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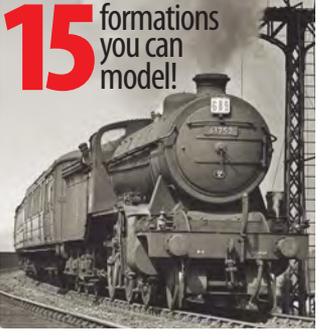
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magazine

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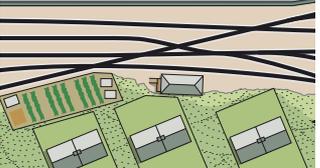
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TRAINS



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Coastal
TRACK PLANS



Four layout plans inspired by Britain's seaside railways

BUILDING A
BRANCH LINE



24 HR
CHALLENGE Southern terminus built against the clock



Summer
special
30 pages of seasonal inspiration

WESTERN

DIESEL

DREAM

Modelling the '70s in the west

FIRST
REVIEWS

» Hornby 'Q6' 0-8-0 » Bachmann 'V3' 2-6-2T
» Dapol 'Schools' 4-4-0 » Farish '4MT' 2-6-4T

KEY



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.

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

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



Alpha-Box

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

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

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

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

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

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

Alpha Central



It just does NOT get any easier than this!

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

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

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

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

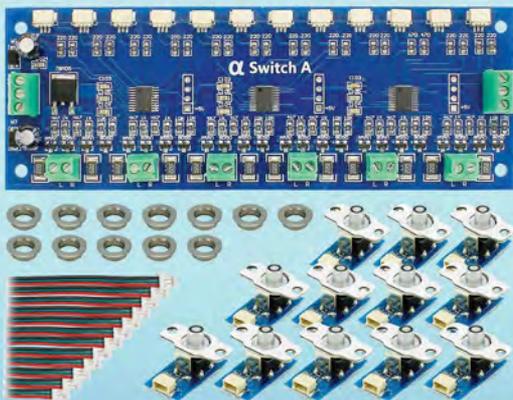
Alpha

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

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

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

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



Alpha-Switch-D

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

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

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

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

The little things really CAN Make a big difference!



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

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

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

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

DCC thinking outside the square
concepts

HORNBY magazine

August 2016

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Key

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HORNBY magazine

3 FOR £1 OFFER

See pages 68-69 for full details.



WE SHOW YOU HOW!

28 TRACK PLANS
Mark Chivers looks to the coast for inspiration with a collection of track plans in seaside settings, offering plenty of operating potential.

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34 TRAIN FORMATIONS
Continuing the summer theme, Mark Chivers presents a selection of locomotive-hauled holiday train formations you can model in 'OO'.

42 TRAIN STAGING AND STORAGE
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60 24hr CHALLENGE
Always up for a challenge, the *Hornby Magazine* team embark upon their next time-limited project - a Southern Railway branch line terminus in 'OO'.



Summer special



FIRST REVIEWS

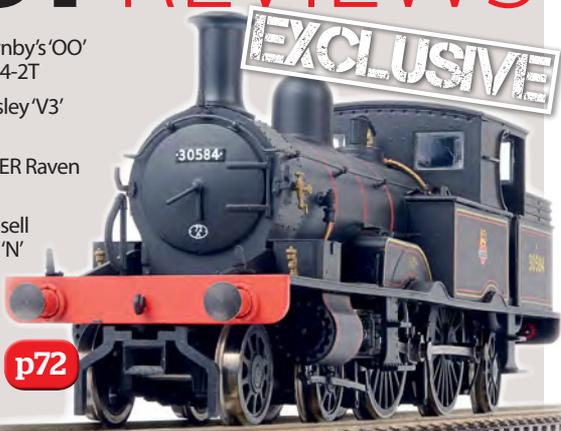
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72 A bumper crop of new releases this month including five stunning new locomotives for 'OO' and 'N', Bachmann's re-issued Blue Pullman for 'OO' and much more.

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Mike Wild recalls the inspirations behind his 'N' gauge modelling and how the market has transformed.

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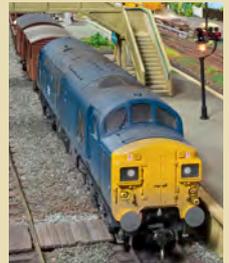
UPDATE

Kernow Model Rail Centre unveils a new exclusive 'OO' gauge model, Hornby updates progress on its new tooling for the 2016 range, Dapol displays its latest 'OO' gauge projects and much more.

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BERE BANKS

Set in the West Country during the 1970s and 1980s, Keith Sully's 'OO' gauge exhibition layout is home to a steady procession of Western Region diesel-hydraulic and diesel-electric motive power.



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CALVERDALE

Andy Calvert's 'N' gauge layout has been an inspiration to many over the years, long before the intricate models available today. Now owned and operated by John Warner it serves as a lasting reminder of the remarkable detail it achieved.

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REALITY CHECK

Evan Green-Hughes recalls the London and South Western Railway's Adams '0415' 4-4-2Ts, a class synonymous with a certain coastal branch line.

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Gerard Pearson's delightful 'OO' gauge layout is set in the industrial West Midlands during the early 1960s transition period, with goods flows and passenger traffic aplenty.

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Summer Saturday's have always been a busy time for the railway with holidaymakers flocking to the seaside each year. Evan Green-Hughes recalls the importance of these long-distance services.

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Win Hornby's new 'OO' gauge LNER Raven 'Q6' 0-8-0 together with tickets to the Great Electric Train Show on October 8/9 and a selection of *Hornby Magazine* specials, in our summer prize giveaway!

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WELCOME

THE EDITOR'S PAGE



INSPIRATION is a great key to this hobby and this month I'm very proud to be featuring the work of a modeller who inspired me many year's ago - Andy Calvert. I remember being

at the York Model Railway Show and seeing his Great Western branch line terminus, Nether Stowey, on show. The scenery, the buildings, the sense of place all captured my imagination and influenced a lifetime of modelling.

This month we are featuring Calverdale - Andy Calvert's first full exhibition layout. It was built in the 1980s to achieve a set of targets set by Andy in a bid to raise the standards and expectations of 'N' gauge exhibition layouts. That it certainly did - hands-free shunting, scale speed operation, detailed scenery and a stunning attention to locomotives and rolling stock which, at that time, was a relative rarity in 'N' gauge.

Andy went on to become a leading light in the N Gauge Society's wagon kit projects, but sadly passed away in 2002.

However, his layouts live on with the whereabouts of Calverdale, Nether Stowey and Welham Green all being known.

This month 'N' gauge is at the forefront of interest again with the arrival of two new - and stunning - steam locomotives. Both show the ability of 'N' gauge to deliver in performance and detail and just how far this scale has come. For me it is a reminder of my roots. 'N' gauge was an early choice for me but, in the 1990s, there wasn't anything like the models we have today. Detail was basic, mechanisms were sketchy and you had to be committed to make it work. I remember learning the ins and outs of a Graham Farish chassis so that I could strip and rebuild them with my eyes closed, such was the regularity of their failure.

That though is all in the past and while I continue to model in the smaller scale, I no longer need to rebuild chassis. If I'm to take a model apart it is normally to install a decoder, or even sound, and such is the performance quality that all the models really need is clean wheels and clean rails - the same as any other scale.

The new 'N' gauge '4MT' and 'Schools' are just part of the story this month. Inside we've got an exclusive first review of Hornby's Adams 'Radial' 4-4-2T as

well as the manufacturer's new 'Q6' 0-8-0. Bachmann has delivered its new 'V3' chassis with the excellent Next18 decoder socket as well as the latest incarnation of its Blue Pullman DEMU.

Add to that a collection of features for our Summer Special including our second 24hr challenge, coastal railway plans, train formations and much more and there is plenty to enjoy this month.

Following the holiday theme we've been to visit Devon in Scotland by featuring Keith Sully's Western Region layout Bere Banks. This evocative layout models the 1970s in the south west when hydraulics were still part of daily life.

While the summer is generally seen as a quiet time for scale modelling, that hasn't been the case this year. With so many new arrivals and a feature packed issue there is a lot to look forward to.

Happy modelling!

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE THIS MONTH

EXCLUSIVE FIRST REVIEW

72 Hornby's new Adams 'Radial' is coming soon, but has it been worth waiting for? We take a closer look at the 4-4-2Ts.

WE SHOW YOU HOW

34 Holiday trains were once an important traffic for the railways in the summer months. We show how to model them in 'OO'!

28 Railways with coastal settings offer great potential for model scenes. Mark Chivers suggests four potential layouts by the sea.

24HR CHALLENGE

60 The Hornby Magazine team takes on its second 24hr challenge - this time building a Southern Railway branch line terminus.

FIRST REVIEWS

80 We take a detailed look at the Hornby 'Q6' 0-8-0 and Bachmann 'V3' 2-6-2T in 'OO' as well as the Farish '4MT' 2-6-4T and Dapol 'Schools' 4-4-0 for 'N' and more.

COMPETITION

152 We've got five great prizes to giveaway in our latest competition including a new Hornby 'Q6' 0-8-0!

FEATURE LAYOUTS

Bere Banks: Keith Sully set out to model his memories of the south west in the 1970s and 1980s when he created Bere Banks. With hydraulics aplenty this exhibition layout is sure to inspire.

Calverdale: Built by Andy Calvert in the 1980s, this stunning 'N' gauge layout was inspiration for many. It is now kept as a lasting memory of one of the greats of 'N' gauge modelling.

Bee Road: Gerard Pearson's delightful 'OO' gauge terminus captures West Midland operations in the 1960s when steam operated side by side with the new generation diesels.

SEE PAGES 18, 52 & 96

Kernow announces 4-TC FOR 'OO'



KERNOW MODEL RAIL Centre has revealed that it is producing a ready-to-run model of the Southern Region 4-TC unpowered multiple units for 'OO' gauge. The first engineering prototype was

unveiled at the Great Central Railway Model Event on June 17. Kernow has teamed up with Bachmann for the project which will see the unpowered four-car train released in six liveries with a price tag of £289.95. Delivery is expected in January 2017 with a

Dapol reveals 10ft WAGON SAMPLES



Dapol's project to create ready-to-run 'O' gauge goods wagons based on the standard 10ft wheelbase wagon chassis has taken a major step forward with the first samples of the box and open wagons being revealed during June.

The manufacturer is producing the BR 12ton ventilated box van with planked and plywood sides, an insulated version, a meat van plus a standard open wagon with planked sides. They feature a die-cast chassis and an injection moulded plastic body. Other highlights include a positionable handbrake handle.

Artwork is currently in preparation, but Dapol has not set a timescale for these models to be released yet.

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



Bachmann receives CLASS 450 SAMPLE



Bachmann has received the first engineering prototype (EP) sample of the power car for its new 'OO' gauge Class 450 Desiro four-car Electric Multiple Unit (EMU).

Outwardly similar to the manufacturer's Class 350 EMU, the model will feature newly-tooled roof and underframe components to match the differences between the prototypes.

Two models will be available in pristine South West Trains (SWT) livery as 450073 (Cat No. 31-040) and weathered SWT livery as 450127 (31-041). Priced at £299.95 and £319.95 respectively, a delivery date has yet to be announced.

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

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ANNOUNCEMENTS, VIDEOS AND MORE.**

EXTRA ORDER FOR CIE BALLAST WAGONS

Irish Railway Models (IRM) has announced two additional packs of its DJ Models produced 'OO' scale ready-to-run Irish ballast hopper wagons (HM105) with the first batch of wagons

selling out on pre-order. The new packs will model Coras Iompair Eireann (CIE)/Whessoe wagons, each containing three individually numbered models. Just 250 packs of each

will be available representing the prototypes in their final years of service with Irish Rail. The price is £119.95 per pack.

● For more details visit www.irishrailwaymodels.com.



discount of £20 on orders placed before the model leaves China.

Between 1966 and 1967 31 units were built for the Bournemouth main line. They operated in push-pull format with 4-REP units as well as Class 33/1 locomotives - the latter between

Bournemouth and Weymouth.

The 4-TC will feature a single 21-pin decoder socket, similar couplings to the Blue Pullman between cars and NEM coupling pockets with tension locks on the outer ends. Interior and headcode lighting will also be fitted.

The first round of releases will be: Class 491 4-TC 416 in BR blue with small yellow panels (Cat No. 32-640Z), Class 491 4-TC 404 in BR blue and grey (32-641Z), Class 438 4-TC 8022 in BR blue and grey with Network SouthEast branding (32-642Z), Class 438 4-TC 8023

in Network SouthEast (32-643Z), Class 438 4-TC 410 in BR blue premier charters livery (32-644Z) and Class 438 4-TC 8007 in BR research red and blue (32-646Z). All will be supplied DCC ready.

● **For more information visit www.kernowmodelrailcentre.com.**

Heljan shows decorated 'O' GAUGE HUNSLET

A decorated sample of Heljan's recently announced 'O' gauge Hunslet Class 05 diesel shunter has been revealed by the manufacturer together with pricing.

The new model will cost £495 with an expected delivery to retailers in mid to late 2017.

The sample is due to undergo alteration and amendment before production and all models will be supplied unnumbered. Six versions are planned covering BR and industrial colour schemes.

● **Visit www.heljan.dk for more information.**



Decorated Class 68s for 'OO'



Dapol has shown the first decorated samples of its under development 'OO' gauge Class 68 with the DRS and ScotRail models being

available for inspection during June. A second decorated sample with corrections of the nameplates and other features were expected

by the manufacturer during the summer. Prices are £145.55 for a DCC ready version rising with fitting of a decoder and sound,

although delivery is now expected towards the end of 2016.

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

BLACK LABEL 'A4'



DECORATED '14XXS' ARRIVE WITH HATTON'S



Hatton's Model Railways has received the first decorated samples of its under development 'OO' gauge model of the Great Western Railway (GWR) '14XX'/'48XX'/'58XX' 0-4-2T. The model is being produced



by DJ Models as an exclusive commission by Hatton's and the first round of decorated samples shows the GWR livery range as well as further detailing not seen on the first sample. Some parts have been omitted from

these samples including the whistles and cabside numbers. Hatton's is now beginning the process of checking livery application and colours prior to final colour samples being produced. Delivery of production models

is expected before the end of 2016 priced at £99 and the tooling will cater for '14XX', '48XX' and '58XX' classes. ● Visit www.ehattons.com for more information and to pre-order the '14XX'.

DJ Models 'Mermaid' progresses

DJ Models has revealed the engineering prototype for its under development 'N' gauge ZKV 'Mermaid' side tipping ballast wagon.

The new wagon was announced in 2015 by DJ Models and includes NEM coupling pockets, internal body detail and a removable magnetic ballast load. On release the 'Mermaid' will be

available in BR black, olive green, Gulf red and engineers' 'Dutch' grey and yellow. Printed detail is being produced in association with John Isherwood of Cambridge Custom Transfers.

The 'Mermaid' is priced at £19.95 and is available to pre-order. ● Visit www.djmodels.co.uk for more information.



PRODUCTION of Dapol's new Black Label model of the Gresley 'A4' 4-6-2 for 'OO' gauge saw the manufacturer receive full decorated samples of its enticing new model during June.

Release is anticipated in the autumn with the high specification models featuring a die-cast body which allows space for a fan driven smoke generator (including the ability to blow steam out of the

whistle), exhaust synchronisation with wheel revolutions, built in digital sound with speakers in the tender and a custom sound project, working lamps, firebox glow, and an exacting level of detail.

The first round of releases covers the valance fitted 'A4s' with liveries including LNER garter blue (4468 *Mallard*, 4484 *Bittern* and 4467 *Wild Swan*), LNER silver and grey (2512 *Silver Fox*) and LNER lined apple green (4482 *Golden Eagle*).



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Each model is being produced in limited numbers of 320 per engine (400 of *Mallard*). The price per 'A4' is £399.95.

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

In brief...

■ Hatton's is commemorating the first and last Class 71 hauled 'Golden Arrow' trains with a pair of exclusive limited edition models from DJ Models. They will model E5015 as it was on June 12 1961 hauling the first all electric 'Golden Arrow' and E5013 as it was on September 30 1972 hauling the final 'Arrow'. Both models will be pre-fitted with 'Golden Arrow' insignia and dual flags using etched metal components. Release is expected in September 2016 with the models now available to pre-order for £139.95 each.

● Visit www.ehattons.com for more information.

■ The winner of HM107's competition for a Gaugemaster Prodigy Advance 2 DCC controller and decoders was Mr A Wigglesworth from Bradford, West Yorkshire. Congratulations!

■ Adding to Heljan's increasing portfolio of 'O' gauge British outline products is the new announcements of a diesel depot kit. The new building is in development and Heljan says it will have a modular design and that add-on packs will be produced. It will be moulded in single colour plastic. Prices and a release date have not been announced for the kit.

● Visit www.heljan.dk for more information.

Hatton's completes colour research for 'Bubbles'

Hatton's Model Railways has completed the colour research for its limited edition Dapol Class 121 and 122 single-car Diesel Multiple Units (DMUs). The retailer has commissioned seven Class 121s and one Class 122 in 'OO'.

On the list are Class 121s W55020 in GWR 150 chocolate and cream (Cat No. 4D-009-HAT01), 55032 in Arriva Trains Wales turquoise and cream (4D-009-HAT02), 960011 in Railtrack blue and green (4D-009-HAT03), 121020 in Chiltern Railways blue (4D-009-HAT04), 55033 in revised Network SouthEast livery (4D-009-HAT05), 960010 in Railtrack maroon (4D-009-HAT06) and 55022 in



original Network SouthEast livery (4D-009-HAT07). BR blue route learning Class 122 TDB975023 is also being produced exclusively for Hatton's (4D-015-HAT01).

● The price per model is **£129.95** and all are available to pre-order from www.ehattons.com with release expected towards the end of 2016.

DJ MODELS SHOWS DECORATED '71s'

DJ Models showed the first decorated samples of its crowd-funded 'OO' gauge Class 71 at the Great Central Railway Model Event over the weekend of June 17-19.

In total five versions are being produced with production expected to be authorised by the beginning of July. Advanced purchase of the Class 71 is still open until production is authorised.

The five versions are: E5003 in BR dark green with small yellow warning panels, E5004



in BR light green with bodyside lining, 71009 in BR blue, 71013 in BR blue and E5010 in BR dark green with full yellow ends.

The specification includes

a coreless motor, die-cast chassis, detailed cab interior including the secondman's seat in the stored position, 21-pin decoder socket, provision

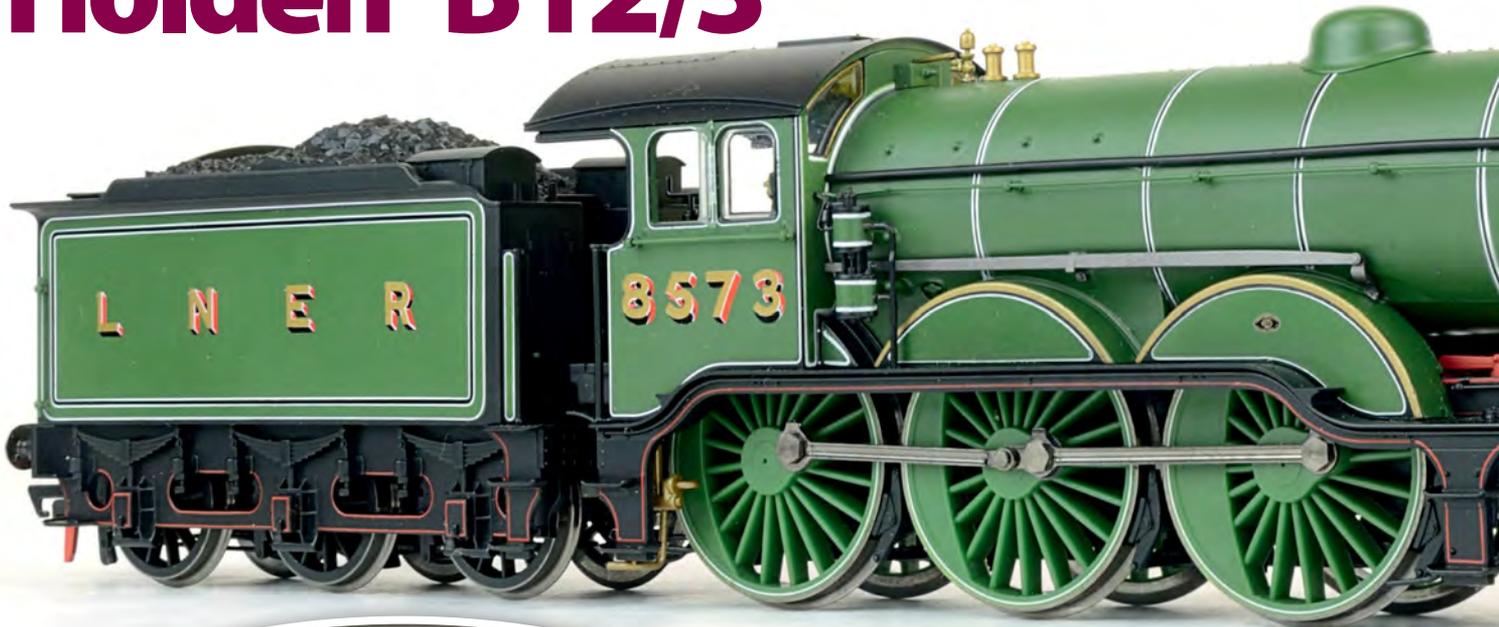
for a large speaker, posable plastic pantograph, illuminated headcode panels and more.

● For more information visit www.kernowmodelrailcentre.com

Hornby pushes forward with 2016

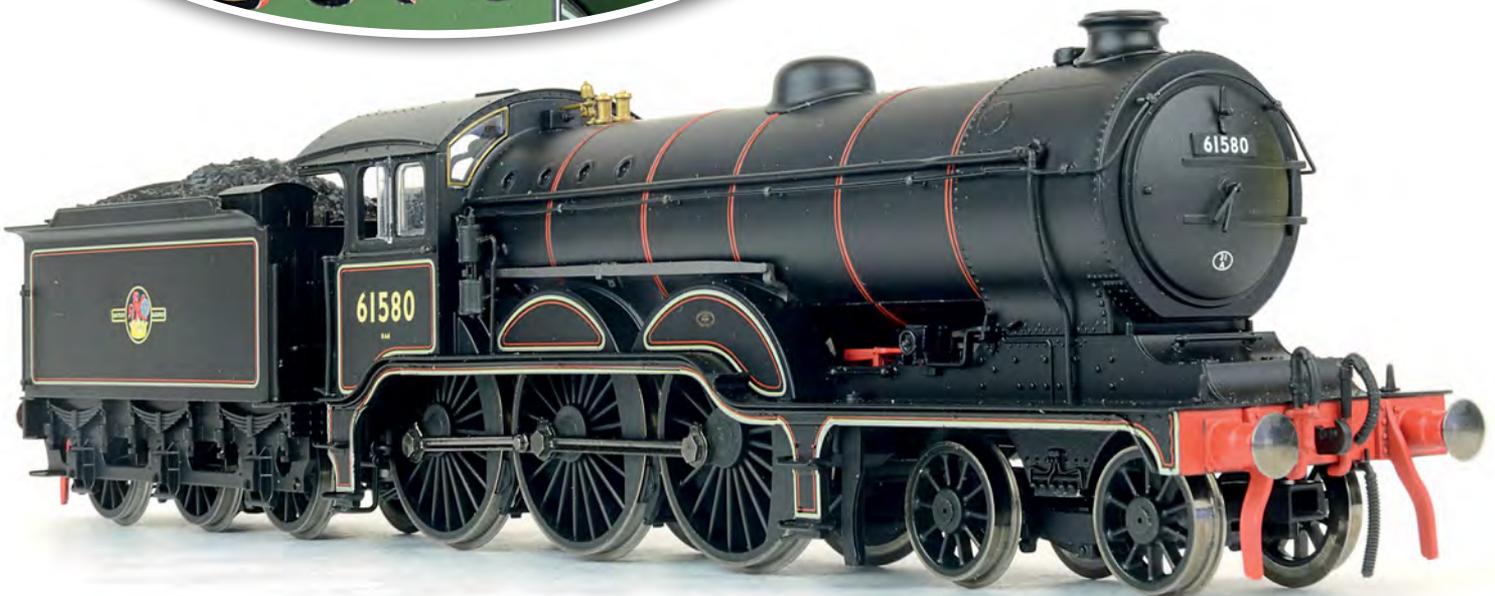
The *Hornby Magazine* team visited Hornby Hobbies in June to catch up on development of its new items for the 2016 range. Here is your guide to the full collection of new tooling items.

Holden 'B12/3'



HOLDEN 'B12/3' 4-6-0

Status: Decorated samples received May 2016
Cat No: R3430 - 8573 LNER apple green
 R3431 - 61533 BR lined black, early crests
 R3432 - 61580 BR lined black, late crests
Decoder socket: Tender mounted 8-pin
Price: £144.99 each
Expected: November 2016



PROJECTS



PECKETT 'W4' 0-4-0ST

Status: First decorated samples received June 2016
Cat No: R3427 - 563 *Dodo*, Peckett lined green
 R3428 - 11 Manchester Ship Canal lined green
 R3429 - 832 Huntley and Palmers lined blue
Decoder socket: 4-pin
Price: £79.99 each
Expected: November 2016



RAVEN 'Q6' 0-8-0

Status: Delivered June 15 2016
Cat No: R3424 - 3418, LNER black
 R3425 - 63443, BR black, early crests
 R3426 - 63429, BR black, late crests
Decoder socket: Tender mounted 8-pin
Price: £139.99 each
Expected: Arrived - 63429 (R3426) to follow in August

● See Reviews, p84-87 for the full report on Hornby's new 'Q6' 0-8-0.





MAUNSELL 58FT CARRIAGES

Status: Decorated samples received June 2016
Cat No: R4717 - Eight compartment Brake Third 2639, SR olive green
 R4718 - Six compartment Lavatory Brake Third 2626, SR olive green
 R4719 - Six compartment Lavatory Composite 6404, SR olive green
 R4720 - Nine compartment Lavatory Third 304, SR olive green
 R4746 - Eight compartment Brake Third S2637S, BR crimson
 R4747 - Six compartment Lavatory Brake Third S2629S, BR crimson
 R4748 - Six compartment Lavatory Composite S6402S, BR crimson
 R4749 - Nine compartment Lavatory Third S267S, BR crimson
Price: £39.99 each
Expected: BR crimson due July, SR green due August

ADAMS '0415' 4-4-2T

Status: Shipping
Cat No: R3333 - 30584, BR lined black, early crests
 R3334 - 30582, BR lined black, late crests
 R3335 - 488, LSWR lime green
Decoder socket: 8-pin
Price: £119.99 each
Expected: July 2016
 ● See Reviews, p72-75 for the full report on Hornby's new '0415' 4-4-2T.



