in BR Blue Wasp Stripes (Gra) £76.46
371-014C Class 08 Shunter D3785 in BR Green Late Crest (Gra) £76.46
2D-015-001 Class 122 diesel railcar W55000 BR green speed whiskers (Dap) £98
2D-015-002D Class 122 diesel railcar W55006 in BR green small yellow
panels, DCC Fitted (Dap) £114



372-953 Class 14 D9526 in BR Green Wasp Stripes -
weathered (Gra) £72.08
371-033 Class 20 D6011 BR Green Small Yellow Panels (weathered) (Gra) £97.21
2D-012-008D Class 22 diesel loco D6311 in BR green small yellow panels
& blue headlights, DCC Fitted (Dap) £124
2D-012-005D Class 22 diesel loco D6331 in BR green small yellow
panels, DCC fitted (Dap) £130
371-086 Class 24 24081 BR Blue Yellow Ends (Gra) £94.96
371-086 Class 25 1 D5222 in BR Green (weathered) (Gra) £93.46



371-088 Class 25 25231 in BR Blue (weathered) (Gra) £93.46
ND145J Class 26 D5326 in BR green (Dap) £85
ND145JD Class 26 D5326 in BR green - DCC Fitted (Dap) £99
2D-011-001 Class 27 diesel loco D6401 BR green small yellow panels (Dap) £92
371-112 Class 31 31173 in BR Blue Full Yellow Ends (Gra) £100.26
371-110 Class 31 5826 in BR Green Full Yellow Ends (Gra) £100.26



371-111 Class 31 D5596 in BR Green Small Yellow
Panels (Gra) £100.26
2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
2D-018-004D Class 35 Hymek D7024 BR green - weathered, DCC
Fitted (Dap) £103
371-455 Class 37 37321 in BR Blue (weathered) (Gra) £106.21
371-454 Class 37 D6827 BR Green Centre Headcode (weathered) (Gra) £106.21
371-166 Class 37/4 37406 "The Saline Society" Railtights Distribution (Gra) £89.21



371-825B Class 47/0 D1572 in BR Green Small Yellow
Panel (Gra) £101.96
2D-003-011D Class 52 diesel loco D1009 "Western Invader" in BR Blue
full yellow ends - weathered, DCC Fitted (Dap) £110
2D-003-005D Class 52 diesel loco D1072 "Western Glory" in BR blue full
yellow ends, DCC fitted (Dap) £108
371-286 Class 55 Deltic D9002 "The King's Own Yorkshire Light Infantry
in BR Green Hall Yellow Ends (Gra) £93.46
2D-004-000 Class 56 diesel loco 56006 "Ferrybridge C Power Station" in
Loadhaul black & orange (Dap) £113.80
2D-004-003 Class 56 diesel loco 56022 in BR blue (Dap) £113.80
371-356 Class 60 D6029 "Ben Nevis" Railtights Metal Sector Livery (Gra) £93.46



371-383A Class 66 66101 in DB Schenker Livery (Gra)
NEW £103.66



371-397 Class 66 66434 in DRS Plain Blue Compass
Logos (Gra) NEW £103.66
371-385 Class 66 66546 in Freightliner Livery (Gra) £89.21
2D-007-002 Class 66 diesel 66504 in "Freightliner Powerhaul" (Dap) £75
371-636 Class 70 Powerhaul 70003 Freightliner (Gra)
(list £119.95) BARGAIN £82.50



371-635 Class 70 Powerhaul 70006 Freightliner (Gra)
(list £119.95) BARGAIN £82.50



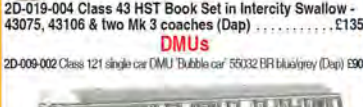
371-385 Class 66 66546 in Freightliner Livery (Gra) £89.21
2D-007-002 Class 66 diesel 66504 in "Freightliner Powerhaul" (Dap) £75
371-636 Class 70 Powerhaul 70003 Freightliner (Gra)
(list £119.95) BARGAIN £82.50



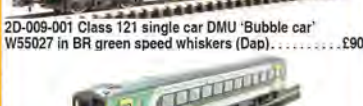
2D-019-002 Class 43 HST Book Set in First Great Western
purple - 43177, 43165 & two Mk 3 coaches (Dap) £135
2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126,
W43125 & two Mk 3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow -
43075, 43106 & two Mk 3 coaches (Dap) £135



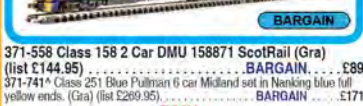
2D-009-001 Class 121 single car DMU 'Bubble car'
W55027 in BR green speed whiskers (Dap) £90



2D-020-002 Class 153 DMU 153371 in London Midland
grey & green (Dap) £79
2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) £95
2D-021-001 Class 156 2 car DMU 156506 Sturbridge Passenger
Transport (Dap) £95



371-558 Class 158 2 Car DMU 158871 ScotRail (Gra)
(list £144.95) BARGAIN £89
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 £109.95) 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

Coaches

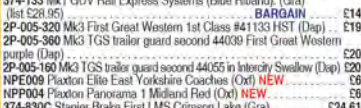
2P-003-001 B Set Coach Twin Pack BR W683W & W683W (Dap) £22.78
374-191 BR Mk1 BCK Brake Second Corridor ADB977109 Departmental
yellow (Gra) £24.61
374-039B BR Mk1 BG Full Brake Blue & Grey (Gra) £24.61
374-042 BR Mk1 BG Full Brake Intercity (Gra) £24.61
374-255D BR Mk1 CK Composite Corridor crimson & cream (Gra) NEW £25.46
374-130B BR Mk1 GUV Maroon Weathered (Gra) £25.46



374-013C BR Mk1 SO Second Open Blue & Grey (Gra) £24.61
374-682 BR Mk2A BSO Brake Second Open Network South East (Gra) £24.61
374-661 Buleid 63R Composite Corridor BR crimson & cream (Gra) £20.83



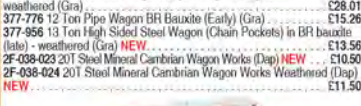
374-982 Mk1 Coach Pack Hunslet-Barclay Weed Killing
Train (Gra) £50.96
374-133 Mk1 GUV Rail Express Systems (Blue Riband) BARGAIN £14
(list £28.95)
2P-005-320 Mk3 First Great Western 1st Class #41133 HST (Dap) £19
2P-005-380 Mk3 TGS trailer guard second 44039 First Great Western
purple (Dap) £20
2P-005-160 Mk3 TGS trailer guard second 44055 in Intercity Swallow (Dap) £20
NPD009 Plecton Elite East Yorkshire Coaches (Ox) NEW £6
NPD004 Plecton Panorama 1 Midland Red (Ox) NEW £6
374-803C Stanier Brake First LMS Crimson Lake (Gra) £24.61



374-847A Stanier First Corridor in BR maroon (Gra) £24.61
374-845C Stanier First Corridor in LMS crimson lake (Gra) £24.61
374-852A Stanier Vestibule Composite in BR maroon (Gra) £24.61
(list £119.95) BARGAIN £82.50



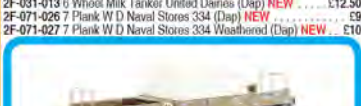
373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner -
weathered (Gra) £28.01
377-776 12 Ton Pipe Wagon BR Bauxite (Early) (Gra) £15.26
377-956 13 Ton High Sided Steel Wagon (Chain Pockets) in BR Bauxite
(late) - weathered (Gra) NEW £13.56
2F-038-023 201 Steel Mineral Cambrian Wagon Works (Dap) NEW £10.50
2F-038-024 201 Steel Mineral Cambrian Wagon Works (Dap) NEW £10.50