SR MAUNSELL AND BULLEID CATTLE WAGONS

Status: First engineering samples
Cat No: R6735 - SR Bulleid cattle wagon, 52478
 R6735A - SR Bulleid cattle wagon, 52503
 R6737 - BR Maunsell cattle wagon, 53732
 R6737A - BR Maunsell cattle wagon, 53691
Price: £19.99 each
Expected: Late 2016

R6783 - BR coke wagon triple pack with plated ends, B448206, B448207, B448208
Price: £19.99 each (£49.99 for R6783)
Expected: Late 2016

LMS/BR 20TON COKE WAGON

Status: First engineering samples expected early July
Cat No: R6731 - LMS coke wagon, 299957
 R6731A - LMS coke wagon, 299958
 R6733 - BR coke wagon, B448672
 R6733A - BR coke wagon with plated ends, B448673

BULLEID AIR-SMOOTHED 'MERCHANT NAVY' 4-6-2

Status: Design updates ahead of tool cutting
Cat No: R3382TTS - 35023 *Holland-Afrika Line*, BR lined green, early crests
 R3434 - 21C1 *Channel Packet*, SR malachite lined green
 R3435 - 21C3 *Royal Mail*, SR malachite lined green
 R3436 - 35028 *Clan Line*, BR lined green, early crests
Decoder socket: Tender mounted 8-pin
Price: £164.99 each (£184.99 for R3382TTS)
Expected: Late 2016

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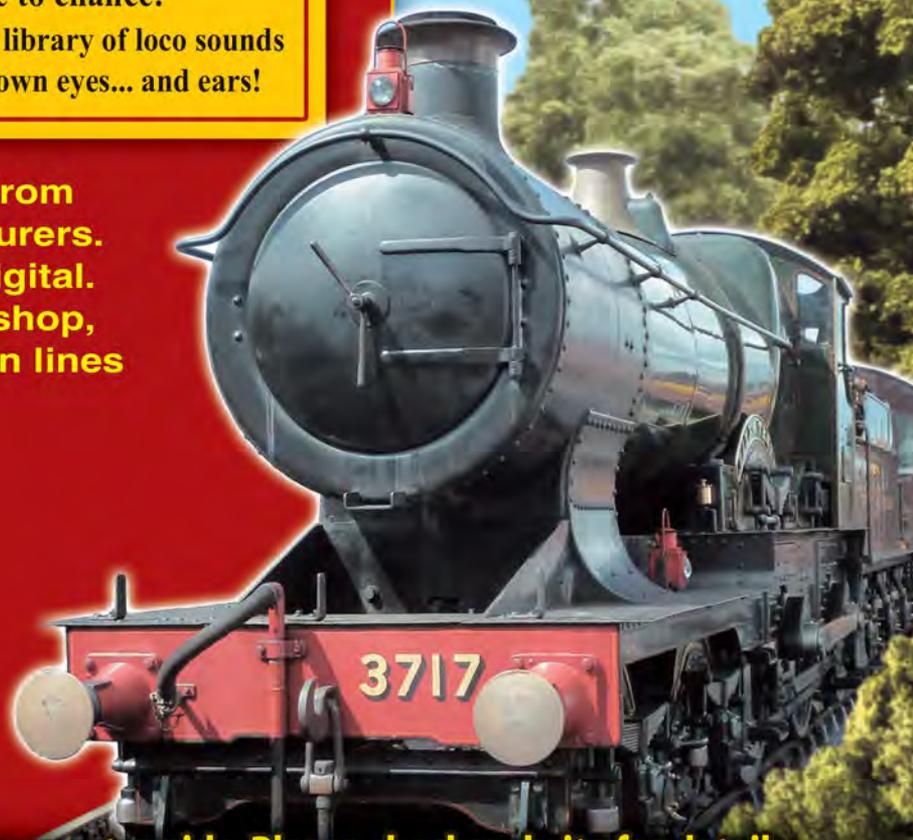
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DCC03 Prodigy Advance2 Wireless System £479.95

DECODERS

DC22 CLASSIC 2 Function Micro £24.95
DC23 CLASSIC 6 Pin Plug-in Decoder £24.95



DCC26 Compact 8 Pin Decoder w/Harness £14.95
DCC27 OMNI 21 & 8 Pin Decoder £18.95
DCC28 OMNI 6 Pin Decoder with Harness £20.95
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

DCC ACCESSORIES

DC11 Prodigy Extension Plate £37.95
DC13 Prodigy Adv2 Wireless Walkaround £179.95
DC14 Prodigy Adv2 Backlit Walkaround £129.95



DCC15 "Decoder Doctor" Decoder Tester £79.95
DC40 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 £3.45
DCC61 Medium NEM 652 Socket (5) £7.95
DCC62 Prodigy Universal Lead (2m) £5.50
DCC63 Prodigy Adv Power Supply Unit £25.95
DCC64 Prodigy Power Pack Lead £6.95
DCC65 Prodigy Express Power Supply Unit £25.95
DCC71 Prodigy Decoder Tester £9.95
DCC72 8 to 21 Pin Adaptor £4.65
DCC77 Prodigy Walkaround Adaptor £9.95

ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-COMBI Single Track Controller £39.95
GMC-100M Single Track £84.95
GMC-100MG Single Track O Scale £84.95
GMC-10LGB Single Track G Scale £39.95
GMC-10LGBSF Single Track G Scale Fan £169.95
GMC-P Single Track Simulation £39.95
GMC-PO Single Track Simulation O Scale £104.95



GMC-D Twin Track £99.95
GMC-DO Twin Track O Scale £169.95
GMC-DS Twin Track Simulation £169.95
GMC-TS Three Track Simulation £174.95



GMC-Q Four Track £179.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £34.95
GMC-100.O Single Track O Scale £44.95
GMC-100LGB Single Track G Scale £54.95
GMC-U Single Track Simulation £44.95
GMC-UF Single Track Feedback £39.95
GMC-UO Single Track Simulation O Scale £59.95
GMC-UD Twin Track £54.95
GMC-UDF Twin Track Feedback £59.95
GMC-JDS Twin Track Simulation £59.95
GMC-UTS Three Track Controller Sim. £79.95
GMC-UQ Four Track £84.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95
GMC-HH 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 (0.8a) £14.95
GMC-WM3 Kato Unitrack UK Power Supply £14.95
GMC-WM4 Output 12V DC (Regulated) £14.95

OPEN TRANSFORMERS

GMC-T1 Output 2 x 18V 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-SS1 Super Shuttle Unit £34.95
GMC-SS1LGB Super Shuttle Unit G Scale £44.95
GMC-SS2 Station Stop Unit £39.95

SEEP POINT CONTROL

POINT CONTROL STARTER SET



GMC-PCSET Point Control Starter Set £49.95
Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

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

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

POINT MOTORS



GMC-PM1 SEEP Motor with Built-in Switch £5.50
GMC-PM2 SEEP Motor No Switch £4.95
GMC-PM4 SEEP Motor Latching Mechanism £6.25



GMC-PM10 Solenoid Point Motor £6.95
GMC-BPMM10 Solenoid Point Motor (5) £29.95
Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



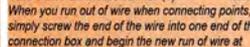
GMC-PM100 Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

POINT MOTOR ACCESSORIES

GMC-PM50 Connection Boxes (3) £3.95
When you run out of wire when connecting points, simply screw the end of the wire into one end of the connection box and begin the new run of wire at the other. Fixing screws included too.



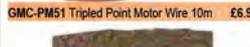
GMC-PM51 Tripled Point Motor Wire 10m £6.95



GMC-PM52 Point Motor Accessory Pack £2.95
The set also includes five ballast stickers which come with a pre-cut slot, which allow you to hide the hole in your baseboard created when you drill a hole in your baseboard for your point motor tiebar.



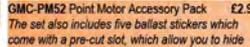
GMC-PM53 Harnesses for PM100 (2) £3.95
GMC-PM60 Solenoid Point Motor Decoder £12.95



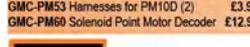
GMC-HF1 Single Track Unit £39.95
GMC-HF2 Double Track Unit £49.95



GMC-HF2 Double Track Unit £49.95



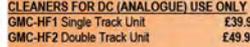
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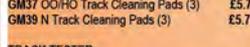
GMC-HF2 Double Track Unit £49.95



GMC-HF1 Single Track Unit £39.95



GMC-HF2 Double Track Unit £49.95



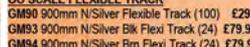
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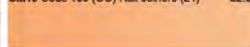
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GMC-HF1 Single Track Unit £39.95



GMC-HF2 Double Track Unit £49.95



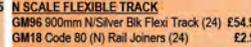
GMC-HF1 Single Track Unit £39.95

OO SCALE TRACK ACCESSORIES

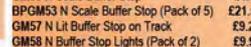
GM45 OOHO Re-Railer £5.35
GM54 OO Buffer Stop £1.95
BPGM54 OO Buffer Stop (5 Pack) £8.50



GM55 OO Lit Buffer Stop £7.25
GM56 OO Buffer Stop Lights (Pack of 2) £9.95
GM13 Pair of Leads (Joiners/Bare Wire) £4.95
GM66 Hornby Track Track Pins 10mm £2.65
GM67 Extra Long Track Pins 15mm £2.65



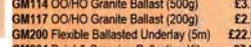
GM114 OOHO Granite Ballast (500g) £3.75
GM117 OOHO Granite Ballast (200g) £2.55
GM200 Flexible Ballasted Underlay (5m) £22.95
GM204 Point & Crossing Ballasting Kit £7.95



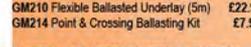
GM118 N Granite Ballast (200g) £2.55
GM201 N Flexible Ballasted Underlay (5m) £22.95
GM205 N Point & Crossing Ballasting Kit £7.95



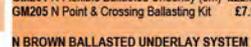
GM113 N Brown Ballast (500g) £3.75
GM116 N Flexible Ballasted Underlay (5m) £22.95
GM215 Point & Crossing Ballasting Kit £7.95



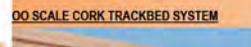
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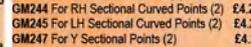
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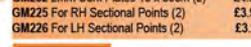
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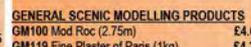
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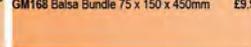
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GRASS & GRAVEL MATS



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 Park Grass Mat 100cm x 75cm £5.95
GM38 Spring Grass Mat 240cm x 120cm £29.95



GM140 Meadow Mat - Spring 6mm Grass £9.25
GM141 Meadow Mat - Meadow 6mm Grass £9.25
GM142 Meadow Mat - Spring 12mm Grass £12.25
GM143 Meadow Mat-Meadow 12mm Grass £12.25
GM147 Meadow Mat - Beige 6mm Grass £9.25
GM148 Meadow Mat - Beige 12mm Grass £12.25



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GM147 Meadow Mat - Beige 6mm Grass £9.25
GM148 Meadow Mat - Beige 12mm Grass £12.25



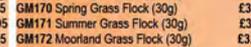
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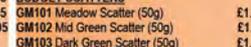
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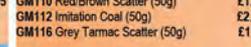
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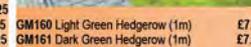
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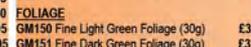
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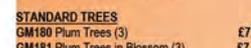
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GM148 Meadow Mat - Beige 12mm Grass £12.25



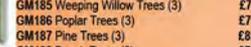
GM140 Meadow Mat - Spring 6mm Grass £9.25
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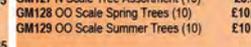
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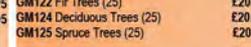
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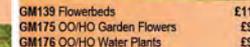
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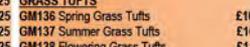
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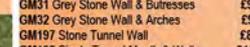
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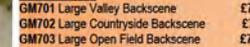
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GM177 OOHO Garden Plants £9.95
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GM176 OOHO Water Plants £9.95
GM177 OOHO Garden Plants £9.95
GM178 OOHO Wild Flowers £9.95



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Bere BANKS

KEITH SULLY

reversed the closure of the LSWR route from Exeter to Plymouth to create this 'OO' gauge layout which imagines what it might have looked like in the 1970s and '80s.

Summer
special

PHOTOGRAPHY, NIGEL BURKIN

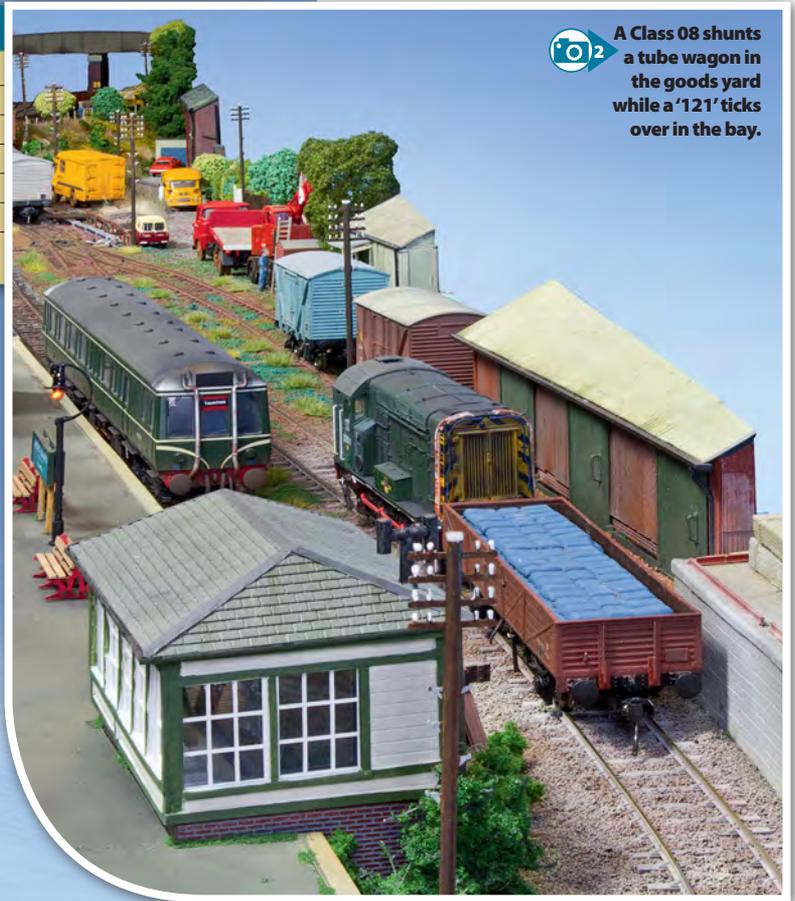


STATISTICS

Owner:	Keith Sully
Scale:	'OO'
Length:	20ft (12ft scenic)
Width:	10ft (1ft 6in scenic)
Track:	Peco code 75
Control:	DCC, Lenz 100
Period:	BR Western/Southern 1970-1980s



Below: Heading a diverted summer Saturday special, 'Western' D1008 Western Harrier enters Bere Banks with a rake of BR blue and grey Mk 1s.



A Class 08 shunts a tube wagon in the goods yard while a '121' ticks over in the bay.



BERE BANKS is inspired by the station at Bere Alston just west of Tavistock in Devon, though it is not an exact replica. The layout has been about three years in the making and a lot longer in the planning.

For many years I have been fascinated by the London & South Western Railway main line from Exeter via Okehampton and Tavistock to Plymouth. On holiday one year we stayed close to Bere Alston which was when I started to sketch out plans. The first was for an end to end layout, replicating today's station on the Tamar Valley Line, then a more elaborate idea emerged to become the layout you see today.

As my modelling interests are the 1970s and '80s, we will join the history of the original line at the closure of the through route between Meldon Quarry and Bere Alston in 1968. The remainder of line remained open to Gunnislake from the south and Meldon from the north, with both spurs singled in 1970.

Today trains reverse at Bere Alston to complete their journey across the impressive Calstock viaduct which carries you over the Cornish border and River Tamar to Gunnislake. The single line taken from St Budeaux Victoria Road on the outskirts of Plymouth provides the key for the guard to unlock the lever frame to switch the points manually at Bere Alston so the train can continue to its terminus.

For Bere Banks a 'what if' scenario was needed to allow me to run my favourite era with more than just a Diesel Multiple Unit (DMU) shuttle, so the 1968 closure never happened! The double-track main >>



Left: A BR blue '121' enters from the branch. It will head into the bay platform where it will reverse and depart for Plymouth.

Below: The driver of D1045 *Western Viscount* waits at Bere Banks for the arrival of a Class 121 'bubble car' from the branch. Forward connections are important at this Devon station.

line from Exeter via Coleford Junction and Bere Alston was maintained as a secondary line, providing an alternative diversion to the coastal route south of Exeter via Dawlish to Plymouth (how much the 'LSW' is needed in the present day!). The branch to Gunnislake also remained, although the junction moved a little further south, perhaps due to a landslip? Bere Alston retained a small goods yard with it and the branch platform's access reversed to face Plymouth in anticipation of the commuters and tourists using the line from Plymouth.

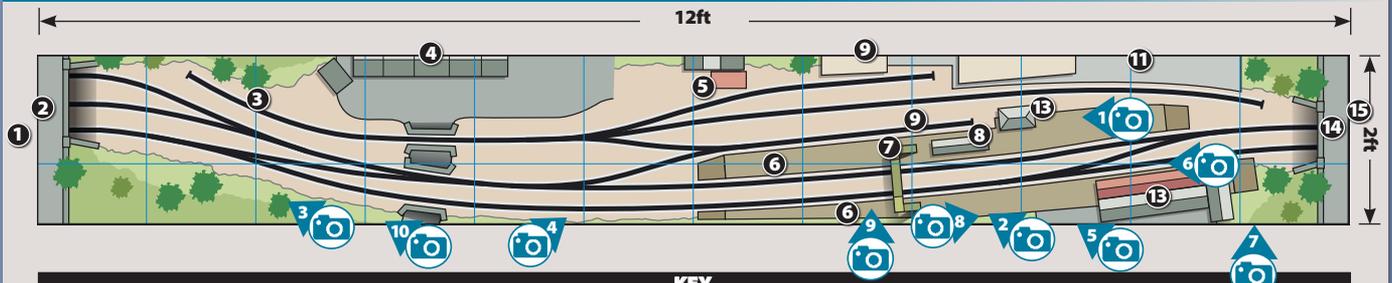
The rural lanes over Collins and Tuckermarsh bridges have moved closer together to act as scenic breaks for my imaginary world. The buildings and lie of the land reflect the station in its prime though I have omitted the substantial goods shed, replacing it with a loading bank for china clay and locally quarried products.

Now we have an excuse to run a wide variety of trains. The branch has a shuttle service, DMUs ply between Plymouth and Tavistock or Exeter while diverted summer specials see locomotive hauled Mk 1 and Mk 2 coaches work long-distance trains. Freight services move a variety of parcels, china clay, ballast from Meldon Quarry, fruit and agricultural produce as well as Ministry of Defence traffic for Devonport and the Royal Naval Armaments Depot at Ennesettle a little further down the line.

The 1970s sees a wide range of my favourite diesel-hydraulic locomotives – 'Westerns', 'Warships' and 'Hymecks', with a supporting cast of classes 25, 33, 37 and 47 passing through Bere Banks. Occasionally the era moves to the 1980s with Railfreight workings as well as the occasional diverted High Speed Train. To portray a careworn scene the locomotives >>



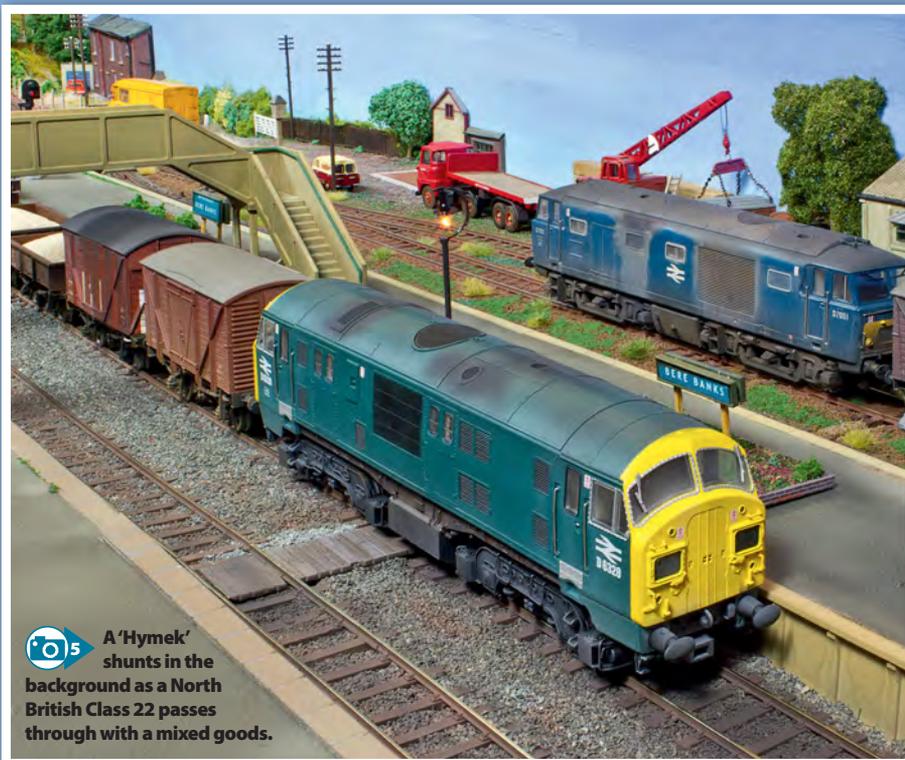
BERE BANKS TRACK DIAGRAM (NOT TO SCALE)



KEY

- | | | | | |
|---|---|--|--|---|
| <ul style="list-style-type: none"> ❶ To storage yard ❷ Collin's Lane ❸ Headshunt | <ul style="list-style-type: none"> ❹ Cottages ❺ Weighbridge ❻ Platform | <ul style="list-style-type: none"> ❼ Footbridge ❽ Waiting room ❾ Bay platform | <ul style="list-style-type: none"> ❿ Seed stores ⓫ Loading bank ⓬ Signalbox | <ul style="list-style-type: none"> Ⓜ Station building Ⓨ Tuckermarsh Bridge Ⓩ To storage yard |
|---|---|--|--|---|





A 'Hymek' shunts in the background as a North British Class 22 passes through with a mixed goods.

and rolling stock have been weathered. Treating all the buildings and road vehicles similarly aims to pull the scene together.

BUILDING BERE BANKS

Construction followed fairly normal practice. The three scenic 4ft baseboards are built from 6mm plywood, the sides and cross bracing glued together as laminated beams with ply spacers. This makes the layout extremely light so two people can easily carry all three boards when they are bolted together in what looks like a chest of drawers to transport. Using alignment dowels has proven invaluable to ensure a precise fit each time the layout is put back together.

Using code 75 flexible track creates a much more subtle permanent way, particularly with the spacing between sleepers widened and weathered with sleeper grime, rust and the like. The sweep of the track is a feature of the real railway as it hugs the steep contours of the Tamar Valley. The curved platforms try to replicate this on the model, built up from Peco platform edges. The flow of the curves has been compromised slightly so the track is central and straight as it exits the scenic section to allow the use of the shared club storage yard – a



worhty compromise to save the effort of building another set of baseboards.

During development I used card mock-ups of the key structures to check the plan would deliver the flexibility needed, an example of where this helped was when it highlighted that the crossover needed to move slightly to allow second generation DMUs to clear the bridge parapets. It is all time well spent to avoid too many alterations after everything is ballasted and painted though you will always find something later on.

Less than a month before the exhibition debut that niggle arrived. The slide type switches attached to the point motors which change the frog polarity turned out to be unreliable. These were replaced with Peco microswitch kits with a simple modification to the mounting plate to fit SEEP motors. As well as improving the reliability they have the advantage that two switches can fit on to each point motor to change the frog polarity and signal control. This has greatly improved the slow running of the locomotives and does not disrupt the Digital Command Control (DCC) sound fitted to some of the locomotives and DMUs.

 Right: **Class 37 37034 slows on arrival at Bere Banks with its through goods working.**

 Below: **The BR maroon livery of D865 Zealous still looks smart, despite the arrival of BR's new corporate colours. The North British Class 43 is ready to depart with its ballast working.**



DIGITAL AND ANALOGUE

DCC control of the trains is great but for point and signal control I wanted to keep things simple for me to build. All the points are controlled from a simple analogue control panel using push-to-make switches, which bolts to either the front or back of the layout depending if it is home or away. I have used digitally controlled points on friend's layouts, but found it difficult to memorise all the DCC addresses to set routes.

The club storage yard uses a diode matrix to set routes with a mimic panel at each end to allow either separate operators for the up and down lines or one-man operation. A great deal of thanks must go to Andy Hayes for wiring up the yards for us.

Signalling in my alternative history has been upgraded to colour lights and automated to simplify exhibition operation. They show danger if points are set against the route and as a train enters the section, returning to green after a suitable length of time. Automation is achieved using a combination of infra-red sensors under the track and microswitches attached to the point motors. The only work required

by operators is to flick a single switch to run wrong line for access to the branch or crossover back toward Plymouth.

The signals created the strangest gremlin at the layout's debut on the exhibition circuit at Model Rail Scotland, in 2016. As the hall lights were turned up when the public arrived, the infra-red sensors got confused and reacted to the powerful hall lighting, rather than the movement of stock! A 'Eureka!' moment in the middle of the night found the fix of creating shades for the IRDOT sensors made out of heatshrink sleeving - a two-minute fix after 12 hours of pondering!

CREATING THE WORLD

I built up the scenic contours and structures on the workbench in a modular way, using card templates traced from the location on the baseboards. This allowed me to paint retaining walls, bridges and platform edges away from the layout so I didn't have to reach across or mask areas already built.

The station buildings are quite distinctive in this part of the world. To recreate the feel of the original, scratchbuilding was the only way forward. The site was surveyed taking >>



Left: Diesel-electric traction is becoming more prevalent at Bere Banks as BR begins the run-down of the hydraulic fleet. A Class 25 enters the station with a van train.

Right: 'Hymek' D7051 has been tasked with the pick up goods today delivering empty vans to the yard for loading.

Below: A Class 121 crosses back onto the main line to head for Plymouth having reversed at Bere Banks.

lots of pictures and from them I drew up a plan on squared paper. Mock-ups were made next from cereal box card to check it all looked proportionate and work out the roof angles. The station was built from Wills and Slaters embossed plasticard sheets. Instead of painting the individual stones I used artists pencils in varying shades applied over a coat of Halfords grey primer, then blended together using a finger. Once it looks right a spray with matt varnish seals in the colour. The building had to be compressed a little to fit the baseboard, so it is not a perfect facsimile but hopefully it captures the essence of the architecture. This is probably the most complex building I have scratchbuilt to date and is the feature on the layout in which I take the most pride.

The signalbox and seed store were adapted from Ratio kits. The larger seed store was scratchbuilt from photographs and this building is still being used by a local garage. The railway cottages were also scratchbuilt and artists pencils were used again to colour individual bricks.

AN IDYLIC SCENE

A summer Saturday in the early-1970s is the atmosphere the layout is trying to achieve. It is a world where there is not too much going on, a few characters working and where a lot of things are only just maintained on the railway. The majority of the figures, from Peter Goss's excellent range, are set in a few cameos discussing their next steps.

Operating the layout can be quite immersive using the yard, branch and loop to the full, or sometimes it's nice to simply watch the trains rattle through the scene on the main line. There is not a fixed timetable or operating sequence, although there is a pattern to the branch service where a combination of two or three passenger services meet - perhaps more

Swiss timetabling than BR of the era!

The sequence starts when the branch DMU comes up from Plymouth, waits for the down connection from Exeter, then reverses to access the branch. Branch trains will tend to return to Plymouth, which is easy for the DMU but the freights need to run round using the crossovers on the main line.

The yard has a headhunt but no loop so you can set yourself some shunting puzzles exchanging loaded vans for empties, minimising the number of times you need to venture out onto the main lines to rearrange the train. Occasionally a locomotive is stabled at Bere Banks to trip freight down the branch, but normally the daily pick-up locomotive needs to marshal its own train and sort wagons to the appropriate position for loading.

Shunting the yard is a therapeutic pastime. The majority of stock is fitted with Kadee couplings with the large magnets set below the ballast, allowing hands-free operation. You need to adjust and fit these couplings very carefully for them to work well and not foul points. They do close the gap between coaches nicely as well.

The intention was to keep exhibition audiences and operators entertained with a layout that allows for quite a complex set of moves and a flow of interesting trains. The trick is not to end up with all your stock in the Down side of the storage yard!

The support I have had from my club, Scottish Modellers, and the Diesel Electric Modellers United community, on the forum and at exhibitions, has been invaluable. Particular thanks must go to Andy Hayes and Mark Darragh for all their help in preparing for Bere Banks' first exhibition.

In the future there are a few tentative exhibition invites and more stock to build and detail including the West Country 'sleepers' and motor-rail trains. [Hymek](#)







Cobalt iP digital

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The Great Western Main Line's sea wall through Dawlish and on to Teignmouth is probably the best known of all Britain's coastal railway lines. On August 6 1976 1068 *Western Reliance* approaches Teignmouth with a Down West of England express. Graham Smith/Railphotoprints.co.uk



Coastal RAILWAYS

Summer
special

The traditional British holiday saw thousands flock to the seaside to enjoy the summer weather, but the railway went there all year round.

MARK CHIVERS presents four track plans which take inspiration from famous railway locations beside the sea.

RAILWAY JOURNEYS that involve a section along the coastline are spectacular. Whether it's the famous South Devon stretch between Dawlish and Teignmouth, the meandering Cumbrian Coast line or the sheer drama of the East Coast Main Line at speed between Dunbar and Berwick-upon-Tweed, my eye is always drawn to the sea and often the imagination begins to run wild searching for ways to recreate the scene in miniature.

On a glorious summer's day, views can be dazzling and yet even on a stormy winter's day it can be breathtaking too, as huge waves crash in – even breaking over the railway infrastructure on occasions. It can also be equally striking when viewing from the beach or harbour-side as a train negotiates the coastline. The sea wall at Dawlish is particularly impressive as trains forge ahead enabling viewing at close quarters.

Transportation of large numbers of passengers to and from major holiday resorts, especially on summer Saturdays, resulted in a huge increase of services to the coast each year. In turn, these extra services offered plenty of variety in rolling stock and motive power visiting from far flung origination points around the country, perfect for railway modellers to replicate. Even freight locomotives were drafted in to accommodate the need to move the masses to holiday destinations.