377-876 25 Ton Queen Mary Brake Van in BR
Bauxite (Gra) £22.91
373-779 45 Tonne glw TTA Tank Wagon 101 Methford (Gra) £13.56
373-566B 45 Tonne glw HEA Hopper Wagon BR Coal Sector Grey (Gra) £8.93
NR-51 5-plank China Clay Hood wagon (Pac) £10.50
2F-031-012 6 Wheel Milk Tanker Express Dairy 'E' (Dap) NEW £12.50
2F-031-010 6 Wheel Milk Tanker IMS 29 (Dap) NEW £12.50
2F-031-011 6 Wheel Milk Tanker Unigate (silver) (Dap) NEW £12.50
2F-031-013 6 Wheel Milk Tanker United Dairies (Dap) NEW £12.50
2F-071-026 7 Plank W D Naval Stores 334 (Dap) NEW £9
2F-071-027 7 Plank W D Naval Stores 334 (Dap) NEW £9



377-800 FNA Nuclear Flask Wagon Flat Floor & Round
Buffers - Flask 14 (Gra) (list £29.95) BARGAIN £17
377-365 Intermodal Bogie Wagons With Two 45R Containers 2XL (Gra) £30
2F-053-002 Megafret Wagon (3368 4543 055) + 2 Stobart Rail
Containers (Dap) £25
2F-053-001 Intermodal Wagon (3368 4543 076) + 2 Class C2 Containers (Dap) £25
373-975A PDA 45 Tonne box mineral wagon reinforced ends Tiger (Gra) £9
373-786 Triple Pack 45 Tonne 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
377-338A Triple Pack of Conflat Wagons BR crimson BD Container -
weathered (Gra) £33.96
377-279 Triple Pack of Steel Tippler Wagons BR grey 'Iron Ore'
weathered (Gra) £36.51



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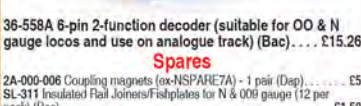
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weathered (Gra) £36.51

Visit

www.ehattons.com/new

for new releases

SL-310 Rail Joiners/Plates for N & 000 gauge (24 per pack) (Pec) £2
TT4550 Tidy Track Roto Wheel Cleaner N Gauge (Woo) £18.25

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra) £9
SL-240 Buffer Stop Rail Bolt Type (Pec) £1.50
GM57 Buffer stop light (Gau) £8.95

Signals

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

Grass, Ground, Lichen, Hedges & Foliage

NH100 150mm lengths of hedge x 6 (K&M) £11

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
ST-19 N Setrack No. 4 radius double curve (Pec) £2.50
ST-17 N Setrack No.3 radius double curve (8 form a circle) £2
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) £1.50

ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-389 Left hand large point insulfrog (Pec) £10

SL-E396 Left hand medium point electrofrog (Pec) £9
SL-386 Left hand medium point insulfrog (Pec) £9
SL-E386 Right hand curved point electrofrog (Pec) £10
SL-388 Right hand large point insulfrog (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-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91
SL-E396F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E388F Finescale curved double radius right hand point electrofrog (Pec) £11

SL-E390F Finescale double slip electrofrog (Pec) £35
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-E396F Finescale left hand medium point electrofrog (Pec) £10
SL-E392F Finescale right hand large point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11

SL-E395F Finescale right hand medium point electrofrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9
SL-E383F Finescale scissors crossover electrofrog (Pec) £58

Track & Points

ST-44 Setrack N Gauge Curved Turnout R/H (Pec) £14

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18

Railway publications

379-016 Graham Farish 2016/17 Catalogue (Gra) NEW £6



Commercial vehicles

NAEC009 AEC Matador Royal Artillery Malta (Oxf) NEW £6
NTIL002 Austin Tilly 514 Highland Division (Oxf) NEW £3.95

Military ground vehicles

NMWD002 Bedford MWD Royal Artillery (Oxf) NEW £4

1:72 Scale Aircraft - civil

72D001 De Havilland Dove "Dan Air" (Oxf) £30

O Gauge (1:43 Scale) Diesel locos

6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and a selection of nameplates.) (Hel) £499

4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £325) £250
4950 Mk1 BG full brake in carmine and cream (Hel) £250
4982 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) £250