This set of four 'OO' gauge track plans take inspiration from a number of prototypical locations. Two designs are continuous loop affairs, while the others are end-to-end schemes. The former offer the flexibility of keeping trains running and varying the stock utilising the sizeable storage yards while the others are more involved with passenger arrivals and departures, shunting, marshalling and more.

Designed to fit areas up to 16ft x 12ft these freelance schemes can be adapted to suit the space available and your operating needs. Peco code 100 track has been used as a guide throughout with a mix of standard sectional track components and flexible track. Each is loosely based on a real location, but there is plenty of scope to add lots of scenic detail to bring them to life with sea walls, harbours, golden beaches, sunbathers, wind surfers, guest houses, boats, ice cream vans, beach huts and so much more.



Plan A – Inspired by Dover Town Yard

Plan A is a fairly ambitious undertaking as it measures 14ft x 10ft with a continuous loop design, inspired by the former Dover Town freight yard in Kent which lay on a stretch of land between the sea wall and the town's famous chalk cliffs.

Nine medium radius points, four double-slip crossings, three large radius turnouts, eight double radius curved points, a large radius curved point and two long crossings are required to replicate this design. Effectively a large double-track oval, a branch is provided from the main line on the right hand side of the scheme to simulate an alternative route to a ferry terminal. These lines then disappear into a tunnel and re-join the main layout in the staging area at the rear. It is worth noting that the two long crossings create potential

conflicting movements, which you will need to consider when operating this layout. That said, this design offers the illusion of an additional route, and an excuse to operate an occasional boat train or freight for the train ferry.

Freight is the main focus in the foreground of this scheme with a substantial yard provided running along the sea wall. This offers the ability to shunt and marshal vehicles for their onward transport to European destinations as well as form domestic services too.

Facilities include locomotive stabling, a mess room, engineer's sidings, headshunts and a useful run-round loop which avoids the need to use the main line. Three double slips make good use of the available space while access to and from the freight yard is provided from the up and down main lines.

Four outer and three inner loop

WHAT WE USED			
Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100	55
Large curved left hand point	Peco	SL-87	1
Large radius right hand point	Peco	SL-88	1
Large radius left hand point	Peco	SL-89	2
Double slip crossing	Peco	SL-90	4
Long crossing	Peco	SL-94	2
Medium radius right hand point	Peco	SL-95	7
Medium radius left-hand point	Peco	SL-96	2
Standard straight	Peco	ST-200	7
Double straight	Peco	ST-201	2
Short straight	Peco	ST-202	2
Second radius half curve	Peco	ST-227	1
Third radius double curve	Peco	ST-231	2
Curved double radius R/H point	Peco	ST-244	6
Curved double radius L/H point	Peco	ST-245	2

storage lines are provided capable of holding six to eight carriage trains, although additional length could be added, if space allows.

In terms of scenic detail, there's plenty to go at including

modelling the chalk cliffs, tunnel mouths, bridges, sea wall, beach and yard detritus. Tunnels feature at each end, allowing trains to depart off-scene at a suitable break.

Plan B – Inspired

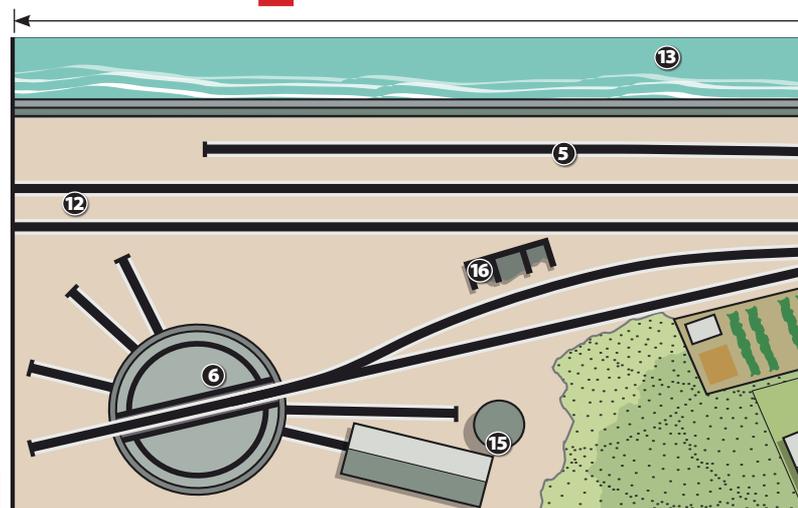
WHAT WE USED			
Product	Manufacturer	Cat No.	Quantity
Turntable kit	Peco	LK-55	1
Flexible track, yard length	Peco	SL-100	24
Double-slip crossing	Peco	SL-90	5
Medium radius right hand point	Peco	SL-95	3
Medium radius left hand point	Peco	SL-96	3
Double straight	Peco	ST-201	3
Short straight	Peco	ST-202	1
Long straight	Peco	ST-204	1
Medium crossing	Peco	ST-250	1

Plan B is an end-to-end design and features a single double-faced platform, together with a raft of carriage sidings, a goods yard and a small locomotive depot.

Measuring 14ft x 3ft and inspired by the facilities once offered at the North Devon resort of Ilfracombe, our freelance design assumes the station sits back from the sea at a lower level. A single double-faced platform offers limited passenger facilities and requires all arrivals

to be shunt-released by a station pilot as there are no run-round facilities provided. Both platforms can accommodate three or four carriage trains, although these could be extended if space allows.

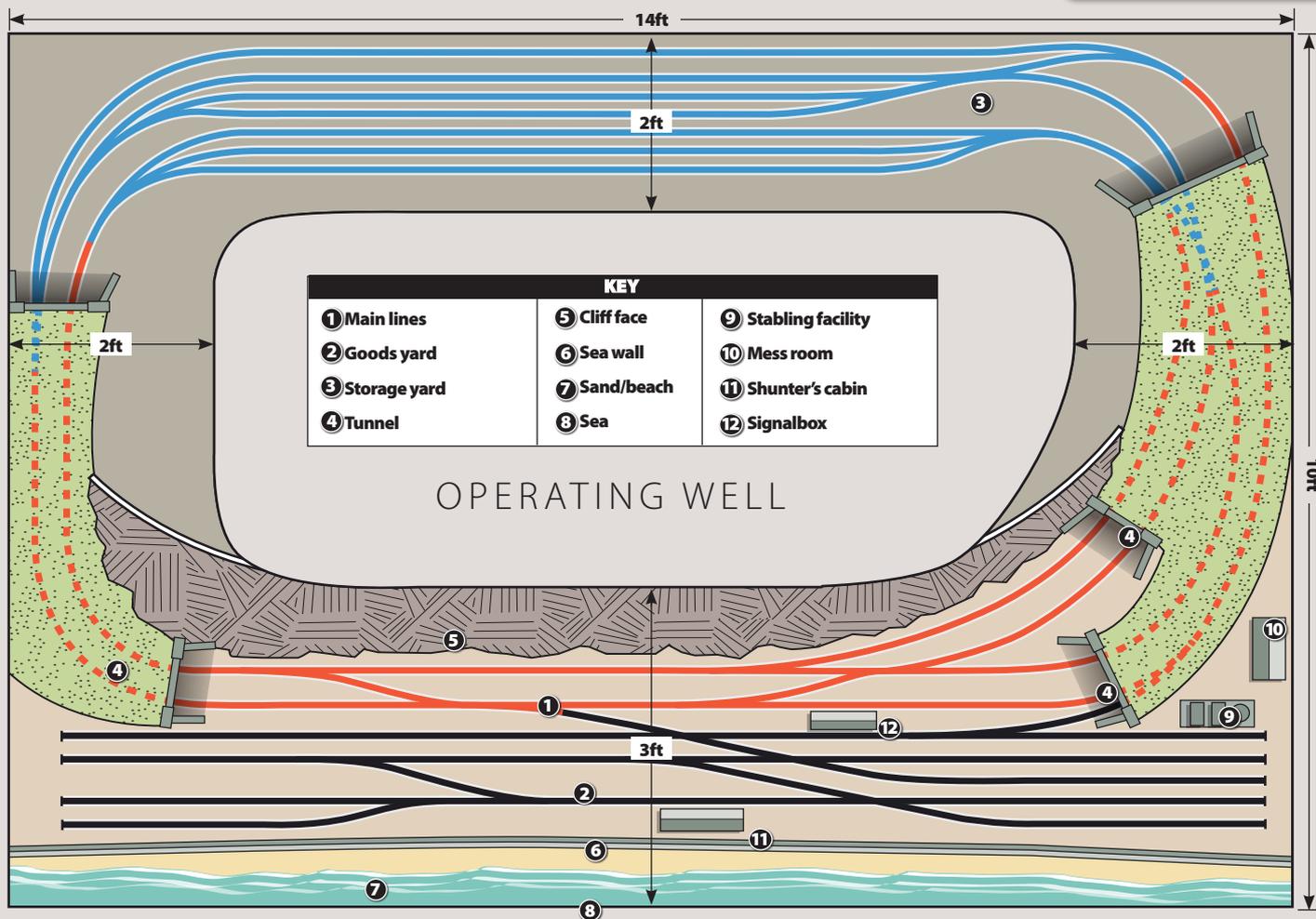
Locomotive servicing facilities are also limited, although a turntable is included in the scheme to enable turning of steam locomotives for their return journey. A modest goods yard is also included which



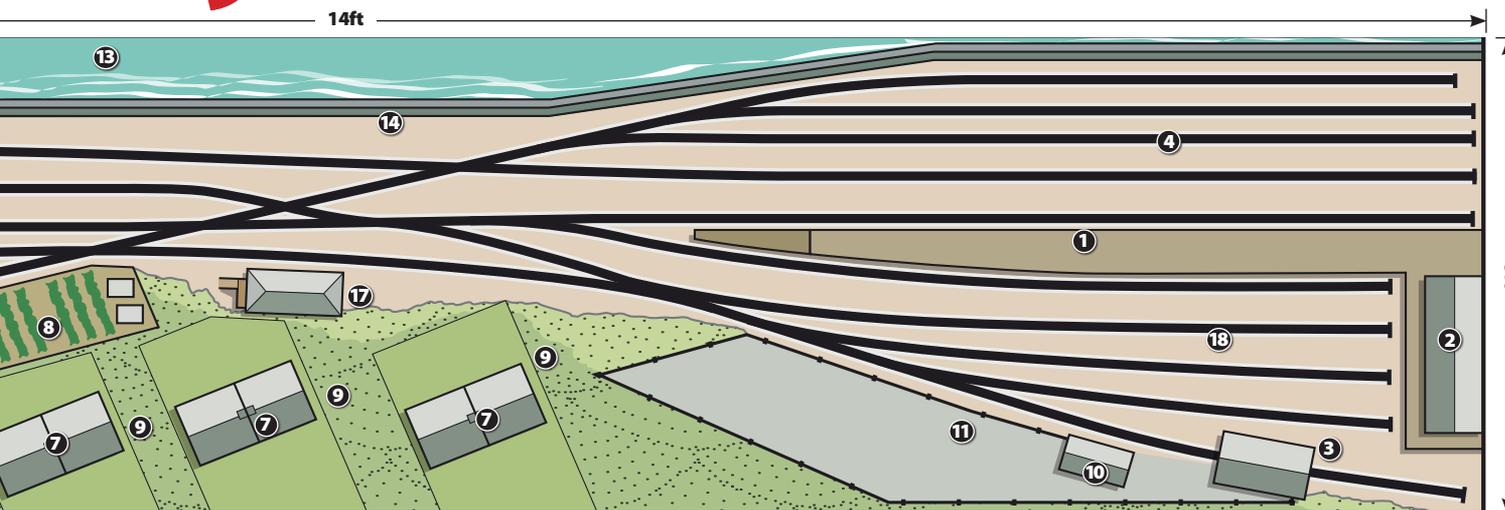
can be accessed from the main line as well as direct from the locomotive depot. This latter connection also serves as a headshunt for the goods yard, ensuring the main line is kept clear. Four carriage sidings are also provided between the platform and sea wall for stabling vehicles

between journeys and a separate headshunt also helps when marshalling passenger vehicles.

Five double slip crossings are used to provide access to all areas, maximising the available space and ensuring reasonable length trains can be shunted to and from the station area. In addition, this



by Ilfracombe

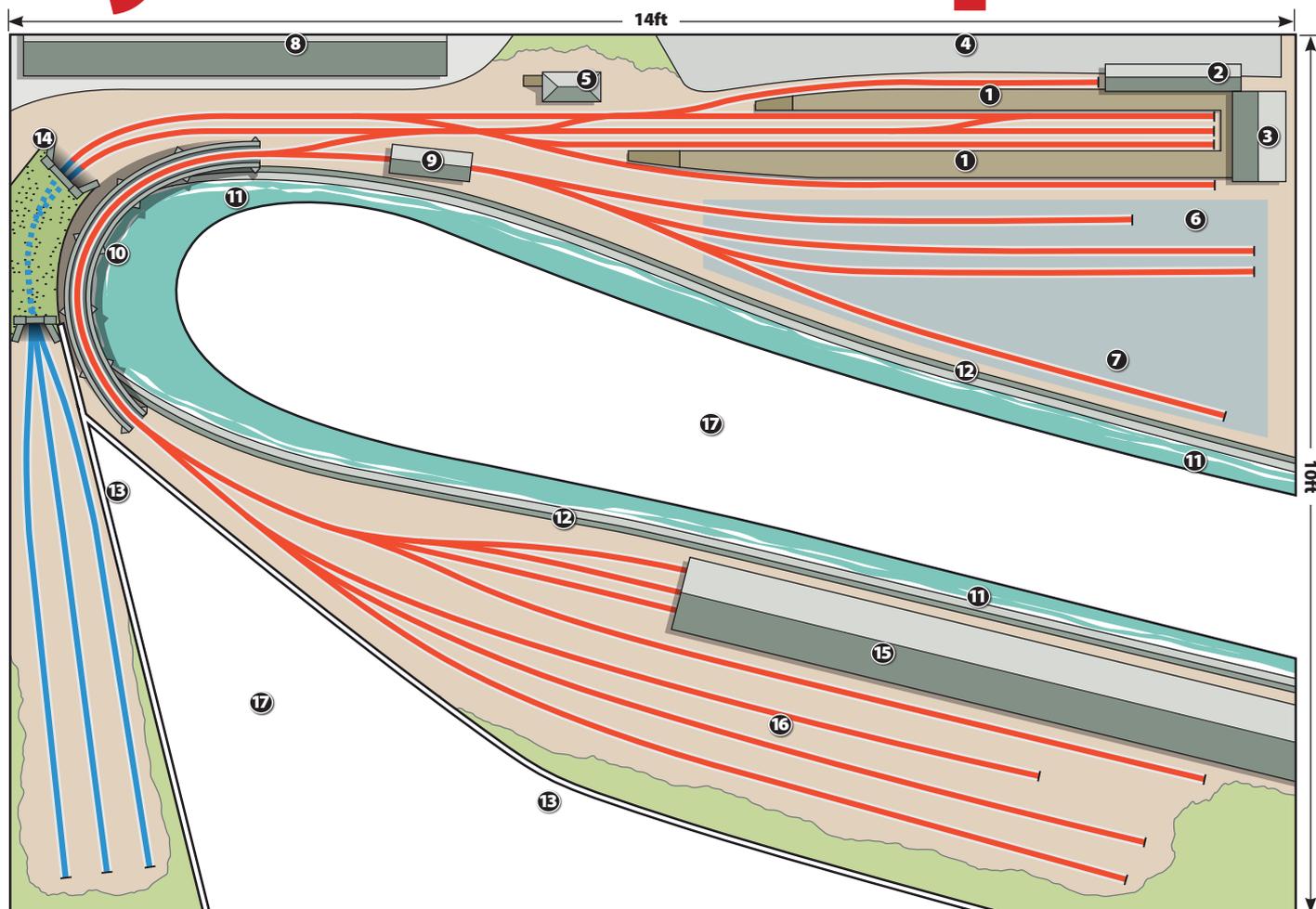


scheme also calls for six medium radius turnouts and a small crossing which is central to the plan. The largest outlay is likely to be the depot turntable. Peco's 'OO' gauge kit has been used for illustrative purposes, although other turntables are available in kit and ready-to-run forms

including ADM Turntables, Dapol, Heljan and Hornby products. Blocks of terrace housing and gardens offer additional scenic opportunities together with the goods yard and locomotive area detailing. A separate 'off-scene' storage yard will be required with this plan.

KEY		
1 Platform	7 Houses/gardens	13 Sea
2 Station building	8 Allotments	14 Sea wall
3 Goods shed	9 Fence	15 Engine shed/water tower
4 Carriage sidings	10 Goods office	16 Coaling stage
5 Carriage siding headshunt	11 Goods yard area	17 Signalbox
6 Turntable	12 To/from storage yard	18 Sidings

Plan C - Inspired by Littlehampton



Plan C represents a south coast terminus and carriage servicing depot, inspired by facilities at Littlehampton in West Sussex, although radically different from the prototype. Fully self-contained, this end-to-end plan measures 14ft x 10ft and comprises a three-road off-scene staging yard to the left which offers access to the layout through a single bore tunnel. The layout's unique shape enables control and access to all areas from the centre.

This scheme is track intensive and uses 14 medium radius and two large radius points, two three-way turnouts, a single curved double-radius point and a double slip. Four platforms provide flexibility for commuter and holiday traffic, while a centre road between platforms offers run-round facilities and a stabling point for a station pilot. Some longer distance holiday trains would require shunt-release by the station pilot, while much of the commuter

KEY		
① Platform	⑦ Engineers siding	⑬ Backscene
② Waiting room	⑧ Houses	⑭ Tunnel to/from the fiddle yard
③ Station building	⑨ Carriage washer	⑮ Carriage shed
④ Car park	⑩ Bridge/viaduct	⑯ Sidings
⑤ Signalbox	⑪ Sea	⑰ Access area/operational area
⑥ Stabling sidings	⑫ Harbour wall	

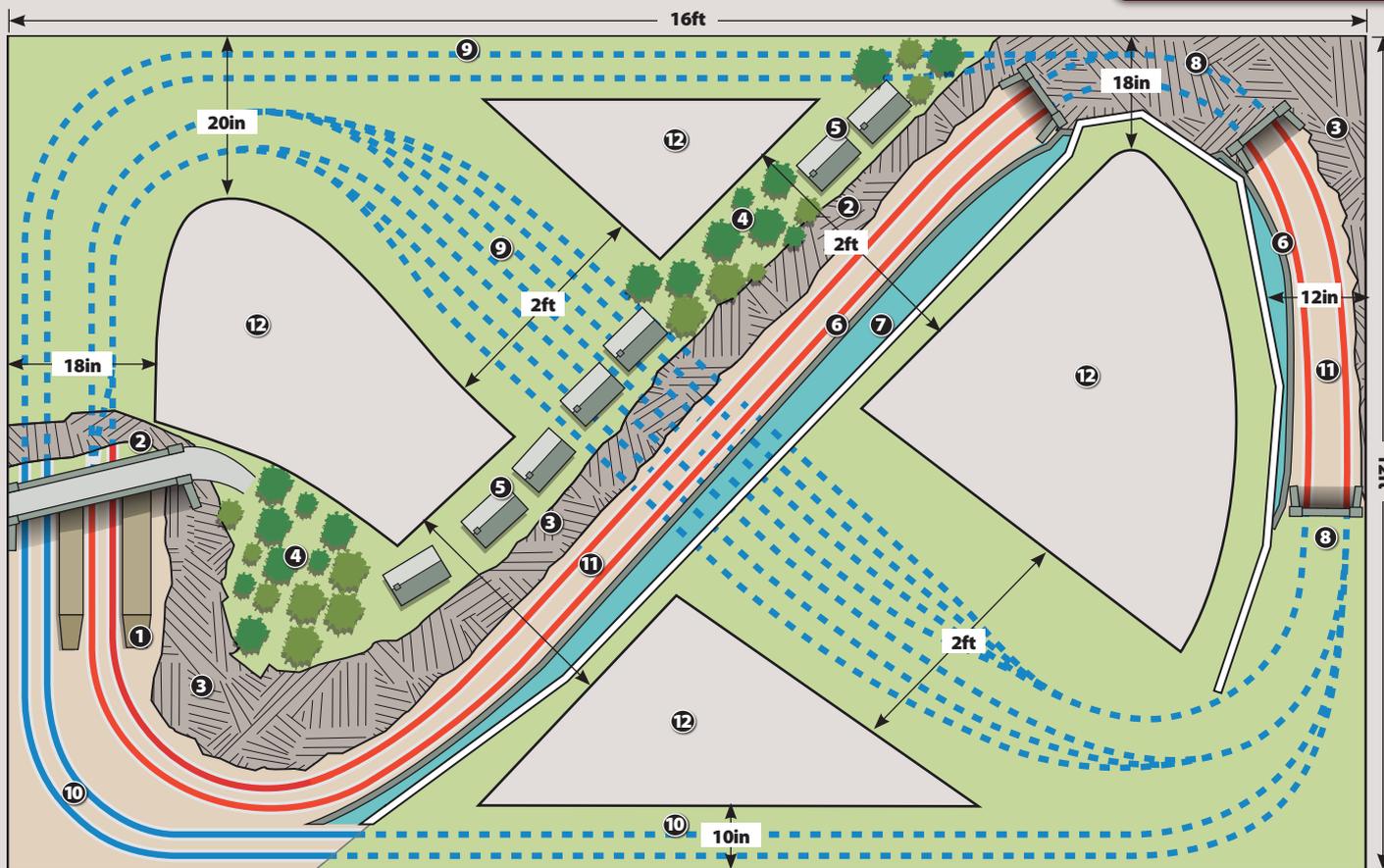
service would be formed of Electric Multiple Units (EMUs).

On the opposite side of the harbour peninsula sits a three-road carriage servicing shed together with four additional stabling sidings. Further stabling is provided alongside the station together with a carriage washing unit. Access to this depot is provided by means of a short curved viaduct to allow empty coaching stock moves to and from the station for added variety. A harbour area sits along the inner face of the layout, set just below the station and depot

which can be detailed accordingly with fishermen, boats, buoys and perhaps even a lighthouse.

Designed with shunting movements in mind, the scheme offers plenty of flexibility and will allow locomotive-hauled trains to be shunt-released, stabled and marshalled, while EMUs can shuttle to and from the depot. Depending on the coupling system used, a series of uncouplers could also be built-in to allow automatic coupling and uncoupling of units in the station and depot areas for added interest and flexibility.

WHAT WE USED			
Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100	50
Large radius right hand point	Peco	SL-88	2
Double-slip crossing	Peco	SL-90	1
Medium radius right hand point	Peco	SL-95	3
Medium radius left hand point	Peco	SL-96	11
Three-way point	Peco	SL-99	2
Standard straight	Peco	ST-200	1
Third radius double curve	Peco	ST-231	4
Curved double radius r/h point	Peco	ST-244	1



Plan D – Inspired by Dawlish to Teignmouth

Plan D is simple yet complicated at the same time. Simple, because the main scenic area comprises just two parallel main lines running diagonally across the baseboard, yet complicated because of the network of hidden sidings nestling below.

Measuring 16ft x 12ft, this ambitious scheme features a figure-of-eight track design at its heart. In addition, an extra outer circuit also runs along three hidden edges of the layout, which offers an extra route and more than 40ft of additional stabling on each track.

Two scenic sections of double track main line run across the

board in an 'S' shape between sections of tunnel, inspired by those on the Teignmouth to Dawlish stretch of coastline in South Devon. Even the signature curve from Teignmouth onto the coastal section is represented.

The scenic vistas have been created to give a sense of the trains entering and exiting the tunnels in this area, while a representation of platform ends on the left hand side of the design provide the sense of a station in the area and allow you to stop the occasional train with the last couple of carriages on view. To maintain the illusion, all areas apart from the scenic

KEY		
1 Platform	5 Houses	9 Hidden storage
2 Road bridge	6 Sea wall	10 Hidden loop/storage
3 Cliff face	7 Sea	11 Main lines
4 Woodland	8 Tunnel	12 Access area

sections would benefit from being hidden behind/below scenery.

In operation the layout can recreate that sense of holiday trains heading to and from Torbay and Cornwall, the scenic stretches of line are long enough to allow prototypical train formations to be operated. Tunnel sections can be lengthened or shortened as required to ensure adequate space is available.

All pointwork is hidden from view and utilises nine large radius curved points, four large radius turnouts, two medium radius points and a curved double radius turnout. The remainder is plain track, with fourth radius curves utilised wherever possible.

However, this plan will require careful thought ahead of construction as the storage yards at the centre of the scheme will need to be lowered to allow sufficient

clearance where they cross below the scenic main lines. Alternatively, the scenic sections could be raised using products such as Woodland Scenics' foam risers and inclines. Care should also be taken to ensure the inclines to and from the visible scenic sections are achievable for your locomotive fleet and DCC Concepts Powerbase system is well worth consideration in this respect. Its steel plates and magnets have been shown to offer a significant haulage capacity increase for model locomotives on gradients in both 'OO' and 'N'. We will be covering the 'OO' gauge Powerbase equipment in a future issue.

With the famous sea wall, cliff faces, golden sands and glistening sea all crying out to be modelled – together with the ability to just sit back and watch trains pass by - what's not to love about this scheme?

WHAT WE USED			
Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100	56
Large curved right hand point	Peco	SL-86	8
Large curved left hand point	Peco	SL-87	1
Large radius right hand point	Peco	SL-88	3
Large radius left hand point	Peco	SL-89	1
Medium radius left-hand point	Peco	SL-96	2
Standard straight	Peco	ST-200	1
Short straight	Peco	ST-202	1
Third radius standard curve	Peco	ST-230	3
Third radius double curve	Peco	ST-231	5
Fourth radius curve	Peco	ST-235	37
Curved double radius R/H point	Peco	ST-244	1

formma Holiday train

SUMMER COMES SOONEST in the south' proclaimed the Southern Railway's (SR) famous publicity poster. Each year, holidaymakers by their thousands would flock to British seaside resorts by train for their annual vacation as this was the quickest and most convenient means of getting from one part of the country to another.

To cater for this extra demand, railway companies would strengthen normal timetabled services with extra carriages where possible, as well as introduce additional dedicated summer services to coastal resorts around the country. Many of these extra trains would just run on Saturdays to tie-in with the traditional weekend changeover at the seaside hotels and guest houses. This in turn required extra staff to cope with demand at the weekends as well as the physical requirement of locomotives, coaching stock and enough sidings to handle the extra traffic.

An extensive network of services operated from London, the North and Midlands to resorts around the country including Blackpool, Bournemouth, Great Yarmouth, Hastings, Llandudno, Lowestoft, Margate, Newquay, Paignton, Poole, Portsmouth, Scarborough, Skegness, Torquay and more. Many of these long distance once-a-week traffic flows resulted in large numbers of dedicated rakes of carriages remaining stabled in sidings at

destinations or near resorts during the week until the following weekend's return services.

Some carriage formations would utilise whatever stock was available, which often resulted in an interesting mix of multi-region carriage types and liveries within the same formation! This eclectic mix wasn't purely restricted to the rolling stock as locomotives not usually associated with a particular area, or traffic type, could appear at the head of one of these additional services. Occasionally, 'banned' motive power would be utilised on an inter-regional summer service and rather hurriedly find itself being returned!

Following motorway and road modernisation schemes together with a trend for taking holidays abroad, the role of summer Saturday trains declined steadily, although dated trains remain in today's timetables to selected resorts.

From a modelling perspective, manufacturers offer a good selection of carriages in 'OO' to suit many of the possible permutations covering a range of vehicles including BR Mk 1s, Stanier Period III corridor stock, Collett 60ft and 'Bow-end' carriages, Hawksworth corridors, Gresley corridor and even Maunsell vehicles too.

Currently in development is a new range of Thompson corridor stock by Bachmann together with the South Eastern and Chatham Railway (SECR) 'Birdcage' carriages. Kernow Model Rail Centre's 'OO' gauge LSWR push-pull Gate Stock is developing well with the model reaching the

engineering prototype (EP) sample stage of the process, while Hornby's new 'OO' gauge London & South Western Railway (LSWR) rebuilt Maunsell 58ft non-corridor stock is due imminently.

In terms of 'OO' gauge locomotives, we are particularly spoilt for choice with a good selection of branch and main line types available. Railway operating departments would often call upon whatever motive power was spare at the time, resulting in some quite remarkable appearances at locations not normally associated with particular locomotive types, therefore it really is a case of almost anything goes! While main line stations would often witness rare locomotives working through, branch lines would often make use of their own motive power, sometimes bolstered by additional engines, such as on the Lyme Regis branch on a summer Saturday where a pair of LSWR '0415' 4-4-2Ts could occasionally be found working through coaches to and from the branch terminus.

The following selection of train formations is just a small snapshot of the extensive network of services operated during the 1950s-1980s and demonstrates what can be replicated using ready-to-run 'OO' gauge products. As some of the formations operated in excess of ten vehicles, selective compression has been introduced to reduce train lengths together with a degree of modeller's licence. Whilst not exhaustive, the formations listed have been created using prototype information as a guide. [Hobby](#)



Summer
special

The railways moved millions of passengers to their holiday destinations. **MARK CHIVERS** offers 15 typical train formations covering the 1950s to the 1970s.

tions

Holiday trains called for long rakes of passenger stock which sometimes saw unusual motive power at their head too. On other occasions it was a typical locomotive for the region. On August 19 1961 Maunsell 'Schools' 4-4-0 30911 *Dover* approaches Kensington Olympia with a lengthy holiday express for Hastings. Note the train reporting number hanging from the upper lamp bracket to identify the special working. [Ken Cook/Rail Archive Stephenson](#).



HOLIDAY TRAIN FORMATIONS



Maunsell 'N' 2-6-0 BR lined black, early crests (Bachmann), Gresley BCK, Thompson SK, Gresley SK, CK, Thompson SK, Gresley BCK, Thompson BSK, CK, BSK -



GWR 'King' 4-6-0 BR lined green, late crests (Hornby) BR Mk 1 BSK, FK, SK, SK, SK, BSK, Collett 'bow ended' SK, SK - BR carmine and cream



LMS 'Black Five' 4-6-0 BR black, late crests (Hornby), Maunsell BSK, SK, SK, SK, CK, SK, CK, CK, SK, BSK - BR green **DATE:** 1958 **SERVICE:** Walsall to Hastings



LNER 'B1' 4-6-0 BR lined black, late crests (Bachmann/Hornby), BR Mk 1 CK*, TSO, TSO, TSO, TSO, RMB, TSO, TSO, TSO*, TSO, BSK* - BR maroon except * BR carmine and cream



BR '4MT' 4-6-0 BR lined black, late crests (Bachmann/Hornby) + SDJR '7F' 2-8-0 BR black, late crests (Bachmann), Maunsell BSK, Bulleid CK, SK, Maunsell SK, Bulleid BSK,



LMS Ivatt '2MT' 2-6-2T BR lined black late crests (Bachmann), Bulleid BSK, Maunsell SK, Bulleid CK, SK, BSK - BR green **DATE:** 1961 **SERVICE:** Lyme Regis to London Waterloo



SR Rebuilt 'West Country' 4-6-2 BR lined green with late crests (Hornby), Maunsell BSK, Bulleid SO, SO, Maunsell SK, CK, Bulleid CK, Maunsell SK, BSK - BR green



SR 'Schools' 4-4-0 BR lined green, late crests (Hornby), BR Mk 1 BSK, RMB*, CK, BSK, BSK, CK, SO, BSK - BR green except * BR maroon



GWR 'Hall' 4-6-0 BR lined green, late crests (Bachmann/Hornby), BR Mk 1 BSK, Stanier Period III SK, SK, SK, BR Mk 1 CK, CK, Stanier Period III SK, SK, BR Mk 1 SK,



BR Standard '9F' 2-10-0 BR black, late crests (Bachmann/Hornby), BR Mk 1 BSK, SK, SK, CK, TSO, RF, TSO, CK, BCK - BR maroon



LMS Fairburn '4MT' 2-6-4T BR lined black, late crests (Bachmann), BR Mk 1 BSK, SK, CK, SK - BR maroon **DATE:** 1967 **SERVICE:** Bradford to Poole (through coaches)



Class 52 'Western' BR maroon, small yellow panels (Dapol/Heljan), BR Mk 1 BSK, SK*, SK, CK*, SK, SK*, SK, SK, BSK - BR blue and grey except * BR maroon



Class 25 BR blue (Bachmann) + Class 25 BR two-tone green (Bachmann), BR Mk 1 BSK, SK, SK, SK, CK, CK, SK, BSK - BR maroon



Class 45 BR blue (Bachmann), BR Mk 1 BSK, SK, SK, SK, CK, SK, SK, BSK - BR blue and grey.



Class 20 BR blue + Class 20 BR blue (Bachmann), BR Mk 1 BSK, SK, SK, SK, CK, SK, SK, BSK - BR blue and grey.



BR carmine and cream **DATE:** 1956 **SERVICES:** Eastbourne to Sheffield **LOCATION:** Kensington Olympia



DATE: 1958 **SERVICE:** Paddington to Paignton **LOCATION:** Dawlish



LOCATION: Castlethorpe



DATE: 1958 **SERVICE:** Skegness to London King's Cross 'Butlin's Express' **LOCATION:** Grantham



Maunsell SK, Bulleid CK, BSK – BR green **DATE:** 1960 **SERVICE:** Cleethorpes to Exmouth **LOCATION:** Shepton Montague

LOCATION: Lyme Regis



DATE: 1962 **SERVICE:** Poole to Bradford **LOCATION:** Poole



DATE: 1962 **SERVICE:** Margate to Wolverhampton **LOCATION:** Shalford



Stanier Period III BSK – BR maroon **DATE:** 1965 **SERVICE:** Portsmouth Harbour to Wolverhampton **LOCATION:** Oxford



DATE: 1965 **SERVICE:** Bournemouth to Manchester/Liverpool **LOCATION:** Basingstoke

LOCATION: Bradford Exchange



DATE: 1969 **SERVICE:** Kingswear to Leeds **LOCATION:** Churston



DATE: 1972 **SERVICE:** Yarmouth to Derby **LOCATION:** Thetford



DATE: 1974 **SERVICE:** Leicester to Butlin's Filey **LOCATION:** Filey Holiday Camp



DATE: 1982 **SERVICE:** Skegness to Leicester **LOCATION:** Skegness

USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
Oxford Rail	www.oxfordrail.com
Replica Railways	www.replicarailways.com
ViTrains	www.vitrains.it

VEHICLE DESIGNATIONS

BG	Gangwayed Brake
BCK	Corridor Brake Composite
BFK	Corridor Brake First
BS	Brake Second
BSK	Corridor Brake Second
BSO	Brake Open Second
CK	Corridor Composite
CL	Composite with Lavatory
FK	Corridor First
FO	Open First
GUV	General Utility Van
RB	Restaurant Buffet
RBR	Restaurant Buffet Refurbished
RFO	Restaurant First Open
RMB	Restaurant Miniature Buffet
S	Second
SK	Corridor Second
SO	Open Second
TSO	Tourist Open Second

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Q The guard's van on a steam era passenger train is rarely where you'd expect it to be – as the last coach on the train. Why is this?

Ian Aldwick, Tunbridge Wells.

Tim Shackleton replies: The guard could do his job from any part of the train and brake vehicles were primarily used for carrying luggage and parcels traffic to and from intermediate stations. If the brake was at the back of the train this could mean a long walk for the station staff with their barrows and trolleys, so a compromise was usually reached whereby the guard's van was sited where it was most convenient for loading and unloading. On branch trains, the guard's van and luggage compartment were invariably sited so they'd come to rest at journey's end exactly opposite the parcels entrance.

FORMATIONS

With a collection of Thompson and BR Mk 1 carriages behind 'B17/6' 61627 Aske Hall heads a stopping train near Barnwell Junction, Cambridge on May 4 1959.

David Hepburne-Scott/Rail Archive Stephenson.



HOW TO

Priming metal components

Q I am building GT3 at the moment. I would like your advice about priming the brass surface before painting. Researching on the web there seems to be a lot of different ways to do this.

Bill Bishop, by e-mail.

Tim Shackleton replies: I always go for simple methods that are guaranteed to work and are infinitely repeatable. First of all I make sure the workpiece – whether it's brass, white metal, nickel silver, plastic, resin or whatever – is scrupulously clean and free of grease, flux deposits and so on. I do this by giving it a good scrub in warm water with an old toothbrush and a cleaning agent such as Barkeeper's Friend, Shiny Sinks or even just plain old Cif (or its supermarket own-brand equivalent). If bits fall off, they weren't attached properly in the first place so it's as well you found out now. After a thorough rinsing I let the model dry under cover in a clean, warm, dust-free environment.

For the actual priming, the only product I ever use is Halford's white acrylic primer

in a spray can, which I shake for a good five minutes before use – it helps to make sure both the primer and the model are at or near room temperature. I spray the workpiece lightly from about 8-9in away. Spray from above, below, left and right to ensure a good all-over coverage. Use a painting turntable or, if it's a nice day, hook the model on a piece of wire and hang it from the clothes line. You only need a thin, even covering, just sufficient to provide a key for the top coat. As long as there are no bare patches it really doesn't matter if you can still see brass through the primer. If you go for a thick, solid coat you run the risk of clogging up detail.

The primer will be touch-dry within minutes but I suggest you leave it for considerably longer before applying the top coat – wait an hour at least and preferably until the next day. Make a final check for any stray hairs and other blemishes and get rid of them, re-priming as necessary. Acrylic primers absorb water in the atmosphere – which is why it's best not to use them on a damp day – and you don't want to be too long before you get the top coat on.

WORK BENCH

ESSENTIALS

Q I've just returned to the hobby and I'm looking to prepare myself for model making. What are the essential tools that I need to get started?

Jim Roburn, Hertfordshire.

Mike Wild replies: Welcome back Jim! It is easy to get carried away with tools thinking that you need everything under the sun, but in fact that isn't the case. We carry a basic toolbox with us at all times (when there is a model railway involved anyway) which consists of flat blade and crosshead jeweller's screwdrivers, a pair of small scissors, a craft knife, a business card for putting drops of superglue on, a pair of tweezers and a set of sanding boards. These are the basics, but there is always more that you can add. In the future you might want to look at a set of needle files, different types of blade for your craft knife and a pin vice with a set of miniature drills (0.3mm-2mm usually covers most situations in rolling stock modelling).

MIKE WILD

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

MARK CHIVERS

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

TIM SHACKLETON

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



First Class TRAVEL

Q How many First Class coaches (or compartments) would there be on a typical passenger train?
Terry Garland, Doncaster.

Tim Shackleton replies: Fewer than you'd think. On a train of six or seven coaches, a single composite coach (offering First and Second Class accommodation) would normally suffice and the rest of the train would be made up of Second Class stock. As a rule, only prestige main line expresses carried significant numbers of First Class passengers and even then, a couple of First Class coaches would normally be adequate. The ongoing *Hornby Magazine* series on train formations is an excellent guide to the make-up of typical passenger trains.

WEATHERING

Cleaning up the mess

Q For economy reasons I buy a lot of second-hand stock but sometimes the weathering the previous owner has applied leaves a lot to be desired. What's the best thing to do?
Darryl Peters, Devizes.

Tim Shackleton replies: There's almost always a remedy. Sometimes adding fresh weathering over the top of what's already there can both tone it down and help suggest the build-up over time of layers of rust and dirt. If you want to get back to a semi-pristine finish, even if the weathering's very heavy-handed, you can usually get the worst of it off using T-Cut. Gently rub the offending paintwork with cotton buds dipped in colour restorer and in no time at all you should have an acceptable model again – complete with some highly convincing dirt build-up in recesses and around raised detail! This pre-owned Bachmann Class 66 came to me with a very gritty all-over coating of airbrushed grime but T-Cut quickly brought it back to life.

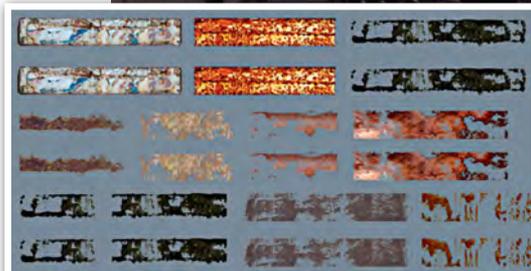


WE SHOW YOU HOW

Recreating missing nameplates

Q How do you recreate the rusty scars on a locomotive's paintwork where the nameplates have been removed?
Callum Watkins, Dumfries.

Tim Shackleton replies: In the past I've used the back of a spare nameplate or even a piece of styrene of the appropriate shape and length. Holding it with tweezers I dip it in a pool of rust-coloured paint, dab it partly dry in a patchy, irregular sort of way and then press it against the bodywork in the right position. If necessary I will then add other shades by hand using a tiny brush. It's a tricky process that's now been made a great deal easier by Railtec Transfers introducing a set called Nameplate Scars (catalogue number 9065), which does the job in a fraction of the time. Simply trim the transfer to size, dip it in warm water and then follow the usual procedure. The sheet includes a wide selection of sizes and colours – amazingly convincing! Just £4.50 plus post from www.railtec-models.com.





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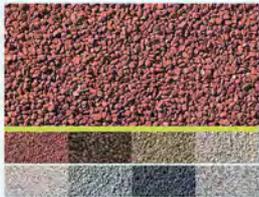


ANY SCALE



Fine Ballast **£3.83** ~~£4.50~~

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- WB71 Fine Ballast Dark Brown
- WB72 Fine Ballast Brown
- WB73 Fine Ballast Buff
- WB74 Fine Ballast Light Grey
- WB75 Fine Ballast Grey
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- WB81 Medium Ballast Light Grey
- WB82 Medium Ballast Grey
- WB83 Medium Ballast Cinders
- WB94 Medium Ballast Grey Blend **£7.02**



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- WB84 Coarse Ballast Iron Ore
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- WB86 Coarse Ballast Brown
- WB87 Coarse Ballast Buff
- WB88 Coarse Ballast Light Grey
- WB89 Coarse Ballast Grey
- WB90 Coarse Ballast Cinders



Earth Colours Undercoat **£7.02** ~~£8.25~~

- WC1228 Liquid Pigment Undercoat Green
- WC1229 Liquid Pigment Undercoat Earth



Earth Colours **£5.53** ~~£6.50~~

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- WC1218 Liquid Pigment Stone Grey
- WC1219 Liquid Pigment Slate Grey
- WC1220 Liquid Pigment Black
- WC1221 Liquid Pigment Raw Umber
- WC1222 Liquid Pigment Burnt Umber
- WC1223 Liquid Pigment Yellow Ocher



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- WB92 Coal Mine Run
- WB93 Coal Lump



Fine Turf **£2.93** ~~£3.40~~

- WT41 Fine Turf Soil
- WT42 Fine Turf Earth
- 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
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- WFC136 Underbrush Medium Green
- WFC137 Underbrush Dark Green
- WFC138 Underbrush Forest Green
- WFC139 Underbrush Forest Blend



Bushes **£4.28** ~~£4.95~~

- 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
- WF1132 Fine Leaf Foliage Light Green
- WF1133 Fine Leaf Foliage Olive Green
- WF1134 Fine Leaf Foliage Dead Foliage
- WF1135 Fine Leaf Foliage Fall Mix



Tree Armatures **£11.91** ~~£14.00~~

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- WTR1121 Deciduous Trees 2" to 3"
- WTR1122 Deciduous Trees 3" to 5"
- WTR1123 Deciduous Trees 5" to 7"
- WTR1124 Pine Trees 2.5" to 4"
- WTR1125 Pine Trees 4" to 6"



Realistic Tree Kits **£11.05** ~~£13.00~~

- WTR1111 Deciduous 3/4" to 3" Med Green
- WTR1112 Deciduous 3" to 7" Med Green
- WTR1113 Pine 2 1/2" to 6" Forest Green



Earth Colour Kit **£13.95** ~~£16.25~~

- WC1215 Earth Colour Kit



Water

- WC1206 E-Z Water **£11.01** ~~£12.95~~
- WC1211 Realistic Water **£17.85** ~~£21.00~~
- WC1212 Water Effects **£12.54** ~~£14.75~~



Lichen **£8.29** ~~£9.75~~

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- WL162 Lichen Light Green
- WL163 Lichen Medium Green
- WL164 Lichen Dark Green
- WL165 Lichen Autumn Mix
- WL166 Lichen Natural



Field Grass **£3.62** ~~£4.25~~

- WFG171 Field Grass Natural Straw
- WFG172 Field Grass Harvest Gold
- WFG173 Field Grass Light Green
- WFG174 Field Grass Medium Green



Flowering Foliage **£2.98** ~~£3.50~~

- WF176 Flowering Foliage Yellow
- WF177 Flowering Foliage Purple



Adhesives & Accessories

- WS190 Scenic Glue **£6.38** ~~£7.50~~
- WS191 Scenic Cement **£6.89** ~~£8.10~~
- WS192 Scenic Sprayer **£3.62** ~~£4.25~~
- WS194 Canister Shaker **£3.62** ~~£4.25~~
- WS195 Hob-e-Tac Adhesive **£4.81** ~~£5.65~~



WC1203 Plaster Cloth **£8.29** ~~£9.75~~

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N GAUGE
Code 80 Rail



PECO N Gauge Streamline Code 80

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SL-300(25)	Flexible Track® Wooden Sleeper Nickle Silver Pack 25	£63.00
SL-302	Flexible Track® Concrete Sleeper Nickle Silver	£2.68
SL-302(25)	Flexible Track® Concrete Sleeper Nickle Silver Pack 25	£63.00
SL-384	Catch Point Right Hand	£5.63
SL-385	Catch Point Left Hand	£5.63

PECO N Gauge Streamline Code 80 Insulfrog

SL-386	Curved Turnout Right Hand	£9.87
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SL-388	Large Radius Turnout Right Hand	£9.87
SL-389	Large Radius Turnout Left Hand	£9.87
SL-393	Short Crossing	£8.25
SL-394	Long Crossing	£9.00
SL-395	Medium Radius Turnout Right Hand	£8.82
SL-396	Medium Radius Turnout Left Hand	£8.82
SL-397	Medium Radius Y Turnout	£8.82

PECO N Gauge Streamline Code 80 Electrofrog

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SL-E395	Medium Radius Turnout Right Hand	£8.89
SL-E396	Medium Radius Turnout Left Hand	£8.89
SL-E397	Medium Radius Y Turnout	£8.89

N GAUGE
Code 55 Rail



PECO N Gauge Streamline Code 55 Fine

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SL-300F(30)	Flexible Track® Wooden Sleeper Nickle Silver Pk 30	£84.60
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SL-302F(30)	Flexible Track® Concrete Sleeper Nickle Silver Pk 30	£90.00

PECO N Gauge Streamline Code 55 Fine Insulfrog

SL-380F	Single Slip	£32.25
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N GAUGE

PECO N Gauge Streamline Code 55 Fine Electrofrog

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SL-E391F	Small Radius Turnout Right Hand	£8.63
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SL-E393F	Short Crossing	£8.82
SL-E394F	Long Crossing	£9.57
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SL-E399F	Asymmetric Three Way Turnout	£28.20

OO GAUGE

OO / HO
Code 100 Rail



PECO OO / HO Streamline Code 100

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SL-102(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£68.50
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SL-185	Catch Point Left Hand	£7.84

PECO OO / HO Streamline Code 100 Insulfrog

SL-80	Single Slip	£28.32
SL-86	Large Radius Curved Turnout Right Hand	£11.93
SL-87	Large Radius Curved Turnout Left Hand	£11.93
SL-88	Large Radius Turnout Right Hand	£11.18
SL-89	Large Radius Turnout Left Hand	£11.18
SL-90	Double Slip	£30.75
SL-91	Small Radius Turnout Right Hand	£8.89
SL-92	Small Radius Turnout Left Hand	£8.89
SL-93	Short Crossing	£8.14
SL-94	Long Crossing	£9.49
SL-95	Medium Radius Turnout Right Hand	£9.83
SL-96	Medium Radius Turnout Left Hand	£9.83
SL-97	Small Radius Y Turnout	£9.00
SL-98	Large Radius Y Turnout	£10.47
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OO GAUGE

PECO OO / HO Streamline Code 100 Electrofrog

SL-E86	Large Radius Curved Turnout Right Hand	£12.00
SL-E87	Large Radius Curved Turnout Left Hand	£12.00
SL-E88	Large Radius Turnout Right Hand	£11.25
SL-E89	Large Radius Turnout Left Hand	£11.25
SL-E91	Small Radius Turnout Right Hand	£8.97
SL-E92	Small Radius Turnout Left Hand	£8.97
SL-E95	Medium Radius Turnout Right Hand	£9.90
SL-E96	Medium Radius Turnout Left Hand	£9.90
SL-E97	Small Radius Y Turnout	£9.08
SL-E98	Large Radius Y Turnout	£10.54
SL-E99	Medium Radius 3 Way Turnout	£24.45

OO / HO
Code 75 Rail



PECO OO / HO Streamline Code 75 Fine

SL-100F	Flexible Track® Wooden Sleeper Nickle Silver	£3.00
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SL-102F	Flexible Track® Concrete Sleeper Nickle Silver	£3.12
SL-102F(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£73.25
SL-104F	Flexible Track® Steel Sleeper Nickle Silver	£3.12
SL-104F(25)	Flexible Track® Steel Sleeper Nickle Silver Pk 25	£73.25
SL-106F	Flexible Track® Concrete Bi-Block Sleeper	£3.36
SL-106F(25)	Flexible Track® Concrete Bi-Block Sleeper Pk 25	£78.75
SL-184	Catch Point Right Hand	£8.07
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PECO OO / HO Streamline Code 75 Fine Insulfrog

SL-180	Single Slip	£32.07
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SL-193	Short Crossing	£8.85
SL-194	Long Crossing	£9.72

PECO OO / HO Streamline Code 75 Fine Electrofrog

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SL-E1096	Medium Radius Turnout LH with Concrete Sleepers	£12.00
SL-E180	Single Slip	£32.44
SL-E186	Curved Turnout Right Hand	£12.19
SL-E187	Curved Turnout Left Hand	£12.19
SL-E188	Large Radius Turnout Right Hand	£11.82
SL-E189	Large Radius Turnout Left Hand	£11.82
SL-E190	Double Slip	£34.88
SL-E191	Small Radius Turnout Right Hand	£10.48
SL-E192	Small Radius Turnout Left Hand	£10.48
SL-E193	Short Crossing	£9.68
SL-E194	Long Crossing	£10.47
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SL-E196	Medium Radius Turnout Left Hand	£10.77
SL-E197	Small Radius Y Turnout	£10.37
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SL-E199	Asymmetric Three Way Turnout	£26.82

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LIVE
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INFO

LAYOUT TRAIN storage AND staging

The importance of off-scene staging is explained by **NIGEL BURKIN**, together with six popular staging and storage yard concepts.

TRAIN STORAGE is one of the first things that springs to mind when designing a new layout – and it generates a great deal of debate amongst modellers as to the best way to incorporate it into layout design.

There is hardly a layout on the exhibition circuit that does not have at least one area devoted to train storage yet the baseboards occupied by staging or fiddle yards are usually sterile, devoid of landscape, structures and scenery. Why devote so much valuable space together with expensive timber, plywood and track to what looks like a dead area of the layout? The answer is simple – to provide an off-stage area for the trains to enter the scenic section of the layout.

Some modellers use them to store

complete trains with minimal handling while others like to remake train formations to add variety and interest to an operating session or remove them from the layout altogether to introduce different stock during an operating session. The term 'fiddle yard' derives from the 'fiddling about' with trains that often happens in those off-stage areas.

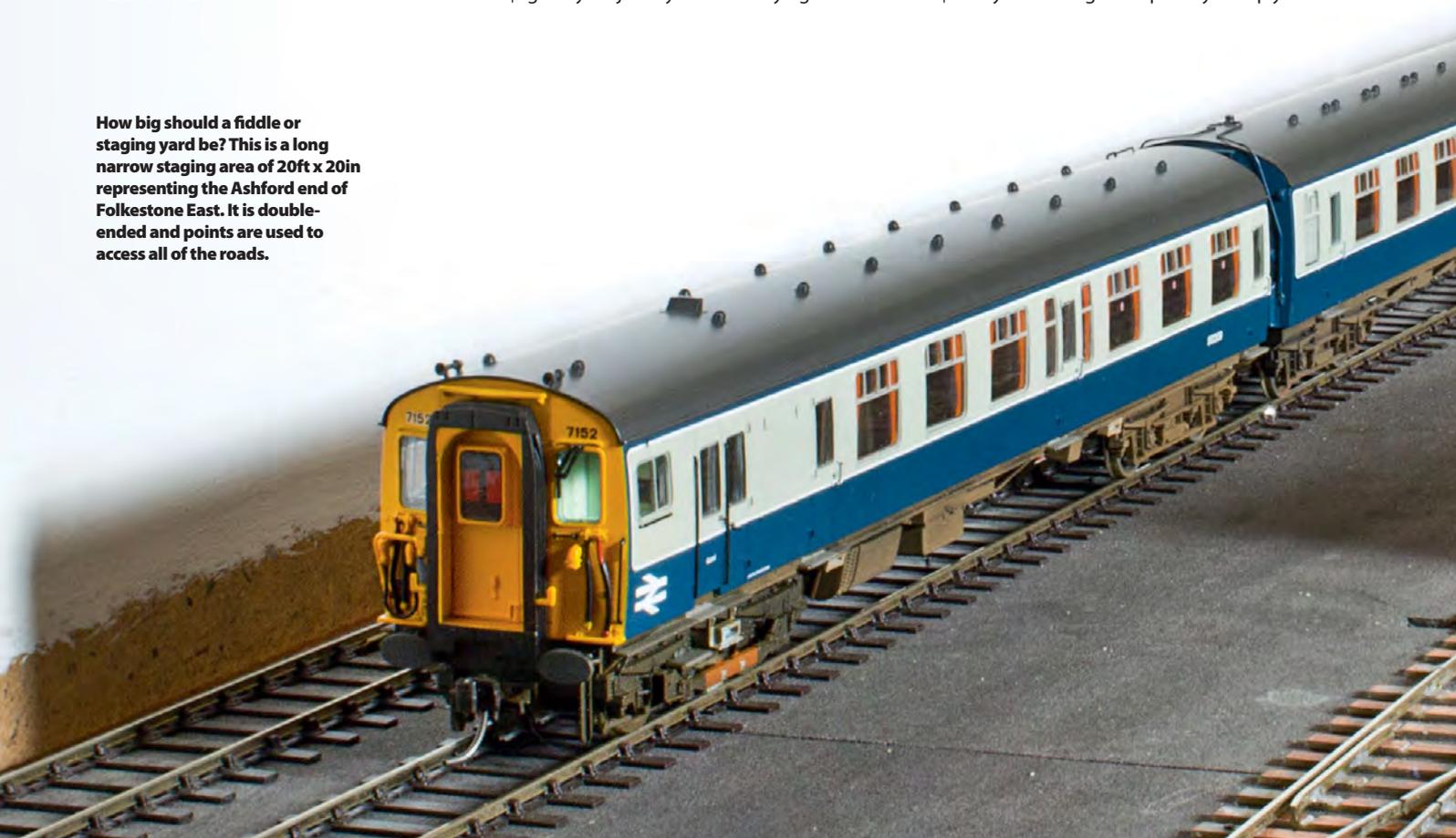
To achieve the goal of effective staging, storage and providing somewhere for the trains to go some ingenious ideas have been developed over the years. Staging has been designed and adapted to suit the needs of the layout design. Here we will look at six popular off-stage train storage systems, all of which I have used on one layout or another. The one that best suits you will depend on how good your joinery and track laying skills are

together with the type of layout to be served.

The amount of staging depends on the size of the layout and the amount of rolling stock required so there's no hard answer as to how much staging a layout needs. As ever with railway modelling, it is up to the individual.

With some thought, the impact and size of the staging area of a layout can be reduced without impeding layout operation. An 'N' gauge layout I built has two staging areas which are located on the layout in such a way that there are scenic areas on both sides of the layout. A double-ended staging yard is located at one end of the layout and a second single-ended yard located under scenery. The two together allow end to end operations as well as continuous running with a variety of trains with the minimal of layout frontage occupied by bare plywood.

How big should a fiddle or staging yard be? This is a long narrow staging area of 20ft x 20in representing the Ashford end of Folkestone East. It is double-ended and points are used to access all of the roads.



6 STAGING OPTIONS

DOUBLE-ENDED STAGING USING TURNOUTS

A double-ended staging yard is one with points at each end allowing trains to enter from either direction. They are usually part of continuous run layouts allowing trains to run continuously on a circuit. They allow for the minimum of rolling stock handling, but can take up a lot of space and are expensive to buy the points and control equipment for.