Coaches

1040 200x VAA sliding door van in BR blue - early (Hel) £63
5053 2797 589 IWB Cargowagon - CB-Continent (Hel) NEW £145
5051 2797 591 IWB Cargowagon (grafiti version) (Hel) NEW £145
5054 2797 669 IWB Cargowagon - Blue Circle (Hel) NEW £145

5052 2797 672 IWB Cargowagon - silver/blue (Hel) NEW £145
1002 330x class B tank in Waste Oil black (Hel) £63
5150 4047 044 IGA Cargowagon (Hel) NEW £145
7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap) £62
7F-071-027 7 Plank Webb Bros Ltd (Dap) NEW £36.50
7F-071-027W 7 Plank Webb Bros Ltd Weathered (Dap) NEW £36.50

5052 2797 672 IWB Cargowagon - silver/blue (Hel) NEW £145
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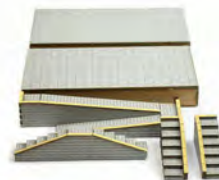
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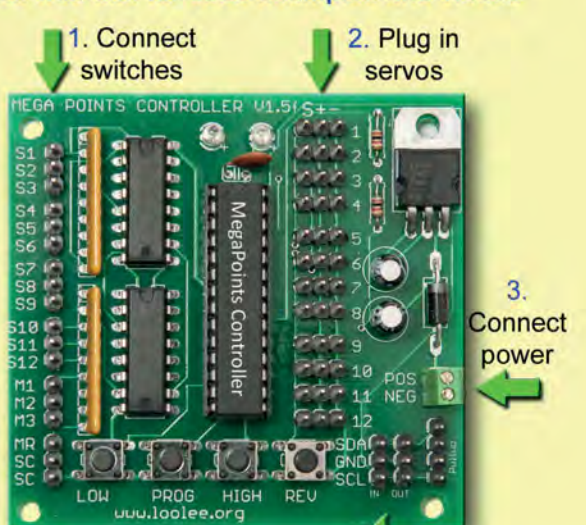
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2. Plug in servos