SINGLE-ENDED STAGING USING TURNOUTS

More commonly used on end-to-end layouts, the single-ended yard has points at one end only, the tracks being simple sidings. Care has to be taken with the placing of turnout at the yard throat to keep the tracks a consistent length as far as possible. Three-way turnouts are particularly valuable space-saving track formations for single- and double-ended yards.

A traverser staging yard as used on an older layout. It runs at right angles to the layout using drawer runners and relies on tracks being perfectly spaced so all roads match up with the track on the scenic part of the layout. Accuracy in setting up such an arrangement is essential.



TRAVERSER OR TRANSFER TABLE

To save space and provide train roads of equal length, a traverser which slides at right angles to the baseboard is an ideal solution. They are efficient for train storage and make switching from one train to another easy to do without using space-grabbing turnouts. More than one exit track can be incorporated for flexible operation and they can be used on

continuous run as well as end-to-end layouts.

The downside is that their design and construction is more involved than simple staging with turnouts. The traverser has to be accurately installed on a firm, stable baseboard so the tracks align perfectly with the exit tracks every time.

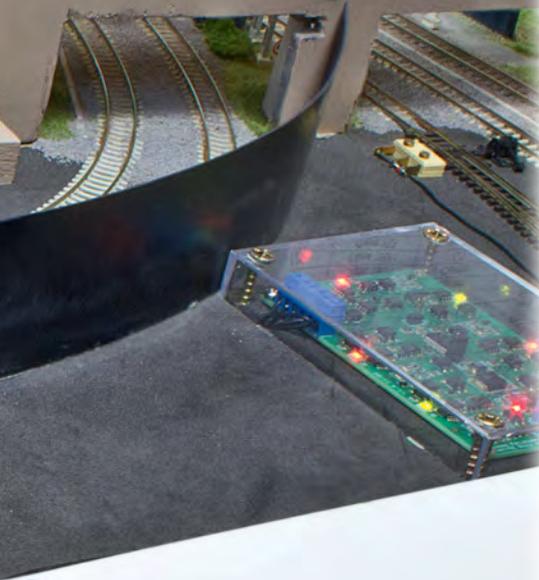
One design consideration involves the width of the traverser deck. The wider it is, the >>>





A sector plate which rotates about an axis to align the storage tracks with the exit track. It can serve more than one exit track. This design saves space but requires accurate joinery and track laying for reliable operation.

86 213	Class 86
86 261	Class 86
HST	Class 43
55005	Class 122
150 001	Class 150/D
150 123	Class 150/1
150 125	Class 150/1
153 334	Class 153
170 504	Class 170
220 001	Class 220



harder it is to keep fully stable when pulled out, especially when fully loaded with trains – a consideration for 'O' gauge modellers. Furthermore, the traverser deck will occupy some aisle space when fully pulled out.

SECTOR PLATE

A rotating or swivelling version of the traverser, they present the same benefits in terms of space saving and the same challenges in terms of accurate construction for track alignment and smooth operation as traversers. Sector plates can be pivoted to swivel for track alignment with the exit track or rotated through 360 degrees when equipped with a central pivot.

Once again, the key to building a successful sector plate is accurate joinery, quality timber and quality baseboard components to ensure the ends are properly supported and the tracks align accurately every time.



Wheal Annah, one of the *Hornby Magazine* project layouts, borrowed a slim staging extension from my 'N' gauge Dudley Heath layout where it was connected to the multiple unit spur roads when additional storage was needed during an operating session. Shared storage and staging yards can save a great deal of money and construction time.



Above: The 'OO' gauge Loch Dhu Distillery project is a micro-layout which relies on both cassettes and a single track sector plate for staging trains. Different types of train staging can be used on the same layout to good effect.

Left: The staging arrangement of Dudley Heath is complex with a hidden staging area requiring block detection. A Digitrax BD4 occupancy detector is used to indicate which roads are occupied and if the fouling point of the turnouts has been cleared.

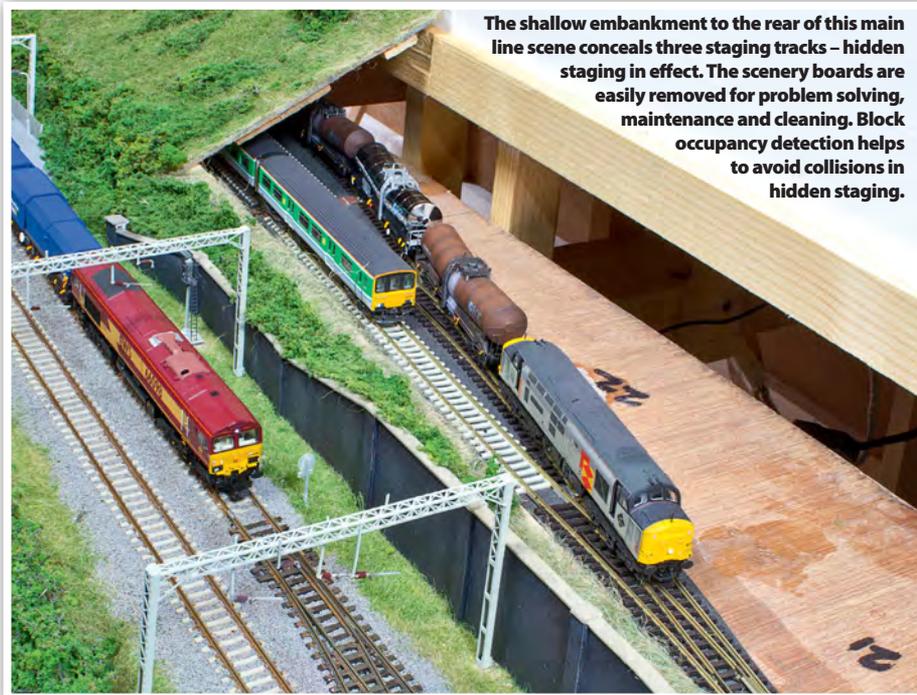
CASSETTES

Lift-out cassettes are a brilliant staging and storage solution for small and compact layouts in scales from 'N' to 'OO' gauge. The space needed for cassettes is considerably less than some staging yard solutions and helps to minimise stock handling on layouts which need to change stock over frequently. There are several ways in which they can be made: aluminium angle or track fitted to lengths of plywood with the ends soldered to printed circuit (copper clad) board for stability and accuracy of alignment.

Bulldog clips have been used as a simple connection between the cassette and exit track baseboard as well as more complex arrangements employing short pieces of aluminium angle and pieces of brass strip for correct alignment. Both provide electrical connections and align cassettes to the exit track.

When a train arrives, the cassette is pulled free of the alignment connections which immediately isolates the train from the power supply. It can be pushed onto a clear area of the staging yard baseboard or lifted away to a storage table or rack to be replaced with an empty one or one holding a different train.

Cassettes are undoubtedly efficient in space and operations, enabling turning of complete trains without handling. However, the limitations of this system will be determined by train length. They suit small and compact layouts best - the thought of handling a cassette holding a long express passenger train is daunting, although *Hornby Magazine's* Twelve Trees Junction does employ giant 7ft long cassettes capable of holding an eight-car EMU! In common with any moving fiddle yard device, alignment with exit tracks has to be well designed for accurate alignment. »



The shallow embankment to the rear of this main line scene conceals three staging tracks – hidden staging in effect. The scenery boards are easily removed for problem solving, maintenance and cleaning. Block occupancy detection helps to avoid collisions in hidden staging.



Left: Tracks can be led off-scene in a whole manner of different ways as seen at the opposite end of Wheal Annah. The modern vans to the rear are actually parked at a warehouse ready for loading with bagged china clay.

Below: The view on the scenic side of the side drop showing the same trains as seen in the previous picture. Having a short length of off-scene track to run or park a train on adds to the illusion of there being more railway out of sight of the viewer without resorting to full-blown staging.





Cassettes are perfect for compact layouts with short train formations. They allow complete trains to be removed from the layout or turned ready for a return journey over the layout. This cassette staging yard has replaced the slim staging yard mentioned elsewhere in this article and has reduced stock handling dramatically.

SCENIC STAGING

Personally I like incorporating some visible staging in a layout design when it's possible to do so. Incorporating a sizeable freight yard or multiple track loops into the layout design offers the capacity to store trains. It better suits train staging rather than fiddle yards because there will be no removal or exchange of trains during an operating session. Shunting operations could be used to change train formations but without introducing new stock to the layout unless from a staging yard and by a separate train movement.

A longer term 'N' scale layout I am building will rely on a great deal of open staging. The start and end of the run has a yard representing two real locations with plenty of arrival and departure roads for freight trains to be recessed in.

LOCATION

In effect, any off-stage area of the layout can be described as staging. For example,

hidden return loops can be double-tracked to increase storage capacity. A helix is also a long stretch of railway which can hold several trains at a time and there's always the opportunity to pop a short stretch of off-scene railway between scenic areas of the layout as somewhere to stop a train for a few moments to effectively lengthen the run.

Some layout owners may take advantage of staging yard boards to extend scenic areas along the front of the layout with staging yard track pushed to the rear behind a scenic back drop. In fact, staging could be hidden in large structures such as an industrial or railway buildings or under scenery.

There is a hidden staging yard consisting of three tracks on my 'N' gauge Dudley Heath layout which is completely under scenery. It is illuminated with LEDs to enable operators to see the location of trains when viewed from the end.

Clearly, the use of hidden storage has benefits in space saving and disadvantages, primarily in the sighting of trains to avoid

collisions, being able to recognise the trains so the correct one is chosen for a move and finally access should there be a derailment. Ideally scenery should be removable in the event of an accident or derailment.

FORWARD PLANNING

When considering your next layout, give some thought as to how the design of staging can enhance the layout design. How much staging are you likely to need? Can hidden staging play a role? Is it worth the complication of traversers or cassettes to provide more scenic space? What are the costs of points – does that outweigh their simplicity? How will power be supplied, how will the exit from the scenic area be disguised, and if you're in a club is it worth considering a shared yard which can be used by several layouts?

There are no right and wrong answers, but some consideration at the very start of the layout planning stage will reap huge dividends when it comes to operation. 

Additional information on the Class 71s

THE REALITY CHECK In HM109 on the Class 71s was an excellent article overall, but one or two minor errors seemed to have crept in. On page 64 the station which is about to be passed by the 'Golden Arrow' is Marden between Paddock Wood and Staplehurst, and not Malden, which is a suburban station between Raynes Park and Surbiton and way off route for this prestigious train.

It is only partially composed of BR Mk 1 stock, because right up to its last run in 1972 the formation always contained at least three Pullman cars, painted in BR blue and grey in the final years. They are at the tail of the train as they would have been close to the concourse at Victoria before departure, and this not easy to make out in this shot.

In the text of the article it is suggested that both the 'Golden Arrow' and the 'Night Ferry' conveyed sleeping cars. This is not the case. The 'Golden Arrow' was always a day train, only the 'Night Ferry' included CIWL 'Sleepers' which crossed the Channel and went through to Paris and Brussels. 'Golden Arrow' passengers were obliged to transfer to and from the ships on foot. The 'Night Ferry' also contained day carriages for foot passengers.

It would be fitting if Hornby produced models of the CIWL sleepers and associated 'Ferry' baggage vans that accompanied them for the 'Night Ferry', as well as some type 'U' Pullman cars that were distinguished mainly by the rectangular lavatory windows, which were exclusively used on the 'Golden Arrow' from 1951 until 1972.

Hornby Dublo did at one time make a model



of *Aries* which correctly included this feature, albeit with a shorter than scale body.

Finally, the photograph at the top of page 67 is not Folkestone Warren, but Dover Town. The site of the old Dover (74B) engine shed was just beyond the Class 08, just visible in the distance. The train will still have a further two miles to go before passing through the Warren.

In the early 1970s I was employed by BR Southern Region, South Eastern Division to prepare locomotive and crew programmes for these and also the Class 33s and 73s. We still had a lot of work for the surviving Class 71s, mostly fast freights between Dover and Hither Green, conveying ferry registered wagons that travelled by ship to and from Europe, and coal trains from the Kent collieries. To enable this, nearly all the major goods yards in Kent and South East London were equipped with overhead wiring. I would particularly like to mention the following locations as places with significant amounts of overhead wiring - Hither

Green, Tonbridge, Paddock Wood, Ashford, Dover, Bricklayers Arms, Angerstein Wharf, Plumstead, Hoo Junction, Rochester, Gillingham, Sittingbourne, Faversham, Snowdown colliery, Shepherdswell, and Betteshanger colliery. The '71s' also occasionally found their way on to the Central Division working freight and the occasional boat train to Newhaven when a 'Hornby' (a SR Raworth design Co-Co 'booster' electric locomotive from 20001 to 20003) was not available. To this end certain sidings on the Central Division had overhead catenary in them.

Referring to the review of the model, it is pleasing to note the attention to detail by Hornby. One small difference between them 'as built' and 'as preserved' is the inclusion of a rain gutter over the driver's side window which was added in about 1968, so was not present on them originally. Hornby has apparently recognised this variation which is noticeable on E5001 and 71012, but is absent on E5022. Well done Hornby!

David Monk-Steel, by e-mail



WHO MADE MY MK 1 RB?

I read with interest Tim Shackleton's feature on updating coaches in HM109, especially where he said that Bachmann does not make the BR Mk 1 RB.

I have a chocolate and cream RB (running number W1732) which says Bachmann Hong Kong underneath the chassis. I wonder if this means that Bachmann actually made this item under its own brand or just made it for Mainline/Replica. Unfortunately, the box has been lost over the years, it must be at least 20 years since I bought it, which might have given a clue. It would be interesting if anyone has an answer.

Tony Allen, Lincolnshire.

Hi Tony, your model will be a Mainline model produced in the Bachmann factory in its early years. Bachmann has not made a ready-to-run RB for 'OO' gauge as far as we are aware - HM.

ARE GUIDELINES TOO RESTRICTIVE?

I have returned of late to railway modelling after many years. I am amazed to find that most manufacturers now state on their boxes that the contents are scale models, 'not suitable for those under 14 years of age'. If I was a ten-year-old, I would find this deeply insulting!

When I was ten, I was making model kits, requiring great accuracy. Where did the age of 14 come from?

At the age of now 70+, I think that the warnings should perhaps, more appropriately, read 'not suitable for those over retirement age' given the extreme delicacy of the parts now fitted to current modern locomotives!

Andrew Izod, Kent.

WIRING CONFUSION OVER RING MAINS

When reading your excellent compilation of the Shortley Bridge build contained in the 2015 Hornby Yearbook No.7 you said, on page 30, that: "The main bus wire, which acts like a ring main in a house by providing...".

However, in HM107, its state on page 47: "When wiring a circular layout, it is tempting to run the power bus around the layout

Smoke generators work in depots too



I have no particular views one way or another on the subject of smoke effects, but it did set me thinking. As there is no space in my 0-4-0Ts and 0-6-0Ts after fitting sound and supercapacitors to install smoke generators as well, I decided to install a Seuthe 100 in the engine shed.

This is controlled by a simple on-off switch, taking power from the same transformer that powers the point motors. The smoke is white like steam and gives a good impression of the cylinders being blown down as the locomotive leaves the shed.

Mike Shepherd, by e-mail.

as a 'ring main'. This should be avoided for a variety of reasons...". Also on page 49 it advises to "Avoid creating 'ring' circuits with power bus wiring". Perhaps you would care to comment on this apparent anomaly?

Michael Edgecombe, Northern Ireland.

Hi Michael, with power bus wiring the wiring can't complete the circle - it needs a beginning and an end as it would cause havoc for the digital wiring system if both ends of the power bus were joined together. The power bus does

serve a similar purpose to a household ring main by providing a heavy duty anchor to which power to track sections can be taken. I hope this clears up this confusion - HM.

HOW DID APT-E TRANSFER ITS POWER?

I like the way you follow a model review with an article about the prototype. The APT-E article was very interesting. The train was powered by several gas turbines, but after reading all about its design, building, and testing, I'm none the wiser about this form of power, or how this was transferred to the wheels. Can you clarify please?

Simon Moppett, Adderbury, Oxfordshire.

Hi Simon, the gas turbines powered generators which in turn created electricity to drive the bogie mounted traction motors to move the train - following the same basic principal as a diesel-electric locomotive - HM.

6IN OF ONE, 152.4MM OF THE OTHER...

Hornby Magazine is the best of the bunch of modelling magazines in my opinion, but I've got one major grouse - the continued use of feet and inches. I reckon a change to metric measurements is long overdue.

I'm sure it would be controversial, but you wouldn't lose any readers and you might even gain a few from those educated solely in metric.

So let's abandon 4ft x2ft and welcome in 1,219.2mm x 609.6mm!

John Howard, by e-mail.

The '503' was actually a Class 502

I was delighted to read your article on electric trains in HM108 for two reasons. Firstly, I was lying on a beach in Cala D'or Majorca, and secondly I am part of a team of enthusiasts who are restoring the only remaining London Midland & Scottish Railway Liverpool-Southport Electric Multiple Unit (EMU) at premises in Burscough, Lancashire. We are the Friends of the 502 Group - which is a polite way of saying that EMU in the photograph is not a '503', but a '502'.

The Class 503s were very similar but with an emergency door at the front of the cab. This was a safety feature as they were designed for use on the Wirral and had to use the tunnel under the Mersey.

Nonetheless it was a very interesting read



and if anyone wants any more information about the restoration we can be found at the Friends of the 502 Group website.

Martin Webb, by e-mail.

Table listing various locomotive models and their prices, including R4638A Mk3 1st Class TF Coach, R4639 Mk3 Standard Open IS Coach, and R4639B Mk3 Standard Open IS Coach Midland Mainline.

Table listing various locomotive models and their prices, including R4643 Mk1 2nd Open Coach, R4643A Mk1 2nd Open Coach, and R4643B Mk1 2nd Open Coach.

Table listing various locomotive models and their prices, including R4643C Mk1 2nd Open Coach, R4643D Mk1 2nd Open Coach, and R4643E Mk1 2nd Open Coach.

Table listing various locomotive models and their prices, including R4643F Mk1 2nd Open Coach, R4643G Mk1 2nd Open Coach, and R4643H Mk1 2nd Open Coach.

Table listing various locomotive models and their prices, including R4643I Mk1 2nd Open Coach, R4643J Mk1 2nd Open Coach, and R4643K Mk1 2nd Open Coach.

Table listing various locomotive models and their prices, including N2050 Class 27 Diesel, N2050C Class 27 Diesel, and N2050D Class 27 Diesel.

Table listing various locomotive models and their prices, including N2050E Class 27 Diesel, N2050F Class 27 Diesel, and N2050G Class 27 Diesel.

Table listing various locomotive models and their prices, including N2050H Class 27 Diesel, N2050I Class 27 Diesel, and N2050J Class 27 Diesel.

Table listing various locomotive models and their prices, including N2050K Class 27 Diesel, N2050L Class 27 Diesel, and N2050M Class 27 Diesel.

Table listing various locomotive models and their prices, including N2050N Class 27 Diesel, N2050O Class 27 Diesel, and N2050P Class 27 Diesel.

Calverdale

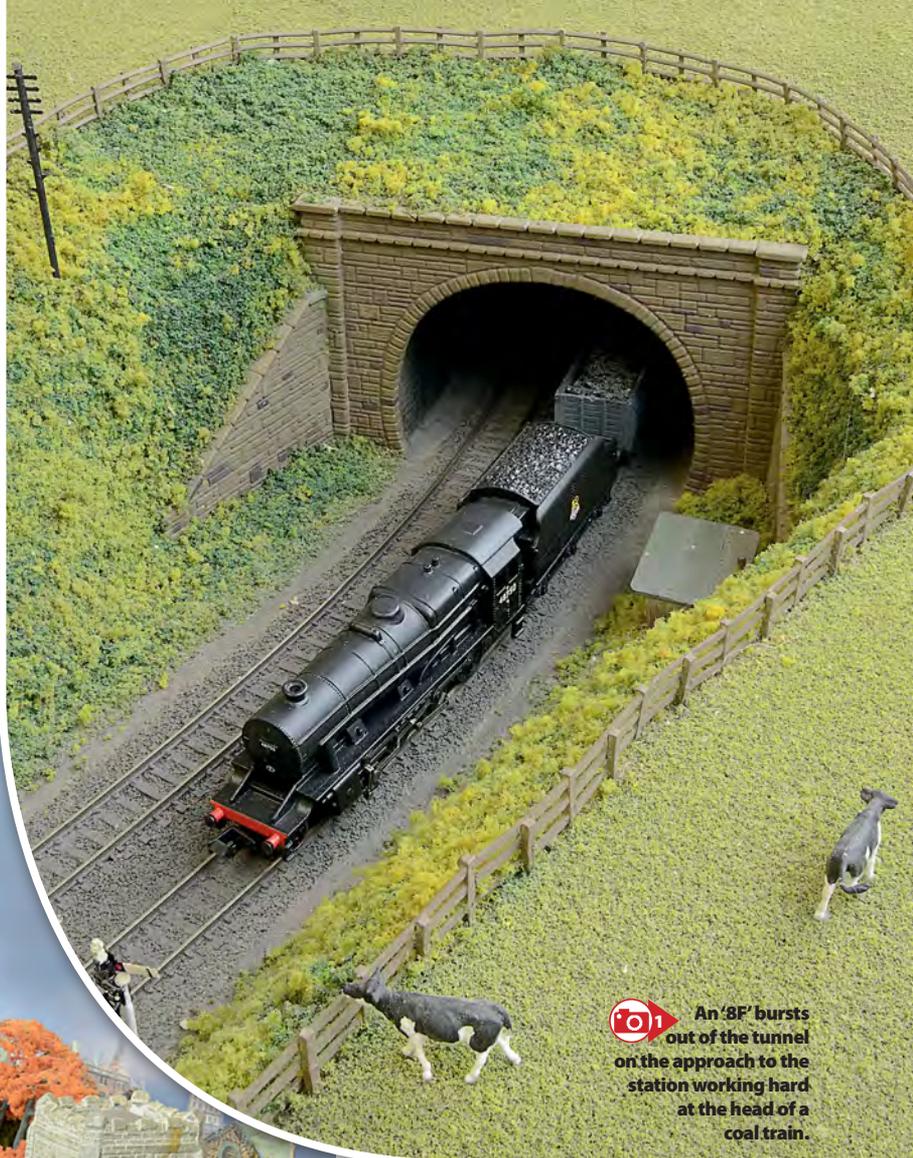
Built by the great 'N' gauge modeller Andy Calvert, this superb LMS through station is kept as a lasting memory of his contributions to the hobby. **JOHN WARNER** tells the story of Calverdale.

PHOTOGRAPHY, MIKE WILD



STATISTICS

Owner:	John Warner
Scale:	'N'
Length:	12ft
Width:	3ft
Track:	Peco code 80
Control:	Analogue
Period:	BR London Midland Region, 1950s/1960s



 An '8F' bursts out of the tunnel on the approach to the station working hard at the head of a coal train.



CALVERDALE is something of an historic layout now. It was built in the mid-1980s by respected 'N' gauge modeller Andy Calvert as a London, Midland & Scottish Railway (LMS) through station.

Sadly Andy passed away in 2002, but his legacy of high standard 'N' gauge exhibition layouts lives on through Calverdale and others. Calverdale was his third layout, but his first exhibition layout. Future projects included the well-known Nether Stowey modelling a Great Western branch line terminus and a modern traction maintenance depot called Welham Green.

Andy was an inspiration to thousands of 'N' gauge modellers and even went on to spearhead the N Gauge Society's wagon kit projects – taking the series from an initial proposal for one kit to more than 20 and ultimately leading the society to commission ready-to-run products including an LMS Stove R, BR snowplough, Collett BG and, most recently, a Rover cube wagon. »

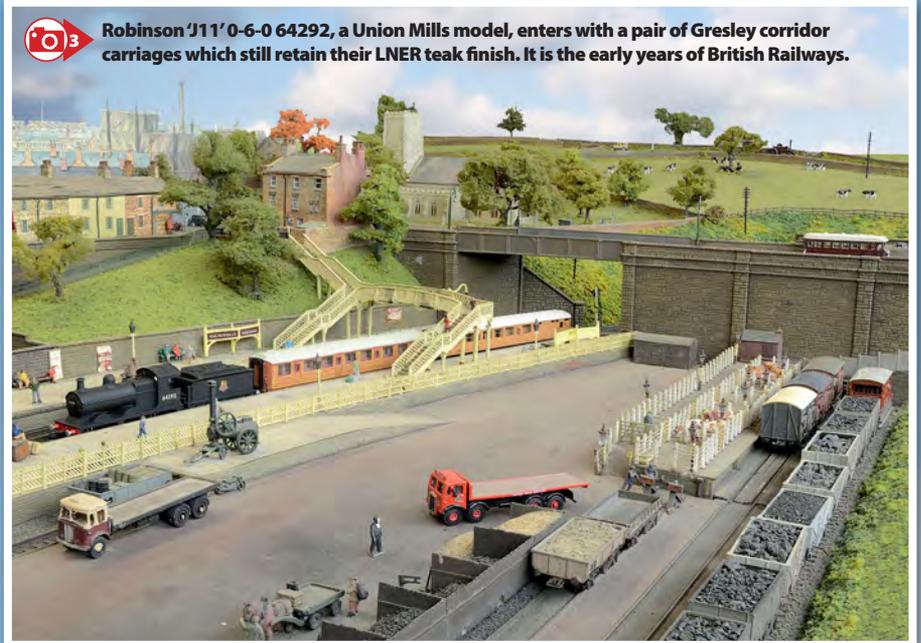


Left: A Thompson 'B1' 4-6-0 leads a rake of BR carmine and cream liveried Stanier corridor stock through Calverdale.

Back to Calverdale. The design for this layout was drawn out of Andy's desire to show what could be done in 'N' gauge for an exhibition layout. He aspired to trains running at sensible speeds, hands free shunting operations and a high standard of detail for locomotives, rolling stock, buildings and scenery. It was 30 years ago when Andy started this layout and at the time 'N' gauge exhibition layouts of this standard were rare – a situation which has changed dramatically in recent years.

The layout called for a double-track main line set in the 1930s and operated with LMS rolling stock. Derbyshire was the location and features included a substantial goods yard set to the front, a milk depot with a single siding accessed by two single slips and the opportunity to see scale length trains running through the landscape.

A storage yard to the rear could host 18 different train formations to create a visual feast of operation on the scenic section for the viewing public. Control was via analogue with ECM Compspeed controllers and 'electric pencil' point control. Point motors were Seep at the rear and H&M on the front. Calverdale also benefitted from the then new Peco electrofrog points which had been introduced



Robinson 'J11' 0-6-0 64292, a Union Mills model, enters with a pair of Gresley corridor carriages which still retain their LNER teak finish. It is the early years of British Railways.

for code 80 track in the late-1980s.

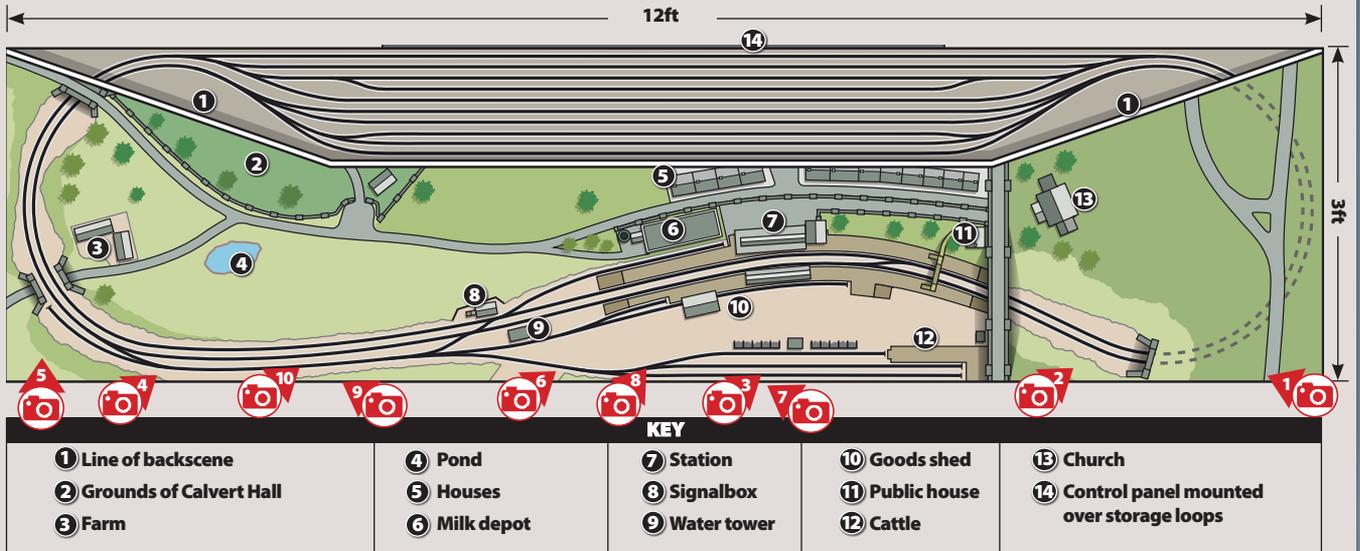
Over a five-year period Calverdale attended more than 50 exhibitions. The advent of Andy's Nether Stowey in the 1990s meant that Calverdale needed a new owner.

NEW OUTLOOK

With Nether Stowey nearing completion and ready for its introduction to the exhibition circuit Andy approached me, as the owner of N Gauge Lines, as to how best to dispose of Calverdale. As I was in



CALVERDALE TRACK DIAGRAM (NOT TO SCALE)



the model trade at the time he probably thought I knew the best way! Anyway I succumbed and purchased the layout. Originally Andy's period was 1930s LMS based in Derbyshire but he changed it for me, renaming it Long Clawson.

When Calverdale came to me Andy had already changed the station name boards and signalbox to Long Clawson together with the light box. Its reincarnation as Long Clawson came about because of my interest in the former Great Northern

Railway (GNR) and London & North Western Railway (LNWR) joint line through east Leicestershire running from Welham Junction (Market Harborough) to Bottesford on the Nottingham-Grantham line with its GNR extension northwards >>



LNWR 'Super D'
0-8-0 49361
works hard through
Calverdale at the head
of a rake of bolster and
well wagons.



to Newark and the East Coast Main Line.

By placing the station north of Melton Mowbray it fitted in well with the landscape of the Vale of Belvoir and Hose Tunnel was in the vicinity. It also gave me the opportunity to include Belgrave Road Skegness/Mablethorpe trains, bringing Eastern Region motive power on to the layout. The period reflected in operation was 1948-1952 which allowed for a wider range of passenger train operations and also the long distance freights.

The layout attended a number of exhibitions in this form usually with Andy in charge and one or two of the Barrowfield operators. Locations included Whitby, Sunderland, Keighley, Huddersfield, Pennine and others.

Around about 1998/1999 my interest in the railways of Cumbria was developing and I had aspirations of constructing a model based upon Cleator Moor Junction. Keith Robbins and I were also investigating the possibility of a joint layout based upon the West Coast Main Line in the Trent Valley to replace a previous model of Rhosteigne although, due to circumstances, this did not materialise other than in our discussions and thoughts.

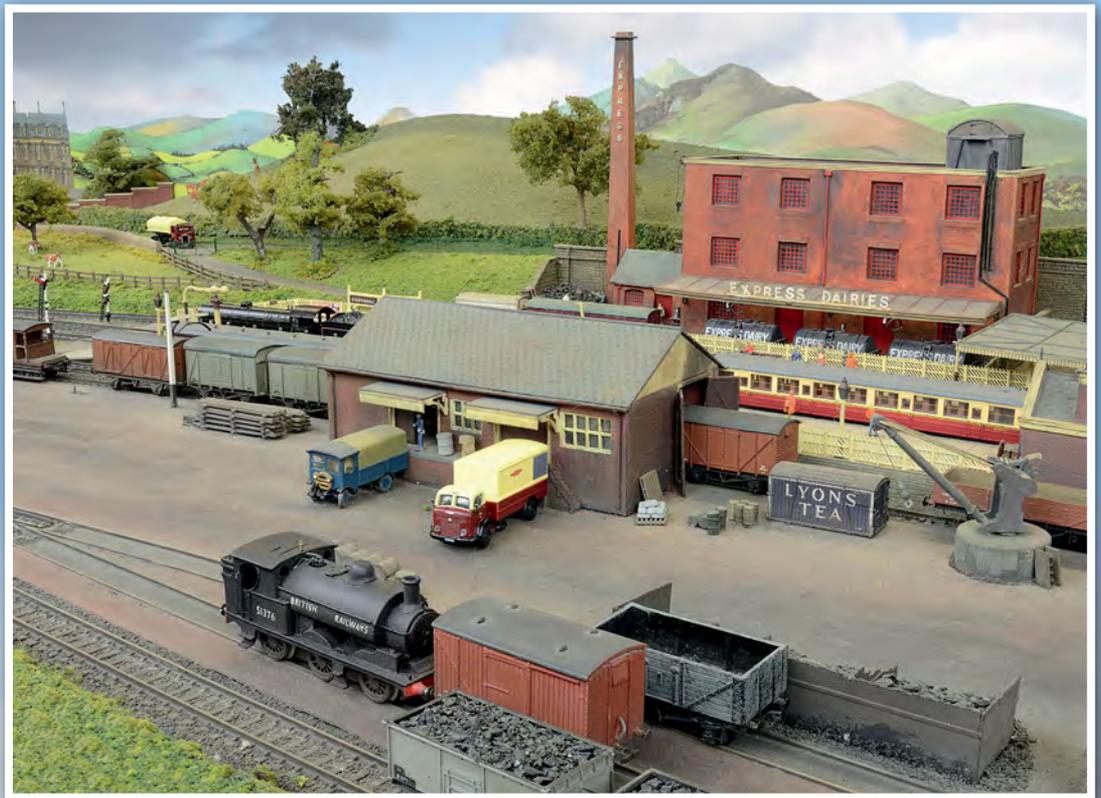
At this time I persuaded Andy to do a makeover and rename Long Clawson to Cleator Moor North. The period was to be pure LMS in the 1930s. After a few mumblings and mutterings the station nameboards and signalbox name duly appeared together with the light box suitably renamed. This was ready for the Kidderminster show in 2000. Chris Mansel, the exhibition manager, was staging a millennium exhibition with some new layouts but also some from past exhibitions that had impressed. Calverdale being one of them was invited but was >>



05 Left: Union Mills Midland '3F' 0-6-0 43808 rounds the long curve from the storage yard to the station with a ballast working which includes 'Grampus' and 'Dogfish' wagons.

06 Right: The Aspinal 0-6-0ST shunts in the goods yard at Calverdale as a 'B1' prepares to depart on the main line.

07 Below: Calverdale was built with hands-free shunting in mind from the start with magnetic auto-couplings being employed in the goods yard. A 'B1' 4-6-0 waits to depart from the station.



already in its latest guise. Again the team went with it and it was well received as it always has been. This was the only public outing of the layout as Cleator Moor.

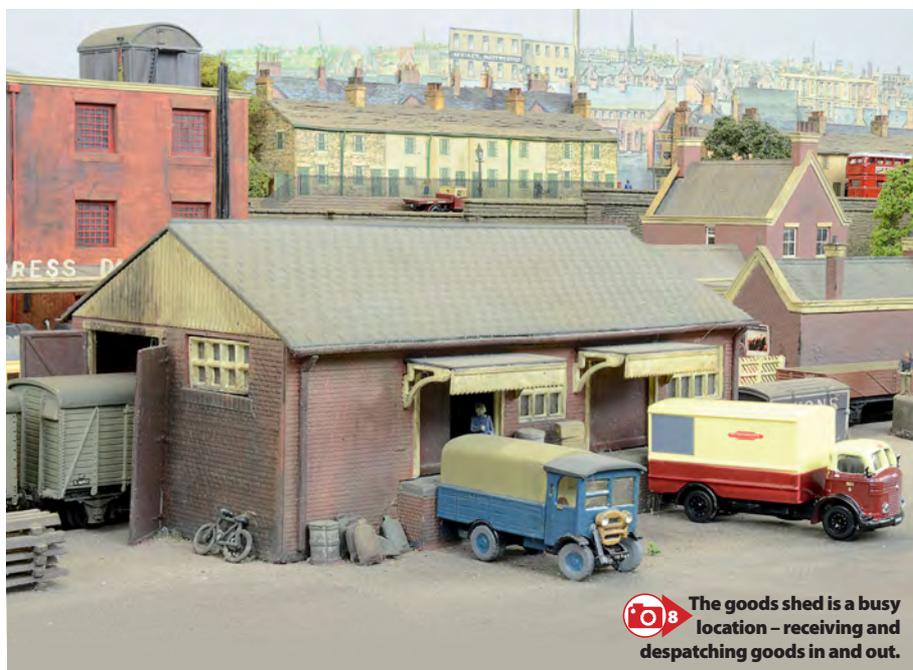
THIRD OWNER

The layout returned home and was not re-erected until September 2002 when Andy convinced me that I should consider disposing of the layout due to its age. As I knew a party interested in acquiring the layout and with Andy persuading me to consider selling, the die was cast. Andy came over to revamp and install the famous Calverdale nameboards but not the light box!

Due to Andy's health Barry Harvey and I installed the layout in Yorkshire in late-October 2002 and there it remained until 2007 when it came home to me again. It was a little worse for wear but overall still pretty good.

A refurbishment program was set up for the layout undertaken by the Barrowfield group and all the problems rectified. This ensured that the Calvert standard was maintained. Considering the age of the layout the endeavours of Brian Ellingworth, David Smart, the late John Lowe, Mark Calvert and David Lowe have to be acknowledged and without them Calverdale would be a poor reflection of its original self.

It continues to model a route with a cross pollination of ex-LMS and ex-London and North Eastern Railway motive power with a combination of Graham Farish, Dapol and Union Mills locomotives to head up the trains. These include 'WD' 2-8-0s, 'B1' 4-6-0s, '4F' 0-6-0s, 'Black Five' 4-6-0s, 'Crab' 2-6-0s, '3F' 0-6-0s, '2P' 4-4-0s and a magnificent



 The goods shed is a busy location – receiving and despatching goods in and out.

scratchbuilt LNWR 'Super D' 0-8-0.

There is even a Lancashire & Yorkshire Railway 0-6-0ST to shunt the goods yard. Rolling stock is made up of a mixture of ready-to-run and kit built vehicles with carriage sets including Gresley teaks, Stanier Period III 57ft stock and others.

REFURBISHED

Since Calverdale's latest refurbishment it has been out on the exhibition circuit several times. For the first show the group had checked and rectified problems before the weekend in September. The layout was well received and comments were favourable. One problem did arise

during the exhibition when storage yard points caused occasional loss of contact. The offending ones were identified and marked for replacement before its next outing. Since the point replacement, recently another electrical fault has occurred which at present defies correction. This has resulted in the layout having been withdrawn from further exhibitions until now.

It is intended to keep the original name Calverdale but it will retain its East Leicestershire location. This is down to the good offices of the original Barrowfield team to whom I am grateful for their patience, time and friendship. 

 'WD' 2-8-0 90732
Vulcan heads
an empty iron ore train
towards the station.





 With the milk depot on the left and the goods yard to the right, a Stanier '8F' 2-8-0 has charge of a heavy loaded coal train.



Building Region

The *Hornby Magazine* team has been back in the Southern Region branch line terminus in 8ft x 2ft.

TOOLS

- » Handsaw
- » Jigsaw
- » Power sander
- » Tri-square
- » Pencil
- » Tape measure
- » Electric screwdriver
- » Electric drill
- » 6.5mm wood drill bit
- » 9mm wood drill bit
- » 2mm drill bit
- » 2.5mm drill bit
- » Pliers
- » Track cutters
- » Pin hammer
- » Pin punch
- » Pin vice
- » 1mm drill bit
- » Dremel
- » Mandrel & cutting disc
- » 25watt soldering iron
- » Craft knife
- » Wire strippers
- » Sanding boards

ADHESIVES

- Evostick contact adhesive
- Loctite superglue
- Evostick PVA glue
- Deluxe Materials Ballast Magic

BUILDING any layout comes with its own set of challenges, and having had such great success with our first 24-hour project to build a Western Region style roundhouse in HM106 we wanted to push the boundaries to a new level with the second one.

The premise for the project was for the *Hornby Magazine* team of two – Editor Mike Wild and Assistant Editor Mark Chivers – to put together a fully working scenic branch line terminus against the clock. The footprint had more than doubled from the roundhouse which covered just 4ft x 2ft 6in with the terminus covering

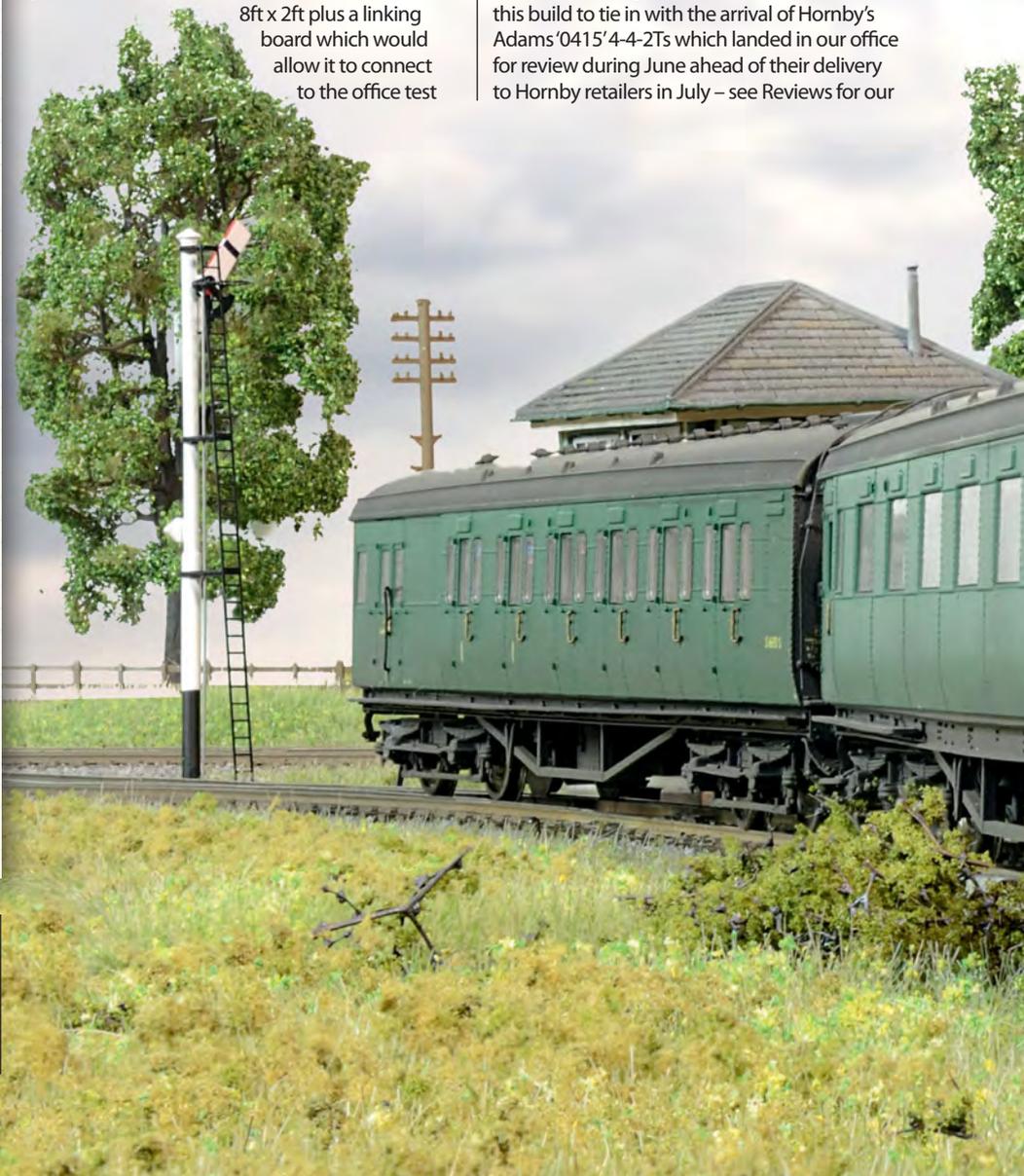
8ft x 2ft plus a linking board which would allow it to connect to the office test

track for regular use.

Plans were drawn up on paper, materials assembled, the internet scoured for buildings and the timber merchants suitably raided to acquire everything that we would need to put the layout together.

We'd split the 24hr build time for the two-man team into a series of separate days and part days to suit the challenge which lay ahead. We had to account for drying times, so some days would be short and others long in order to achieve the target.

A Southern Region theme was selected for this build to tie in with the arrival of Hornby's Adams '0415' 4-4-2Ts which landed in our office for review during June ahead of their delivery to Hornby retailers in July – see Reviews for our



Summer
Special

a Southern branch line

workshop to take on a second 24hr challenge – this time to build a **MIKE WILD** reveals how it was done.

exclusive first review of this exciting new model. The famed Lyme Regis branch, the home of the final three 'Radials', was a great catalyst to the project, but others threw potential ideas into the melting pot too. We needed a name to reflect the line's coastal location. Axe Regis worked well. In typical fashion our coastal terminus is located a full mile from the beach meaning that arriving holidaymakers have a trek to reach the sand. Anyone who visited Lyme Regis in the 1960s will recognise our thinking here!

GROUNDWORK

The starting point for the layout, as with all, were the baseboards. Three boards were needed – a shaped 2ft

10½in long board to carry the running line from Topley Dale to the terminus and two 3ft 9in long boards for the station and goods yard. To make matters more complex – maybe we were asking too much of the project timescale here – a stream was to run across behind the goods yard, curving round and passing under the railway on the shaped connecting board. What could go wrong?

The woodwork was dealt with swiftly and all three baseboards were built by lunchtime on the first day. For the surface 9mm plywood was used braced underneath with 69mm x 18mm planed timber. 30mm twin thread wood screws were used to fix the frames to the tops throughout making the whole structure strong and rigid.

Next up – track laying. A track plan had already been drawn out on paper, but some of what we wanted wasn't going to be quite so practical in the real world. The plan had to have a single road engine shed, a station and goods yard, but it was the access to the goods yard and siding lengths which posed a problem. The river shortened the available space by 6in and in the end a compromise was reached where the siding lengths were reduced and the original separate headshunt for the goods yard was discarded.

The final plan features a twin platform terminus station, a compact two-road goods yard with a single road goods shed and a single track locomotive shed and servicing facility.

Plan finalised, the Peco code 75 track was laid rapidly during the afternoon of the first day »



using a combination of medium radius and large curved radius points joined together with flexible track. Copper-clad sleepers were cut to length, drilled for pins and soldered to the rails either side of the baseboard joints to allow the rails to be cut so that the layout could be moved when required.

Still on day one, attention then turned to installing all the wire droppers for the track feeds. The terminus has been built purely for Digital Command Control (DCC) operation and features red and black 7/0.2 multi-core wires soldered to the rails which are then connected back to a power bus made from 28/0.2 multi-core figure of eight wire. Screw terminal connector blocks are used at each baseboard joint to connect jumper

cables between the boards and from this the wiring for the point and signal accessory decoders is also taken.

To finish the first day, the track was weathered with Humbrol No. 29 while the platform edging was mocked up to check that the mental picture we had could become reality.

We'd achieved a lot in the first 6½ hour work session, but there was still a long way to go.

STAGE TWO

All our layouts are built up in layers – each new layer blending the previous one into the final scene. With the track laid and the wire droppers in place, we divided our effort – Mark took on the beginnings of the scenic work by installing the platform edging while Mike headed underneath



the layout to connect all the wiring and install all the point motors.

The motors on Axe Regis are DCC Concepts Cobalt IP digital point motors which are incredibly quick to install and set up. Within 30 minutes of opening the point motor boxes all were fitted, wired, addressed and ready to work, such is their ease of installation.

Completing the power connections for the running lines took a little longer while the temporary Dapol LMS pattern semaphore signal was connected to a Train Tech SC3 accessory decoder. This signal will be replaced with a Dapol Southern Railway rail built signal in the future while, on release, we plan to add a Southern Railway lattice post signal to the shorter of the two platforms and a bracket signal on the approach to the junction. Now we were ready for the first ground cover – ballast. Woodland Scenics fine and medium grade blended grey ballast was mixed together, but rather than opt for the usual diluted PVA method to fix it down we chose something different. This time we elected to use Deluxe Materials Ballast Magic. This is a dry powder adhesive which is mixed with the ballast in a 1:4 ratio, spread on to the track in the usual fashion and then brushed into place.

Once happy that all the ballast was where it should be, a water mister was used to wet all the ballast, activating the Ballast Magic powder in it. At this point, the end of our second work session, we closed the door on the workshop to let the ballast set overnight. 11 hours had passed by now.

SCENIC DEVELOPMENT

The main focus from now forwards was scenic development. Again, our efforts were split in different areas with Mark concentrating on the task of building the platforms and Mike turning to ground contours and landscaping.

On shed the foreman catches up with the latest news as an 'E4' and 'M7' simmer behind.





A Billinton 'E4' 0-6-2T shunts in the goods yard, glimpsed between the trees.

The biggest area to work on for the landscape was the riverbed. Plywood was cut to shape to fit the riverbed and provide a firm base onto which we could establish the contours. These were created by making a web of masking tape to form the contours and overlaying it with plaster cloth soaked in water. To add further undulations to the scene, cork was layered up in several areas and overlaid with masking tape to create smooth transitions before layers of plaster cloth were added on top.

Meanwhile, the late arrival of materials for the platform surface had set work back a few hours in this area, but Mark was on the task as soon as the delivery arrived. Evergreen 1.5mm plastic sheet was cut to shape and glued in place on the concrete platform edging to create a strong surface.

Now we were ready for basic painting of the landform using brown poster paint – a colour that ensures that none of the white plaster cloth or bare wood will show through once scenic treatments have been applied.

We were onto our fourth work session by now and rapidly approaching the final-cut off for the 24hr challenge period. There was a lot more to do – much more than we could possibly fit into the time available. In the end the timescale was disregarded in favour of building the layout to a high standard.

We pressed on with ground cover using chin-chilla dust for the road surfaces in the goods yard and engine shed, again fixed down with Deluxe Materials Ballast Magic, before moving on to the first layers of green ground cover in the fields and

surroundings.

After another night of drying, we were back in the workshop briefly to add a first layer of static grass where possible. This was left to dry before another brief 15 minute return to paint the platform surfaces with Railmatch roof grey from an aerosol.

It was the final straight now as we entered the final detailing and finishing phase. Lineside fencing was painted brown with Humbrol No. 29 acrylic and fixed in place around the goods yard and river while spear fencing was added around the platforms. DCC Concepts Southern Railway barley twist lamps adorn the platform while a handful of Hornby Skaledale benches were repainted in Southern green to match the theme of the layout.

Readymade trees from the Noch range supplied in the UK by Gaugemaster were planted next using a mixture of chestnut, ash and lime specimens for the large trees to the rear and smaller willow and apple trees to the front. The grass was detailed with coarse turfs, flecks of colour to represent small flowers and finally we were able to apply the first layer of Woodland Scenics Realistic Water to the riverbed.

COMPLETE, BUT NOT QUITE

Did we do it? Not quite. Axe Regis took a little over 30 hours to reach the stage you see it at now and there is plenty more to add in the future. The platform surfaces look too stark and will need detailing while a full complement of signals will ultimately be installed as new models become available from Dapol.

There is still more that we can do with the scenery to enhance the ground cover and the back of the station needs bedding into its surroundings further. Then there is the task of joining Axe Regis to Topley Dale and blending all the scenery in and we'll be back adding full wiring to all the station lamps and interior lighting to the buildings in the future.

In the end the concept of the 24hr challenge took second place to building an attractive Southern Region branch line terminus. It was a great project to undertake and still shows how much can be achieved with a small team of two and today's incredible range of off-the-shelf products. We hope it inspires your modelling and we're already looking forward to the next challenge. 





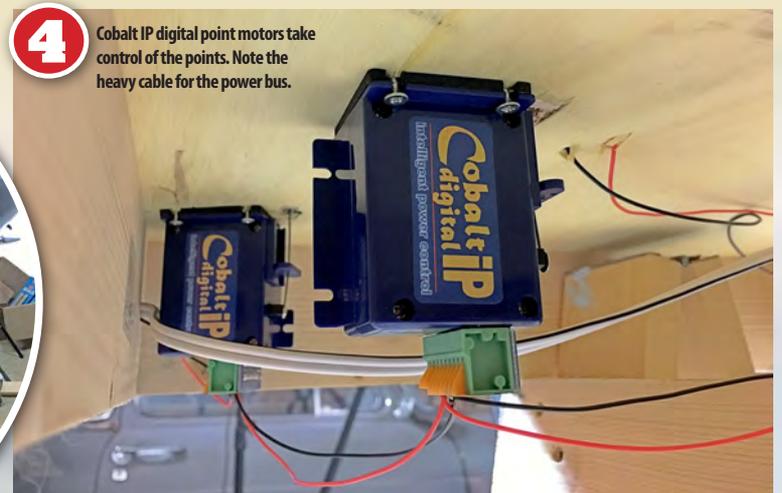
1 The first baseboards for the build. The nearest is the link from the terminus to the office test track. Note the cut out for the riverbed.



2 All three boards assembled and ready for the start of track laying.



3 Mark prepares copper-dad sleepers for the baseboard joints.



4 Cobalt IP digital point motors take control of the points. Note the heavy cable for the power bus.

Below: Adams 'Radial' 4-4-2T 30582 awaits departure from Axe Regis. This new Hornby model was one of the catalysts for the project.



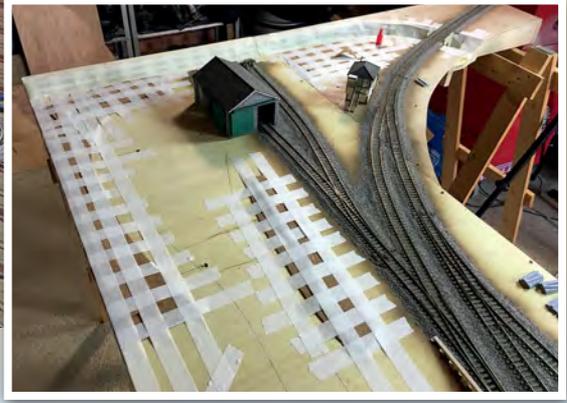
5



Platforms are built with Peco concrete edging. The track has been weathered with Humbrol No. 29 from an aerosol.

6

Ground contours were built up from masking tape with cork sheet underneath for gentle undulations.



SEE IT ONLINE!

● Visit www.hornbymagazine.com to see time lapse videos of Axe Regis under construction and the finished layout in operation.



WHAT WE USED

Product	Manufacturer	Cat No.
9mm plywood, 8ft x 4ft sheet	n/a	n/a
69mm x 18mm planed softwood	n/a	n/a
4.0 x 30mm wood screws	Resier	n/a
4.0 x 20mm wood screws	Resier	n/a
Code 75 medium radius left-hand point	Peco	SL-E196
Code 75 medium radius right-hand point	Peco	SL-E195
Code 75 large curved left-hand point	Peco	SL-E187
Code 75 large 'Y' point	Peco	SL-E198
Code 75 flexible track	Peco	SL-100F
Code 75 rail joiners	Peco	SL-110
Code 75 insulated rail joiners	Peco	SL-111
Rail built buffer stops	Peco	SL-40
Track pins	Peco	ST-280
1/16in cork sheet, 36in x 24in	Gaugemaster	GM
Black 7/0.2 multi-core wire	Rapid Electronics	01-0400
Red 7/0.2 multi-core wire	Rapid Electronics	01-0435
Plug-in terminal blocks (6A)	Rapid Electronics	21-2496
Cobalt IP digital point motors	DCC Concepts	DCP-CB1DIP
Concrete platform edging	Peco	LK-62
Concrete platform edging, ramps	Peco	LK-68
1.5mm plasticard	Evergreen	9060
Medium grey blend ballast	Woodland Scenics	B1394
Fine grey blend ballast	Woodland Scenics	B1393
Shillingstone station building	Bachmann Scenecraft	44-164
Shillingstone waiting room	Bachmann Scenecraft	44-171
Shillingstone parcels office	Bachmann Scenecraft	44-166
Shillingstone signalbox	Bachmann Scenecraft	44-165
Shillingstone goods shed	Bachmann Scenecraft	44-170
Shillingstone platelayers hut	Bachmann Scenecraft	44-169
Stone engine shed	Bachmann Scenecraft	44-0002
Coal stage	Bachmann Scenecraft	44-0004
Lamp hut	Bachmann Scenecraft	44-558
LSWR water column	Skytrex	4LS/001
Ballast bins	Skytrex	4LS/006P
Platform benches	Hornby Skaledale	R8674
Cattle creep bridge	Wills	SS38
Coal staithes	Wills	SS17
Plaster bandage	Hobbycraft	577665
Stop signal	Dapol	4L-002-001
Semaphore signal decoder	Train-Tech	SC3
Blended green fine turf	Woodland Scenics	T1349
Autumn 6.5mm static grass	MiniNatur	006-33
Winter 6.5mm static grass	MiniNatur	006-34
Fine turfs (various)	Green Scene	Various
Light green coarse turf	Woodland Scenics	T1363
Burnt grass coarse turf	Woodland Scenics	T1362
Light green fine leaf foliage	Woodland Scenics	F1132
Barley twist Southern Railway lamps	DCC Concepts	DML-SRBRBT-V
Lineside fencing	Ratio	425
Spear fencing (straight)	Ratio	434
Spear fencing (ramps and gates)	Ratio	435
Telegraph poles	Ratio	452
Lime tree (185mm)	Noch (Gaugemaster)	21780
Ash tree (190mm)	Noch (Gaugemaster)	21790
Chestnut tree (195mm)	Noch (Gaugemaster)	21800
Willow tree (110mm)	Noch (Gaugemaster)	21770
Apple tree (75mm)	Noch (Gaugemaster)	21560
Realistic water	Woodland Scenics	C1211

USEFUL LINKS

Bachmann Scenecraft and Woodland Scenics	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DCC Concepts	www.dccconcepts.com
Gaugemaster	www.gaugemaster.com
Green Scene	www.green-scene.co.uk
Hornby	www.hornby.com
Peco, Ratio and Wills	www.peco-uk.com
Skytrex	www.skytrexmodelrailways.com
Train-Tech	www.train-tech.com

THE BUILD THE 24HR BRANCH LINE



Brown poster paint gives the ground contours a solid base colour for grass textures.