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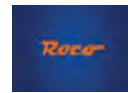
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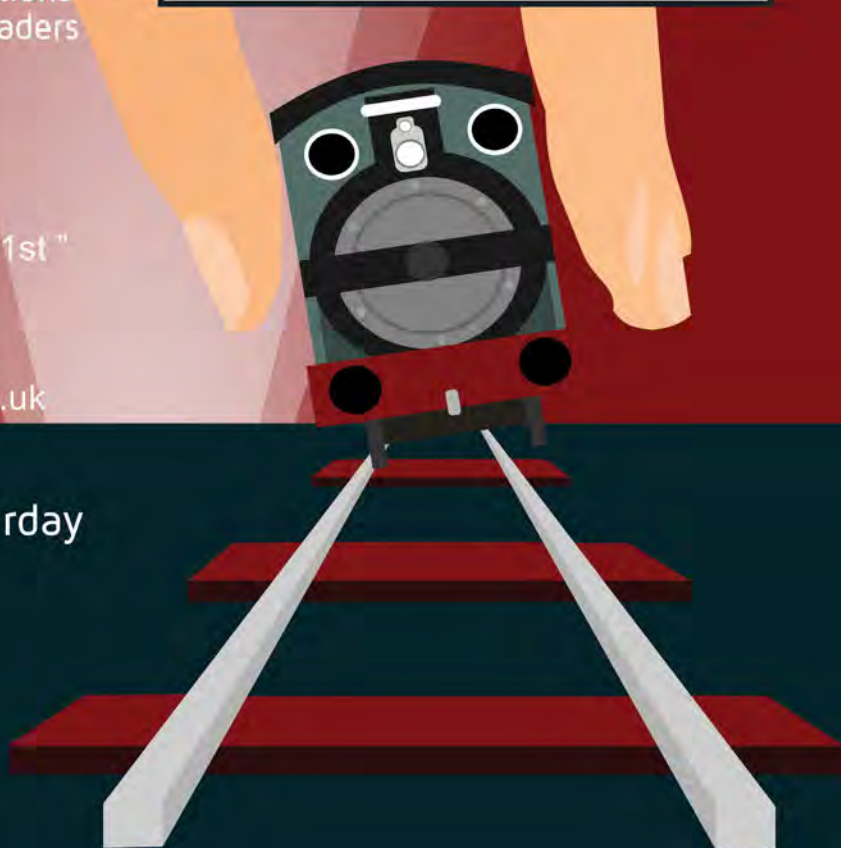
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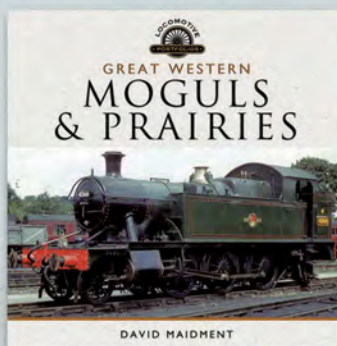
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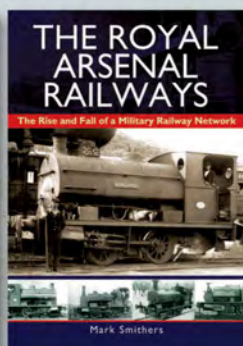
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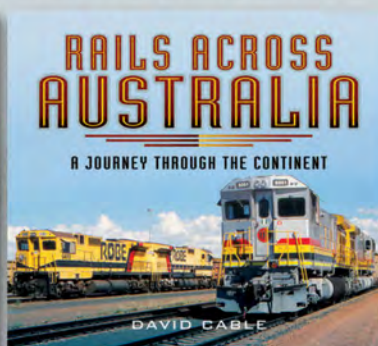
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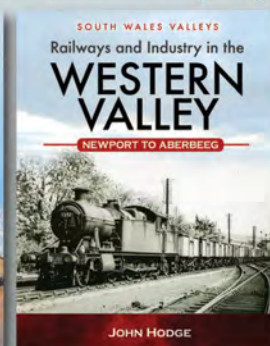
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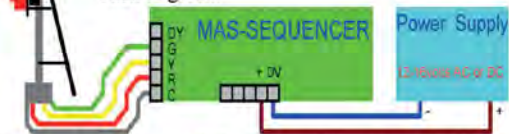
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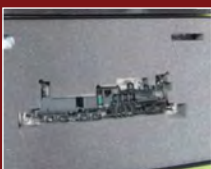
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Coventry Toy Fair, The Connexion Leisure Club, Leamington Rd, Ryton-on-Dunsmore, Coventry, CV8 3FL Sunday 24th April 2016 10.30am-3pm Adults £3 Seniors £2.50 Children £1 (under 5s free) Free parking www.bpairs.com Tel: 01604846688

TOY & TRAIN FAIRS

NEC Birmingham Toy Collectors Fair, Hall 18, National Exhibition Centre, Birmingham, B40 1NT Sunday 8th May 2016 10.30am-3pm Adults £7 Seniors £6.50 Children £2 (under 5s free) Free parking www.bpairs.com Tel: 01604846688

Gateshead 14th May 2016 (Sat) 10:00am - 3:00pm GATESHEAD INTERNATIONAL STADIUM Neilson Road, Gateshead NE10 0EF (Just off Felling-by-pass, A184) Tel: 07504035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northerntoyfairs

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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 Vill, Sale Way, Leigh, Lancs **WN7 4JY**. 10-4.30.

April 23/24 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, **B76 1QT**. **Plenty of FREE Parking.** Sat 10 - 5, Sun 10 - 4.30.

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 M/Rail Ex, Ad Lord Nelson Sch, Dundas Lane, **P03 5XT**. Sat 10-4.

May 21 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Ex, 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 Rd, Doncaster, S/Yorks, **DN4 7PD**. Sat 10-4. *NOTE - New Venue & New Date* - Interested in Model Boats?? See us at Doncaster Model Boat Show - a short walk from Guild Show!!

Jun 4/5 - DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster, **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant

June 4/5 - SHILDON Model Railway Ex, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm.

June 25/26 - PERTH M/Rail Ex, 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.