The first layer of green blended turf starts the scenic transformation.

GET INVOLVED!

- With two 24 hour challenges completed *Hornby Magazine* is throwing the doors open for you to get involved. Send us your ideas for more challenges and we'll pick the best ones to build for future issues. Write to us at the usual address or e-mail hornbymagazine@keypublishing.com with the subject line 24hr Challenge.



9 Subsequent layers of static grass begin to build of grass depth and texture.



10 Platform surfaces were painted with Railmatch roof dirt. The second platform awaits masking and painting.



11

The goods yard area develops with fencing, grass textures and Noch trees.



12

Building up the greenery around the river enhances its appearance. The three trees will make a visual break to the depot scene which will be positioned behind them.

13 Adding Ratio spear fencing to the platforms.



14

Engine shed details include a coal stage, an LSWR water column and redundant sleepers.



15

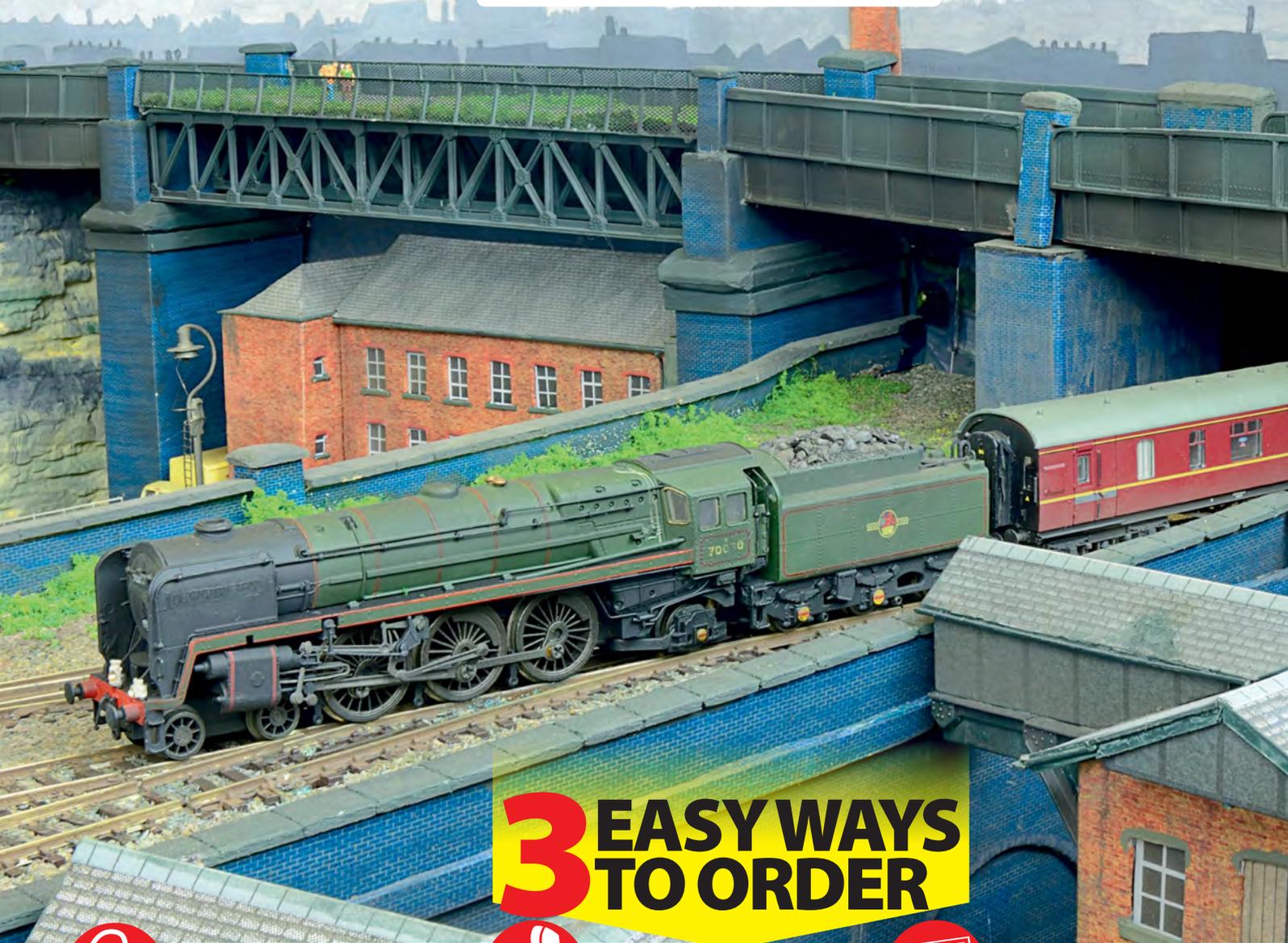
A Class 205 'Thumper' sits in the newly completed platforms. There is more to come in the future for this terminus.

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Hornby 'Radial' ARRIVES!

The trio of Adams 'Radial' 4-4-2Ts which operated on the Lyme Regis branch achieved heights of fame amongst enthusiasts and now Hornby has delivered its eagerly anticipated new model of the '0415'. **MIKE WILD** takes a closer look in this exclusive first review.

EXCLUSIVE

Three 'Radials'
- complete with
detail differences.



ALL GOOD THINGS come to those who wait – and that phrase is certainly true when it comes to Hornby's new 'OO' gauge model of the Adams '0415' 4-4-2T. It was announced in November 2014 at the Warley exhibition and three make up the first batch – 488 in London & South Western Railway (LSWR) green as preserved, 30582 in BR black with late crests and 30584 in BR black with early crests.

The Adams 'Radial' story is one of good luck and fortune with three being retained to operate on the steeply graded and sharp curved Lyme Regis branch on the Dorset-Devon county border. The final three outlasted the rest of their class by 30 years and you can read the full story on these Victorian locomotives in Reality Check on pages 76-79.

Hornby's new model, though, has stiff competition. As regular readers will be aware Oxford Rail's debut 'OO' gauge locomotive model was the same class (HM103). So, the all important question, is the new Hornby version worth holding out for?

THE MODEL

First things first, this is a great looking model. It shows Hornby's expertise and knowledge of locomotive production with an air of finesse and delicacy that we now expect as standard.

All three of our samples showed a matching level of build quality from their arrow-straight handrails to the fit of the glazing, the fine profile of the running plate and the sheer volume of separate parts which have been added at the factory.

The cab interior is fabulous with a wonderfully delicate lever reverser, a backhead full of gauges and details and even wood coloured panels on top of the water tanks on each side. The handbrake is modelled at the rear together with the bunker aperture (in the closed position) while the LSWR green version even has cream painted internal walls in the cab. The cab rear windows are also subtly different with 30582 and 30584 having shallow panes and 488 having deeper glazing.

There are lots of detail variations between these three locomotives with 488 having a stovepipe chimney and 30582 being supplied with safety valves built into the dome. 488 even has smaller rear pony wheels than 30582 and 30584 and the two

BR versions have different sized numbers on the cabsides.

However, there are plenty of details which come as standard: sprung buffers, fine motion, separately fitted smokebox dart, wire handrails, a full complement of Southern Railway lamp irons, a fully detailed underframe and an exacting standard of paint finish.

As always for a Hornby product the painting, lining and lettering of the 'Radials' is nothing short of superb. The lining is crisp and accurate in each case while the subtle 'gold' colouring around the smokebox rear, front splasher and side tank lettering on 488 really does look the business. Crests and BR's tri-colour mixed traffic lining look superb on the black locomotives while the crests and builders plates are equally well done. >>



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3333
Description:	Adams' 0415' 4-4-2T 30584, BR lined black
Cat No:	R3334
Description:	Adams' 0415' 4-4-2T 30582, BR lined black
Cat No:	R3335
Description:	Adams' 0415' 4-4-2T 488, LSWR green
Scale:	'OO'
Price:	£119.99
Era:	2 (488) and 4/5 (30582-30584)
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

“All three of our samples showed a matching level of build quality.”

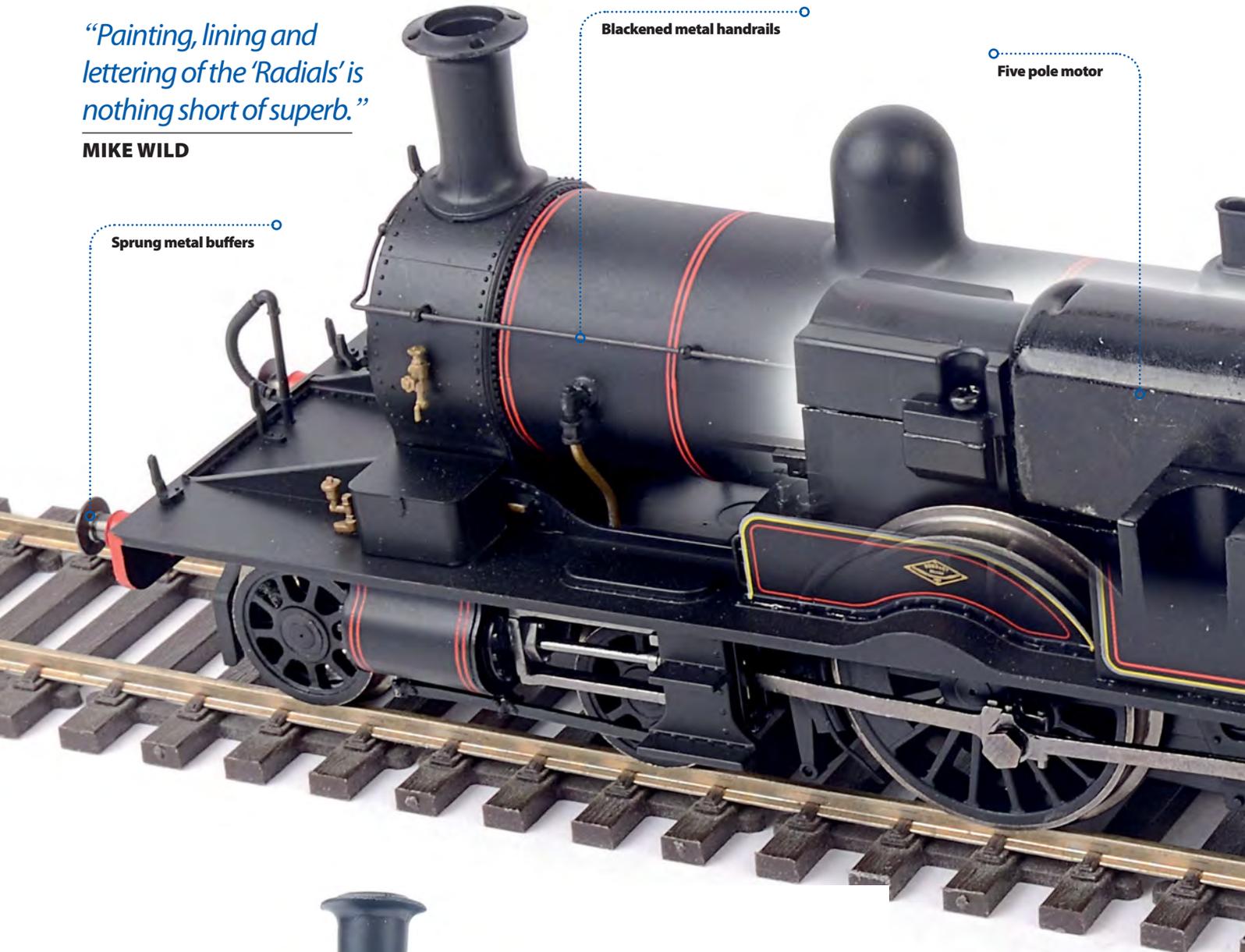
MIKE WILD



30582 carries late BR livery and features safety valves as part of the dome.

“Painting, lining and lettering of the ‘Radials’ is nothing short of superb.”

MIKE WILD



Sprung metal buffers

Blackened metal handrails

Five pole motor

30584 is finished in BR lined black with small early crests.

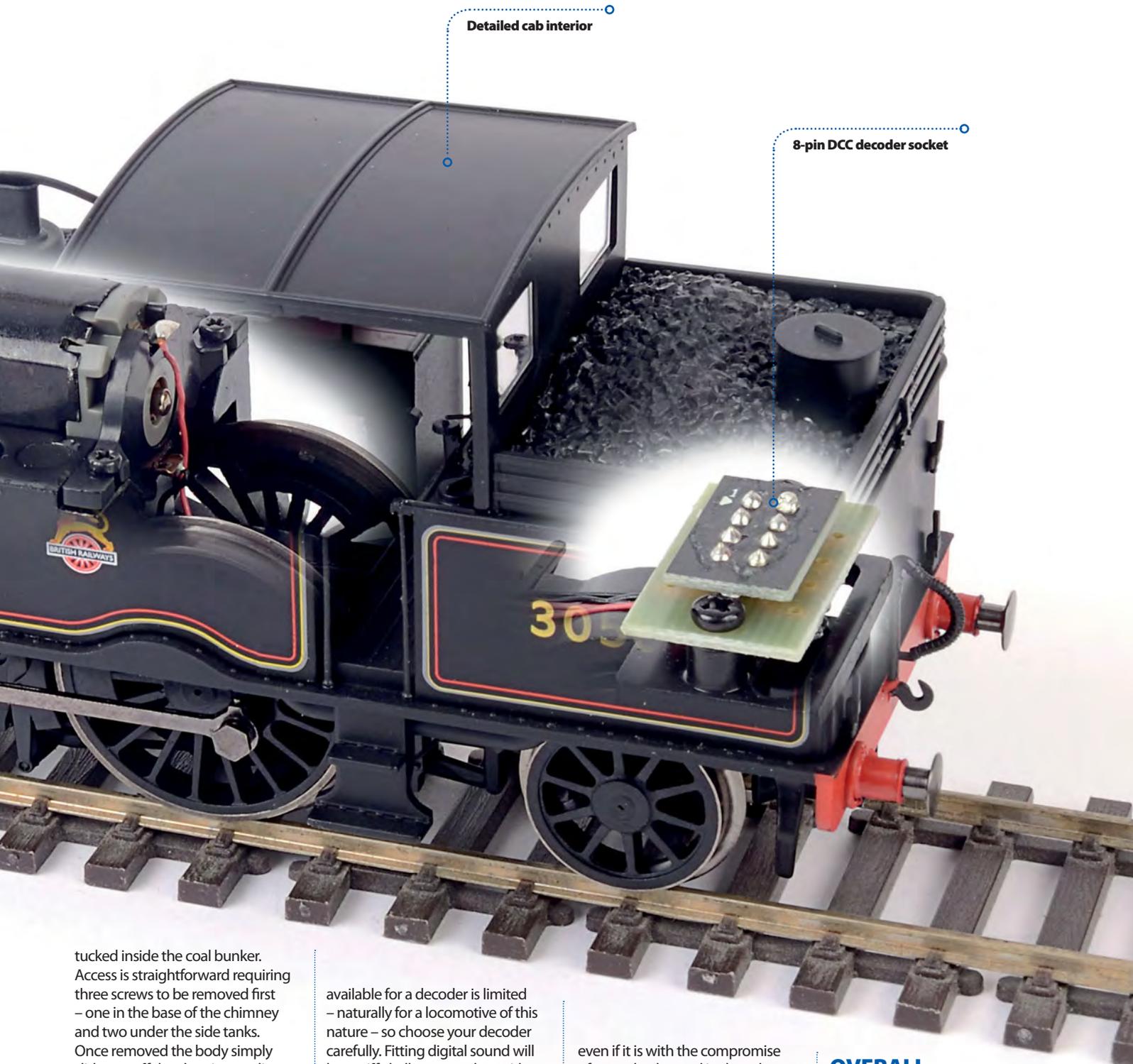


PERFORMANCE

Like the recent 'S15' 4-6-0 (HM100) and 'J15' 0-6-0 (HM94) the 'Radial' employs the latest generation mechanism from Hornby. A powerful five-pole motor sits centrally in the chassis. Electrical pick-up is through the leading four axles while the combination of die-casting for the boiler and heavy chassis weights makes this a solid performer on the track. The chassis is quite rigid though which could cause the 4-4-2T to stall on undulating track.

Throughout the speed range on both analogue and digital control all three of our samples ran faultlessly offering excellent control and beautiful slow speed running, making station stops and run-rounds a pleasure to undertake. Haulage capacity is more than sufficient too with each model comfortably handling a five-coach train.

An 8-pin Digital Command Control (DCC) decoder socket is provided at the rear of the chassis



Detailed cab interior

8-pin DCC decoder socket

tucked inside the coal bunker. Access is straightforward requiring three screws to be removed first – one in the base of the chimney and two under the side tanks. Once removed the body simply slides up off the chassis revealing the motor assembly at its centre and the decoder socket to the rear. Beware though, the space

available for a decoder is limited – naturally for a locomotive of this nature – so choose your decoder carefully. Fitting digital sound will be a stiff challenge too, but with the compact designs of sugar cube speakers and the latest micro sound decoders it should still be possible,

even if it is with the compromise of a speaker located in the cab.

For our DCC tests we used DCC Concepts Zen Nano decoders which are the size of a socket blank.

OVERALL

The big question is which 'Radial' is the best. Oxford Rail's debut locomotive has been a sterling success for the manufacturer and it can hold its head up high, but for us the new Hornby version is more refined with an air of delicacy from the seasoned model railway manufacturer.

One of the big differences is price with the Oxford model coming in at £20 less than the Hornby product. For us though that difference is worth paying. But the choice is yours and they are both superb models of a popular class of locomotives which are sure to be a great hit with Southern Region modellers. (MW)

The Bluebell Railway's preserved example is modelled in 488 carrying LSWR green.



The Adams 'Radial'

*Amongst the most elegant locomotives to be built were the Adams '0415' 4-4-2Ts, a design that outlived its original purpose by almost 50 years, as **EVAN GREEN-HUGHES** describes.*

IN THE CLOSING YEARS of the 19th century locomotive designers were faced with an increasing demand for powerful engines with rapid acceleration which would be suitable for use on the country's expanding commuter network.

William Adams of the London and South West Railway already had a small 4-4-0T, the 'Class 46', in service but these engines suffered from a lack of coal and water capacity which meant that they required refuelling more often than was ideal during the morning and afternoon peaks. To answer this problem Adams

took the basic form of the '46' and added to it a larger bunker supported by a radial truck, a device that allowed the additional rear axle to move from side to side and enabled the locomotive to negotiate curves. This created the Adams '0415' 4-4-2T – a class which became famous in the 1950s and 1960s when three survivors clung onto service on the Lyme Regis branch on the Dorset/Devon border.

Normally new engines would have been built in house but at this point the company's own locomotive works at Nine Elms was full to capacity. So urgent was the need for additional motive power for

the expanding London commuter network that the decision was taken to contract outside companies to build the required engines instead. Four companies were eventually involved in production over a period of three years, during which 71 locomotives were constructed, the earliest built costing £2,300 each while those constructed in 1885 cost £2,500.

Although the engines were built over a short period of time there were differences between the batches. The first two, built by Beyer Peacock and Robert Stephenson and Co had very short side tanks but subsequent batches had larger tanks which

In a classic Lyme Regis branch scene, Adams 'Radial' 4-4-2T 30584 nears Combyne on April 16 1960.
David Hepburne-Scott/Rail Archive Stephenson.



Adams LSWR radial 4-4-2T 420, from the first batch in original condition, stands on the turntable at London Waterloo in 1890. Rail Archive Stephenson Collection.



could accommodate a further 200 gallons. As built the coal bunkers, which also had a water tank underneath, held about one ton of coal but rails were soon added doubling their capacity. Early engines also had a smaller dome but over a period of time as boilers were swapped round this feature became distributed throughout the class.

Most were allocated to London running sheds from where they were used on a wide variety of services, including to Epsom, Leatherhead, Guildford, Hampton Court, Windsor, Reading and Basingstoke but some were sent down to Devon where they were deployed on the Exmouth branch and on

other duties in the north of the county. They were smooth-running engines when new and often reached speeds of 50-55mph. It wasn't long, though, before they developed a pronounced fore and aft movement when under power due to the arrangement of the outside cylinders and this became more obvious as the mechanical portions of the engines became worn.

NEW DESIGNS

In 1888 Adams brought in a new design, the 'T1' 0-4-4T, which had inside cylinders and which was more powerful and smooth-riding than the '0415'. These soon

FACTS AND FIGURES	
Designer:	William Adams
Built:	1883-1885
Withdrawn:	1917-1961
Builder:	Beyer, Peacock/Robert Stephenson and Co/Dubs and Co/Neilson and Co
Operator:	London and South Western Railway/ Southern Railway/ British Railways
Purpose:	Suburban passenger
Wheel arrangement:	4-4-2T
Weight:	55ton 2cwt
Driving wheels:	5ft 7in
Length:	36ft 5½in
Boiler pressure:	160psi
Cylinders:	Two, outside 17½in x 24in
Tractive effort:	14,920lbs
Coal capacity:	1ton, 2tons with coal rails
Water capacity:	1,200gallons (some 1,000gallons as built)
Number in class:	71
BR power class:	1P
Number series (BR):	30582-30584

took over the work for which the 'Radials' had been designed and so by 1903-1904 after a reign of only about ten years many of the class were being transferred away from London. Most were reallocated to country depots including those at Exmouth Junction, Salisbury, Bournemouth and Eastleigh where they were used on secondary passenger trains but some did remain in and around the capital though their duties were mainly confined to empty coaching stock and pilot work.

By this time the '0415s' were no longer considered to be prestige engines, despite only being around 15-20 years old and so, beginning with 415/416 in May 1904, a start was made on renumbering the class in the duplicate, or reserve, list. This proved to be a long-winded process and it was not until 1924 that all the engines had received the number 0 in front of their old number. However this was not to be the beginning of the end for in late 1913 the LSWR urgently needed a replacement for the unsatisfactory Drummond-designed steam railcars and auto-tanks and some of the '0415s' were fitted up with a system of wires and pulleys that enabled them to be used in push-pull mode on auto trains. Such conversions were used with rakes of up to six coaches on duties such as Clapham Junction to Richmond and Windsor to Woking until displaced later by Drummond 'M7' and Adams '02' 0-4-4Ts.

1913 also marked the start of the duties for which the class was to become best known. The Lyme Regis branch, built in 1903, was a six mile long line that was steeply graded and which abounded in tight curves. It had been worked since 1907 by '02' 0-4-4Ts but these were not entirely satisfactory. As a result one of the '0415s', 0125, was taken into works and refurbished, during which its bogie was amended so that it had greater side play. The modified engine was put to work on the branch that October on both goods and passenger trains and proved superior to the '02s'. >>>



Adams 4-4-2T 3488, ex-East Kent Railway No 5 in Bulleid 'sunshine' livery, waits to leave Axminster in 1947.
R.G. Jarvis/Online Transport Archive/Rail Archive Stephenson.



Such was its success that two more of the class, 521 and 0419, were similarly modified and sent to assist 0125. One was from then on normally kept at Lyme Regis while the other two were shedded at Exmouth Junction. One was normally used each day but during peak periods a second engine was provided and the third lay spare.

WITHDRAWALS

The remainder of the class was not so lucky. By December 1913 the LSWR had a large surplus of locomotives and so it decided that 25 of the '0415s' could be withdrawn. Several were already awaiting scrapping at Eastleigh when the First World War broke out, resulting in them being given a reprieve with the whole class refurbished for further use. Not all of these stayed with the LSWR, 0424 went to the Woolmer Instructional Military Railway and later moved to the Fovant Military Railway then on to Longmoor before finally being scrapped in 1924. 0488 went to the Ridham Salvage Depot near Sittingbourne but passed to the private (but not yet heritage) East Kent Railway in 1919 where it became its number 5.

Remarkably four 0480, 0481, 0805 and 0807 were loaned to the Highland Railway where they arrived in February 1918 under their own steam, apparently after some delay due to their being 'borrowed'

by the North British Railway during their journey north! They were used on local passenger turns around Perth and also on the Dingwall-Kyle of Lochalsh line and during their time there were fitted with boilers rescued from other class members. Another, 0427, found itself employed on Swindon-Andover services for the Midland and South Western Junction Railway.

With the end of the First World War and the transport system returning to normal the railways tackled their backlog of repairs and once this was complete the '0415s' were again surplus. 048 was the first of 13 laid aside in 1921 and by the end of 1922 only 49 remained on the company's books, of which 17 were derelict and out of use. By the time of the Grouping the following year only 12 remained to wear Southern's green livery, the survivors eking out a living on push-pull duties to Farnham, empty stock workings at Clapham Junction, secondary duties in the south west and on the Lyme Regis, Bodmin and Swanage branches.

In 1923 Lyme Regis regular 0419 was condemned, followed by sister engine 0521 in 1925 leaving only 0125 at work on the branch. Subsequently 0520 was modified and sent to assist bringing much needed relief to branch services. However by 1928 both needed heavy repair and the decision was taken to replace them with modified



London Brighton and South Coast 'D1' 0-4-2Ts and four were prepared for the work.

Unfortunately they proved far from ideal due to slipping and flange wear and so the two venerable Adams engines were retrieved from the scrapline at Eastleigh and taken into the shops. There they were given new cylinders, tyres and frames, modified springing and improved bogies before being shipped back to their former home to recommence their duties.

THE FINAL THREE

By this time the rest of the class had already been withdrawn from service and broken up so the two survivors worked on alone until 1946 when again the question of heavy repairs came up. A third engine was required but by this time all the others had been scrapped and this led to the Southern coming up with a novel solution. They were aware that the East Kent still had 0488 and, although it had lain derelict for some seven years, an inspection showed that it needed a new firebox but could be returned to working order and so a deal was struck. £800 changed hands and the locomotive returned to main line service.