July 9 - HAILSHAM Scale Model Show, The Civic Community Hall, Vicarage Ln, Hailsham, East Sussex, **BN27 2AX**. Sat 10-4. Inc Dolls Houses, M/Boats, M/Rlws, M/Planes & Scale Plastic Models

Aug 6/7 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold. **IP18 6SD**. Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking.**

Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Rd, Bexhill-on-Sea, East Sussex, **TN40 1SE**. Sat 10 - 5 **Plenty of FREE Car Parking**

Aug 13/14 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, **BD23 1UQ**. Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Sept 3/4 - TELFORD GUILDEX 2016, O Gauge Ex & Trade Show, The Telford Ex 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, steammuseum@swindon.gov.uk

Sept 17/18 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**. **Modern Venue with easy access & FREE car parking. * Saturday 10 - 5 / Sunday 10 - 4

Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10-5.

Oct 1/2 - FAREHAM Fareham & District M/Rail Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30. ***50th Anniversary***

Oct 1/2 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ**. Saturday 10 - 5.30, Sunday 10.00 - 5.

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 8/9 - SHILDON, M/Rail Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm.

Oct 15/16 - DUNDEE M/Rail & Model Show Sports Centre, Mains Loan, Dundee, Angus **DD4 7AA**.

Oct 15/16 - UCKFIELD M/Rail Exhibition, Uckfield Civic Centre, Uckfield. **TN22 1AE**. Sat/Sun 10-5.

Oct 15/16 - CARDIFF Model Railway Exhibition, Ysgol Gyfun Gymraeg Glantaf (Former Glantaf High School), Bridge Road, Landaf North, Cardiff, **CF14 2JL** Sat 10-5/Sun 10-4.

Oct 22 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **P019 8AE**. 10-5.

Oct 29/30 - HALK GROVE STOCKPORT Hazel Grove & District M/Rail Society Exhibition, Hazel Grove Rec. Centre, Jacksons Ln, 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

Oct 29/30 - ABERDEEN M/Rail Exhibition RBG, Garthdee, Aberdeen, **AB10 7GE** Sat 10-6/Sun 10-4.

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 Exh, Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**. Sat 10 - 5 *Short Walk Angmering Station*

Nov 5/6 - CREWE Bentley Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd, Sunnysbank Road, Crewe, Cheshire, **CW2 8WD**. Sat 10-4.30, Sun 10-4 **NEW VENUE**

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 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-6. Sun 10-5

Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10 - 5, Sun 10 - 4.

Nov 26/27 - BIRMINGHAM - Warley National M/Rail Ex Hall 5, NEC Birmingham **B40 1NT**.

Dec 3 - ISLINGTON - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Saturday 10.30 - 4pm www.guidelinepublications.co.uk - for more info.

Dec 4 - ISLINGTON - The London Plastic Mod Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Sunday 10.30 - 4pm www.guidelinepublications.co.uk

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 - BOGNOR REGIS M/Rail Ex, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL**. Sat 10 - 5, Sun 10 - 4.30 **Plenty of Free Parking**

Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, **Jan 28/29 KENDAL** Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5 Wilts. **SN11 0SP** Free parking, Sat/Sun 10-5 - **Enlarged Show for 2017**

Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, **G3 8YW**. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 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 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm

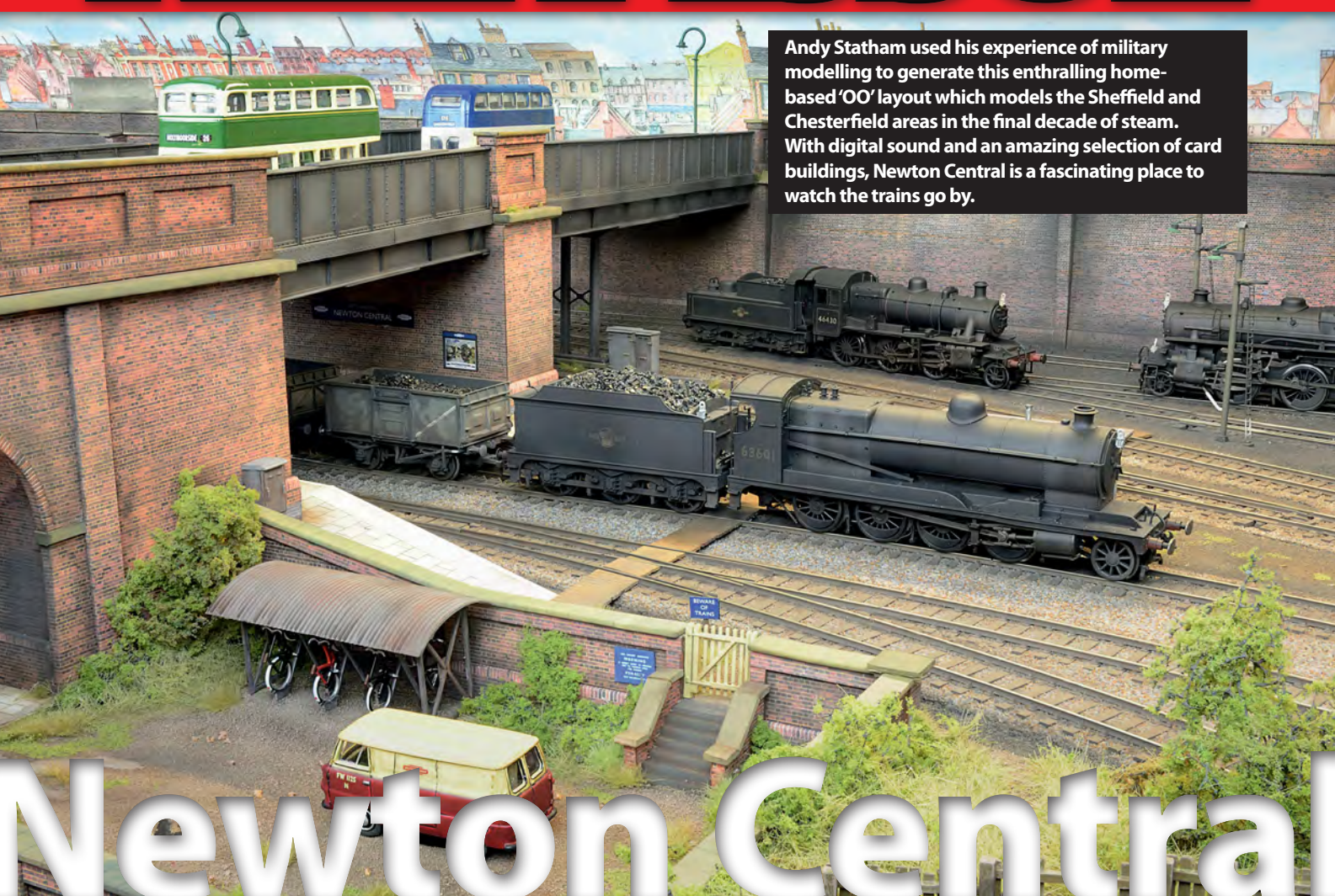
Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH**. Sat 10 - 5, Sun 10 - 4 **Plenty of FREE Parking**

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Andy Statham used his experience of military modelling to generate this enthralling home-based 'OO' layout which models the Sheffield and Chesterfield areas in the final decade of steam. With digital sound and an amazing selection of card buildings, Newton Central is a fascinating place to watch the trains go by.

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Painting people

Tim Shackleton changes tack from his usual rolling stock projects to investigate the world of figure painting - explaining how to create realistic and in scale people to populate your layout.



ADM turntable in detail

Installing a turntable can be a challenge, but with components and equipment from ADM Turntables all the hard work is done for you. Following the 24hr challenge in HM106, Mike Wild goes into detail showing how to install the indexing drive turntable and set it up for operation in a full step by step guide.



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- 7F-051-019W** - 5 Plank - LMS 24361 Weathered

OO GAUGE



- 4F-016-013** - Banana Van - Tropical Fruit M42
- 4F-016-014** - Banana Van - Tropical Fruit M42 Weathered



- 4F-031-037** - 6 Wheel Milk Tanker - Co-op Milk
- 4F-031-038** - 6 Wheel Milk Tanker - Co-op Milk Weathered



- 4F-071-128** - 7 Plank - J Settle
- 4F-071-129** - 7 Plank - J Settle Weathered

Also released this month include;

- 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
- 4P-010-047** - 60FT Stanier Corridor Comp BR Carmine & Cream M3947M
- C105D** - 60FT Stanier Corridor Comp BR Carmine & Cream M3947M

All product release dates correct at time of going to press

APPROVED

DAPOL GOLD
STOCKISTS

The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel:01420 542244
ARUNDEL: **Gaugemaster** tel:01903 884321
BARROW IN FURNESS: **Crafty Hobbies** tel:01229 820759
BIDEFORD: **Osborn's Models** tel:01237 423453
BRISTOL: **Model Railways Direct** tel:01275 774224
BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777
CARLISLE: **C & M Models** tel:01228 514689
CHELTENHAM: **Cheltenham Models** tel:01242 523117
HEREFORD: **Hereford Model Shop** tel:01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076
LIVERPOOL: **Hattons** tel:0151 733 3655
NANTWICH: **Trident Trains** tel:01270 842400
NORTH LANCING: **Morris Models** tel:01903 754850
SHEFFIELD: **Rails of Sheffield** tel:01142 551436
STROUD: **ANTICS** tel:01453 825381
SHEPTON MALLET: **East Somerset Models** tel:01749 880651
WORCESTER: **DCC Supplies** tel:01905 621999
YORK: **Monk Bar Model Shop** tel:01904 659423



**WOODLAND
SCENICS®**

SubTerrain System

Build a layout in 5 easy steps!



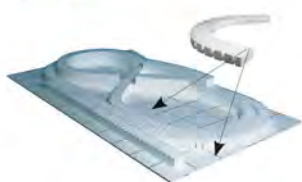
Build a layout fast and easy!
SubTerrain is the most innovative foam system for building layouts for model trains.

The revolutionary, high-density foam components of the SubTerrain System are extremely lightweight and easy to use. They require no expensive power tools, there is no dusty mess, no complicated calculations and most importantly, no experience is necessary.

- ✓ No expensive power tools
- ✓ No dusty mess
- ✓ No complicated calculations
- ✓ No experience necessary

Step 1 RISERS

Risers elevate the track from a flat surface so low lying areas can be created.

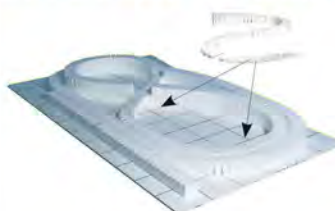


WST1406	1/2" (x4)
WST1414	3/4" (x4)
WST1407	1" (x4)
WST1408	2" (x4)
WST1409	4" (x2)



Step 2 INCLINE SETS & STARTERS

Inclines provide the proper change in elevation so your train runs smoothly.



WST1410	2% Set (x8)
WST1416	3% Set (x6)
WST1411	4% Set (x4)
WST1412	2% Starter (x8)
WST1415	3% Starter (x6)
WST1413	4% Starter (x4)



Step 3 PROFILE BOARDS

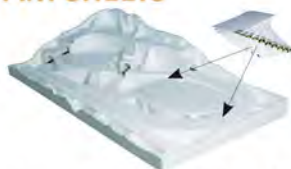


Profile Boards add sides, so terrain contours can be created with the Hot Wire Foam Cutter.

WST1419 2 Boards & 2 Connectors



Step 4 FOAM SHEETS



Foam sheets are used for flat areas, tunnels and layout bases.

WST1422	1/4" (x1)
WST1423	1/2" (x1)
WST1424	1" (x1)
WST1425	2" (x1)
WST1426	3" (x1)
WST1427	4" (x1)



Step 5 PLASTER CLOTH



Plaster Cloth covers newspaper wads to create a hard shell for landscaping.

WC1203 8" wide x 15' long, 10 sq. ft.



To locate your nearest Woodland Scenics stockist please visit:

www.bachmann.co.uk