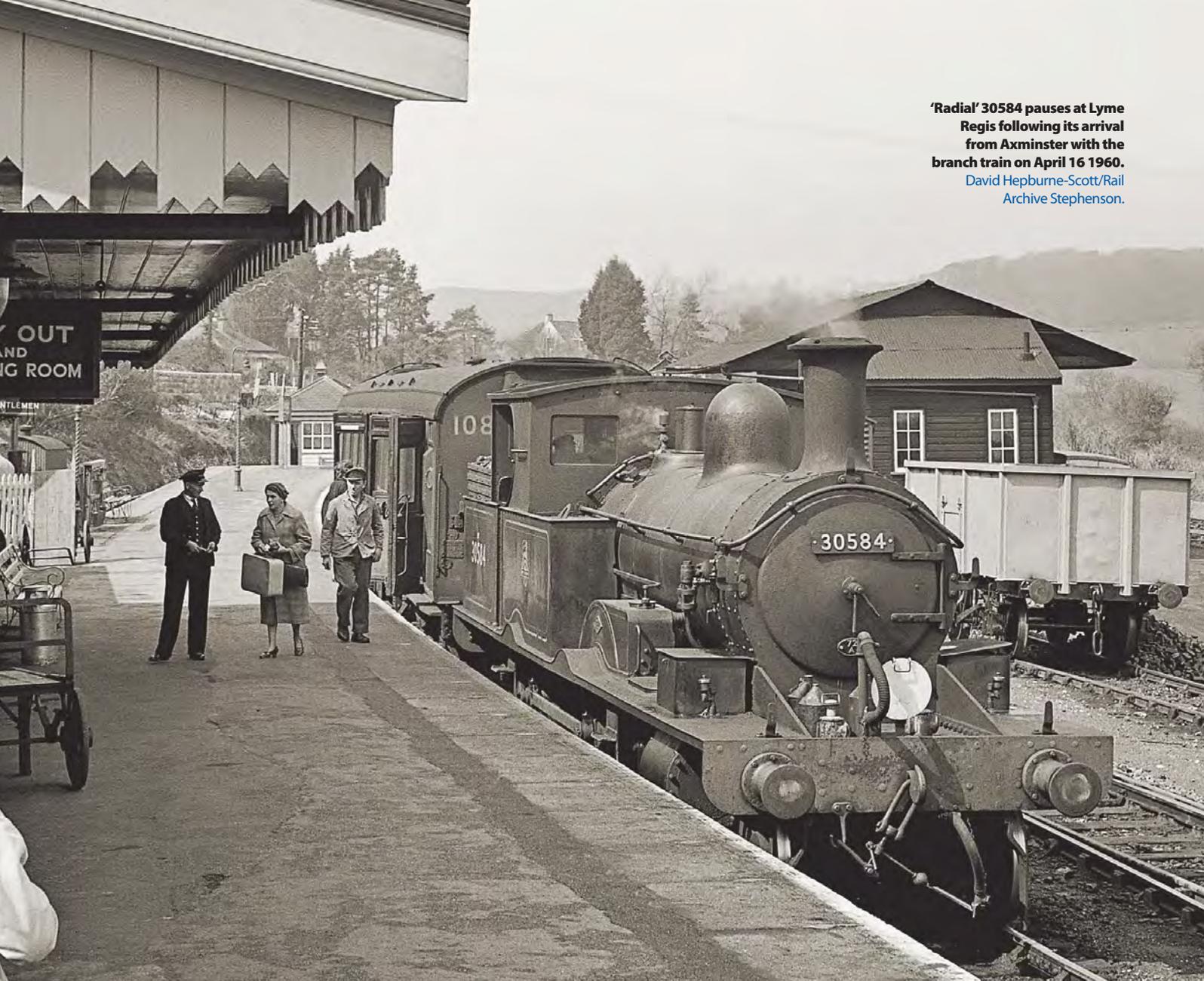
Following a thorough rebuild, during which it received another boiler and the

LSWR 'Radial' 4-4-2T 429 approaches Mortlake with a down coal train in 1914.
Rail Archive Stephenson.



'Radial' 30584 pauses at Lyme Regis following its arrival from Axminster with the branch train on April 16 1960.

David Hepburne-Scott/Rail Archive Stephenson.



number 3488, the locomotive returned to work in December 1946. The two others were then rebuilt in turn. All three survivors passed into British Railways in 1948 and were then renumbered into a consecutive series, 30582-30584. From then on one engine covered all the branch duties with a second used to pilot heavy trains in the summer. The third was available as a maintenance spare. Ten years later another attempt was made to replace them this time with an ex-GWR 0-4-2T but this was no more successful than previously and the vintage engines were left to carry on much as before.

'RADIAL' SWANSONG

By the summer of 1960 track improvements were under way and this enabled London Midland Ivatt '2MT' 2-6-2Ts to be deployed successfully and as a result 30584 was withdrawn in January 1961 - the remaining two lasting for a few more months, but both were out of service in July. Fortunately 30583, the former East Kent engine, was purchased for the emerging Bluebell Railway and it made its own way to Sheffield Park, arriving there on July 9 1961. By the following spring it had been repainted in its original

livery, it then served for many years on this popular line but is currently out of service and stored awaiting repairs.

The '0415s', or Adams 'Radials' as they have become better-known, spent only a few years on the work for which they had been designed, yet proved immensely

successful on a little-known branch line in a remote part of the country, a duty that led to three of them surviving more than 40 years longer than they otherwise might have done and which in turn allowed one to survive long enough for us still to be able to see and to appreciate it today. [FELM](#)



Adams LSWR 'Radial' 4-4-2T 3125 stands at Axminster in 1937 in Southern Railway olive green. Reg Clark/Rail Archive Stephenson.

The Blue Pullman IS BACK!

Four years ago Bachmann delivered its highly anticipated 'OO' gauge Blue Pullman six-car DEMU – and now it is back for a second outing. **MIKE WILD** takes a closer look.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	30-425
Description:	Blue Pullman Special Collector's Edition
Scale:	'OO'
Price:	£599.95
Era:	5
DCC:	DCC ready, two 21-pin sockets
Couplings:	Power couplings between cars



THE ICONIC Blue Pullman is back for a second outing – and with brand new packaging as a special collector's edition.

The real trains were sublime for their era. Pullman accommodation, at seat service and their unique blue and white colour scheme and exclusivity made the train a standout feature of the 1960s. In some ways they were forerunners of the High Speed Train, although they bore no resemblance mechanically or otherwise.

Introduced in 1959, Bachmann's model represents the London Midland Region six-car sets which operated from St Pancras to Manchester until 1967 when they were transferred to the Western Region. The last were withdrawn in 1973 and sadly none of the vehicles have been preserved.

NEW PRESENTATION

In model form the Midland Pullman's legacy lives on. Four years after the first release this stunning Diesel Electric Multiple Unit (DEMU) is available to buy again. So what has changed? Four things really – price, presentation, vehicle numbers and a Digital Command Control (DCC) ready format.

Taking those in reverse order, the Blue Pullman is now delivered DCC ready with a 21-pin decoder socket in both of the power cars. The original version was supplied factory fitted with Bachmann 21-pin decoders (but worked on analogue and digital layouts). The positive of this is that it leaves customers free to choose what decoders they install in the unit if DCC is their chosen control system, and equally if they want sound that is perfectly possible too. Space is provided in each power car for a 40mm x 20mm speaker.

The unit numbers have been changed this time round to represent the second Midland



set with power cars M60092 and M60093 – the first release modelled the first set with power cars M60090 and M60091 – together with a correctly numbered set of trailer cars. This is a good thing!

The presentation is massively improved with this release and,

arguably, is how the first batch probably should really have been delivered. A sturdy cardboard outer measuring 475mm x 330mm has a superbly reproduced painting of the unit on the cover. In the box there is a fine art print of the same painting, a pack of scale Midland

Pullman stewards and train crew, a history of the Blue Pullman, a reproduction menu from the real train, a numbered certificate and – of course – the full six-car set in two polystyrene trays. The vehicles are presented in order too, making it simple to couple the train together correctly and with the vehicles in the right orientation.

Finally there is price. This has changed dramatically over the past four years with the new Midland Pullman Collector's Edition priced at £599.95 – up from £349.95 of the original release. That's a big difference.

FIRST CLASS

All that aside, the Blue Pullman is a stunning model. Its detail is first class with separately fitted handrails throughout together with many other hand fitted items such as the handles on the roof hatches, underframe components, sprung buffers and much more. At its original launch it was a benchmark for others to follow and that position is still retained today.

Directional and interior lighting comes as standard with each table featuring a neatly produced lamp. Power couplings connect the carriages together

“The presentation is massively improved with this release.”

MIKE WILD

The elegant stance of the Blue Pullman is captured sublimely by Bachmann's model.



so each power car provides the electrical supply to its own half of the train – the central coupling being a pure plastic version of the electrical version. On the track our sample was nothing short of a perfect performer. Smooth, quiet and silky in operation, it delivers on every count and offers superb speed control on both analogue and

digital control. With a decoder fitted you can take control of the lighting with Function 0.

The relaunch of the Blue Pullman is great news for those who missed out on the first round and with its presentation and collector's edition status actually offers a higher value means of owning this iconic train. Even with the increase in its price it will surely be a popular release. Get one while you can! (MW)



New technology for the V3

As well as producing a new chassis for its useful Gresley 'V3' 2-6-2T, Bachmann has taken the bold step of introducing a new decoder socket for the British market. **MIKE WILD** reveals all.

TECHNOLOGY is always evolving and it is pleasing to see that Bachmann has stepped up to move with the times and introduce a new modern interface for its Digital Command Control (DCC) decoder socket with the upgraded chassis for its Gresley 'V3' 2-6-2T. The 'V3' has long been part of the Bachmann range – it was first released in 1992 and was the first all-new Bachmann Branchline model without any Mainline or Palitoy heritage – but until the new generation arriving now it had always operated with the outdated split chassis design. However, not content with just upgrading the chassis to modern standards Bachmann has pushed the boundaries further with the introduction of the Next18 DCC decoder socket.

NEW FRONTIER

So what is Next18? In simple terms it is being used as replacement for the 6-pin socket in Bachmann's new production DCC ready locomotives. It is an 18-pin interface which is much more in line with current technology. The 'V3' is the first to be released with it in 'OO' and the Great Western Railway 'Castle' is set to become the first of the

manufacturer's 'N' gauge products to feature the socket design. Next in line for 'OO' are the Ivatt '2MT' 2-6-2T and Class 03 diesel shunter.

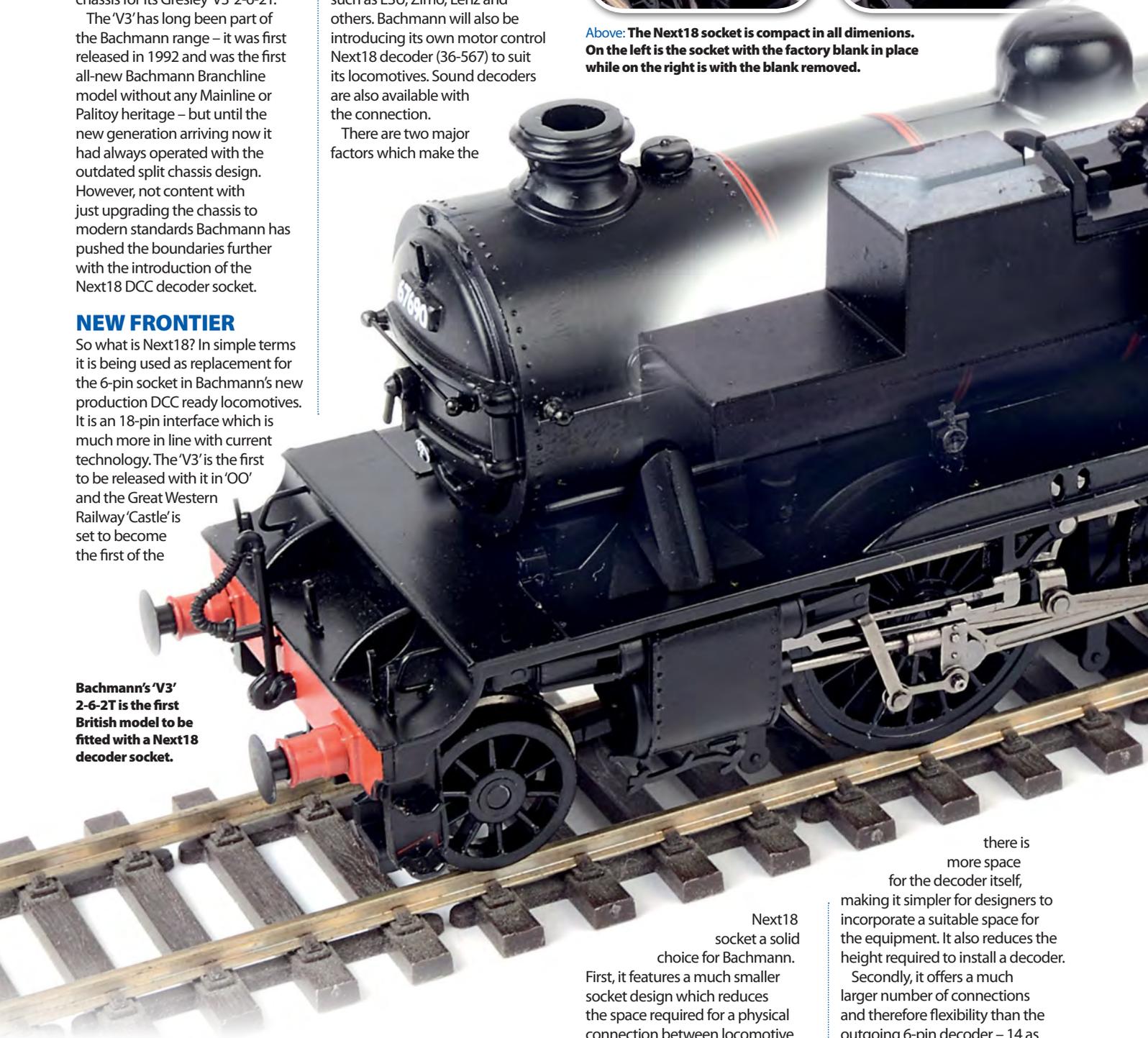
The Next18 socket has been available in European outline models for some time and from the major decoder manufacturers such as ESU, Zimo, Lenz and others. Bachmann will also be introducing its own motor control Next18 decoder (36-567) to suit its locomotives. Sound decoders are also available with the connection.

There are two major factors which make the



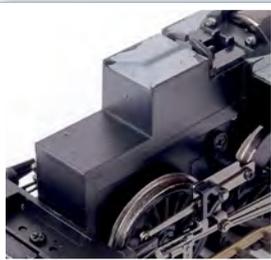
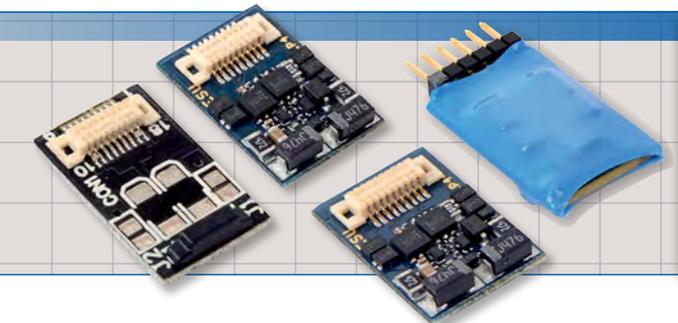
Above: The Next18 socket is compact in all dimensions. On the left is the socket with the factory blank in place while on the right is with the blank removed.

Bachmann's 'V3' 2-6-2T is the first British model to be fitted with a Next18 decoder socket.



Next18 socket a solid choice for Bachmann. First, it features a much smaller socket design which reduces the space required for a physical connection between locomotive and decoder. This in turn means

there is more space for the decoder itself, making it simpler for designers to incorporate a suitable space for the equipment. It also reduces the height required to install a decoder. Secondly, it offers a much larger number of connections and therefore flexibility than the outgoing 6-pin decoder – 14 as opposed to 6. Why 14 and not



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-615
Description:	Gresley 'V3' 2-6-2T 67690, BR lined black
Scale:	'OO'
Price:	£129.95
Era:	4
DCC:	DCC ready, Next18 socket
Couplings:	Small tension locks in NEM pockets

Wire routing is provided over the motor to reach the speaker position.

The Next18 socket on the 'V3' is located in the bunker.



18? Because the pick-up and motor connections use two pins each for their positive and negative wiring to cater for larger power draw, leaving the remainder available to operate other functions. These can include lights, speakers, smoke generators and more.

Physically coupling the decoder to the socket is also much easier. The pins align themselves, meaning that it is a simple clip fit to attach the decoder to the socket. Improving things further, Bachmann has produced a printed circuit board which caters for lighting and speaker connections meaning that

there is no need to make any soldered connections to the decoder itself – the tabs are there on the base PCB and will in turn connect back to the decoder.

The 'V3' also represents a massive step forward in tank engine chassis design for Bachmann too as it includes a space for installation of a speaker for DCC sound operations. A massively upgraded instruction sheet gives all the information you need including safe wire routing and speaker dimensions – the chassis being designed to accommodate a cube speaker no bigger than 15mm x 11mm x 9mm ahead of the motor.

All this is a giant leap forward in chassis design while the basics of motor, gearbox and weights all remain just as we would expect.

From the box under analogue control the new chassis for the 'V3' runs superbly operating quietly and fuss free throughout the speed range. With an ESU Next18 motor decoder plugged in – which took no more than two minutes including removing the body – motor control is further refined and gives scope to add more functions to the base model.

THE EXTERIOR

While the internal workings may reflect the very latest in model railway technology and a keen design plan to make way for digital and sound, the exterior of the 'V3' is still as it was before. The tooling dates back to the 1990s and in places it does show.

You do get separately fitted handrails, sprung buffers and a set of additional bufferbeam details to enhance the model – but it is areas

like the cab interior, roof and coal space which let the body down. Still, none of this is beyond the wit of man to enhance should you wish and the new chassis does make up for some of these shortcomings.

OVERALL

The new chassis and introduction of the Next18 decoder is a fantastic move by Bachmann and shows what can be done to make a model user friendly not just for the analogue market but for the growing digital consumer base too.

If you were looking for a simple, well thought out locomotive for a first DCC sound project this would be up there with the best – and especially with the clear instructions that come with it

The outside isn't perfect, but overall we have a useful locomotive design with a top drawer chassis and one which we hope spells a bright future for model manufacturers continuing to develop well laid out and usable interiors for future products. (MW)

HORNBY'S Raven Q6

Freight locomotives have always held a special place for modellers and now the coveted LNER 'Q6' 0-8-0 has arrived from Hornby. **MIKE WILD** takes a closer look at this North Eastern Region ready-to-run locomotive.



HORNBY has been filling some much needed gaps in the motive power wish list over the past couple of years and particularly for areas which had previously been neglected. In 2015 we saw the rise of the Great Eastern section of the London and North Eastern Railway (LNER) with the arrival of the Worsdell 'J15' 0-6-0 and Gresley 'D16/3' 4-4-0. 2016 will also see Hornby issue a brand new version of the 'B12' 4-6-0, adding further to the prospect of creating a

realistic vision of the Great Eastern network in LNER and BR days.

Now though something equally exciting and tantalising has arrived from the highly watched manufacturer – the 'Q6' 0-8-0. This is the first time that a North Eastern Region prototype has been produced in ready-to-run

form since Bachmann launched the Worsdell 'J72' in 1989 and it is great to see that Hornby has taken the plunge to replicate the NER's locomotives. Really, there were two choices for a popular North Eastern





THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3424
Description:	LNER 'Q6' 0-8-0 3418, LNER black
Cat No:	R3425
Description:	LNER 'Q6' 0-8-0 63443, BR black, early crests
Scale:	'OO'
Price:	£139.99
Era:	3/4 respectively
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



locomotive to add to the roster - the Worsdell 'J27' or the 'Q6' - as both remained in service on the region until the very end of the steam era. For us, the 'Q6' though was, and still is, undeniably the right choice.

In total 120 were built to a Raven design between 1913 and 1921. They were for heavy mineral freight traffic in the North East serving its mines and steelworks. Classified '6F', they delivered 28,800lbs of tractive effort and continued in service until the last was withdrawn in 1967. Fortunately preservationists stepped in to save one for the future, 63395, and this locomotive is at the North Yorkshire Moors Railway where it is currently in service in BR black livery. »

**FIRST
REVIEW**

“The model captures superbly the rugged, simple outline of these outside cylinder 0-8-0s.”

MIKE WILD

THE MODEL

Hornby's plan to produce the 'Q6' was made public at the Warley National Model Railway Exhibition in November 2015. The new toolings cater for detail differences between early and late locomotives around the smokebox as well as two styles of tender. Fortunately though, such was the sound design of these eight-coupled freight engines that modifications and changes during their long careers were few and far between making

this a relatively straightforward product to manufacture.

The initial production run is for three locomotives – 3418 in LNER black (Cat No. R3424), 63443 in BR black with early crests (R3425) and 63429 in BR black with late crests (R3426). All three versions were currently available as this issue closed for press following the arrival of 63429 at the end of June.

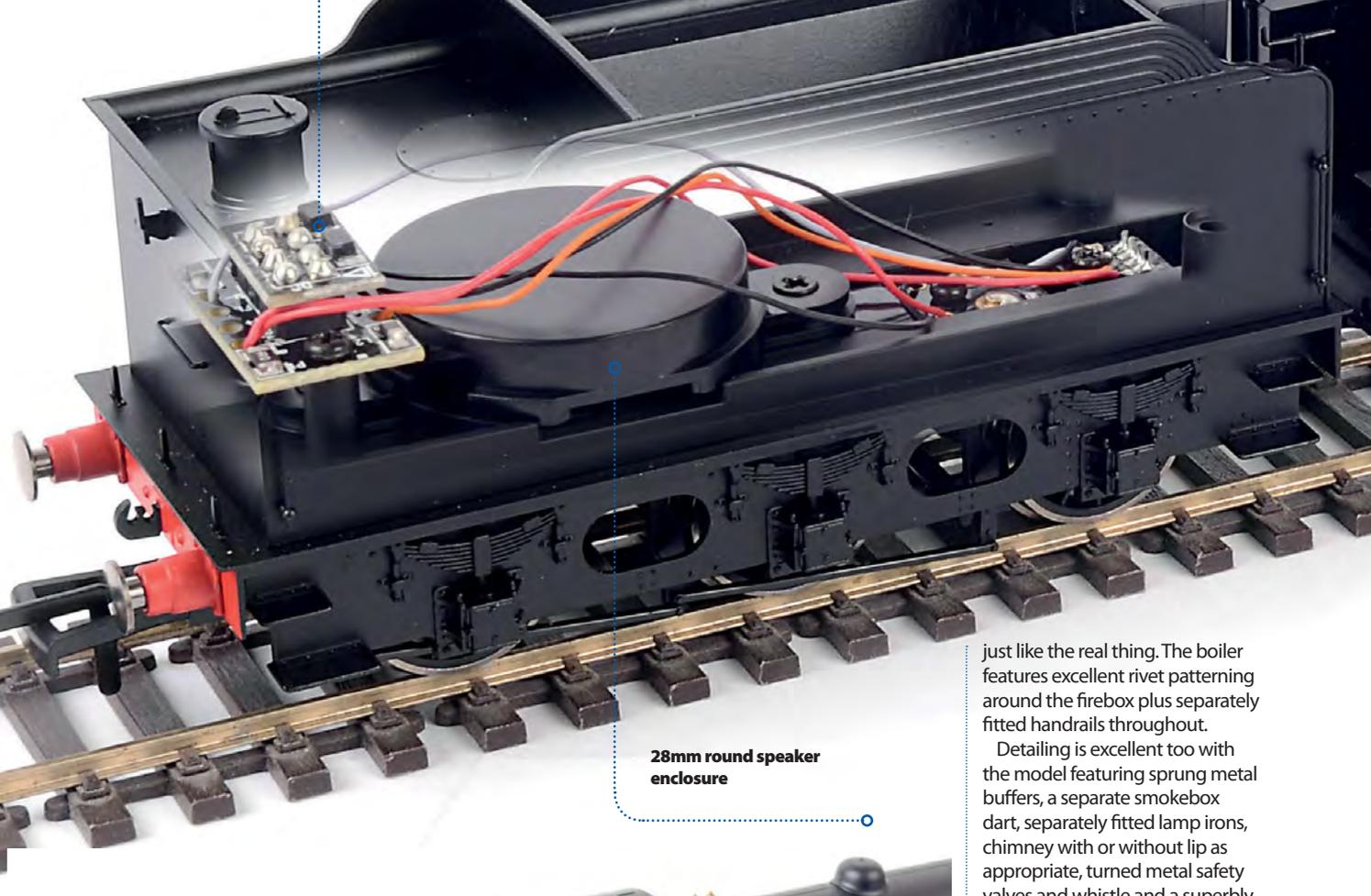
For this review we had the opportunity to inspect the LNER and early crest BR locomotives. Both

are delivered in pristine condition in Hornby's usual packaging and once the blister pack has been opened the locomotive is lifted clear in one piece as the tender is permanently coupled to the locomotive with a screw fitted drawbar. This can be removed if required for servicing as there is also a four-pin wired harness and plug which connects the locomotive pick-ups and

motor connections back to the decoder socket in the tender.

The outward looks of the model capture superbly the rugged, simple outline of these outside cylinder 0-8-0s. From the long overhang at the front to the parallel boiler and side window cab, the 'Q6' looks

8-pin DCC decoder socket



28mm round speaker enclosure

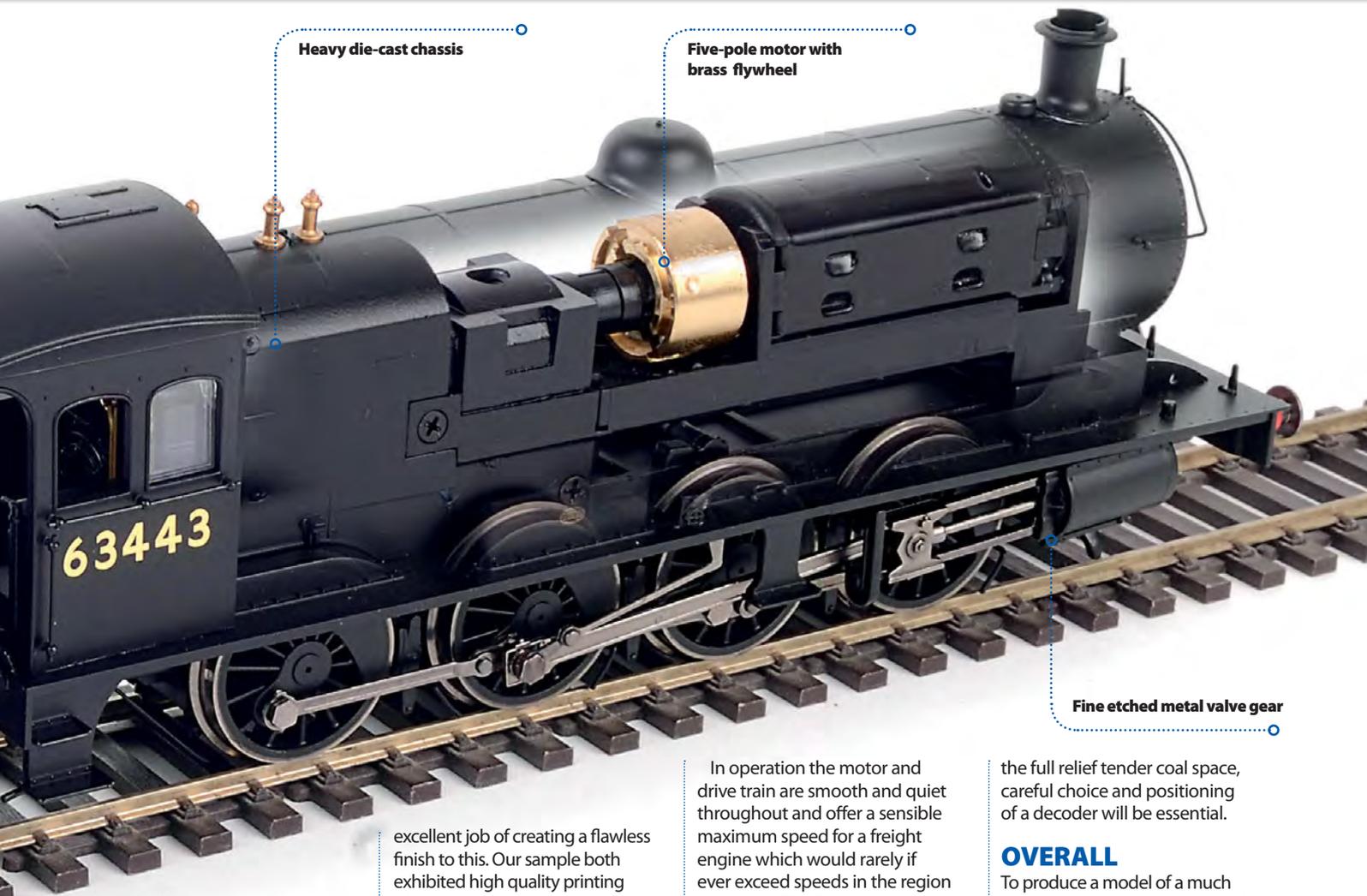


Tender differences are correctly modelled.

just like the real thing. The boiler features excellent rivet patterning around the firebox plus separately fitted handrails throughout.

Detailing is excellent too with the model featuring sprung metal buffers, a separate smokebox dart, separately fitted lamp irons, chimney with or without lip as appropriate, turned metal safety valves and whistle and a superbly detailed cab interior ready for the installation of a suitable crew. My only criticism here is that Hornby no longer includes a dummy screw coupling which would add a welcome touch of relief to the barren buffer beam of the 'Q6' which, correctly, doesn't even have a brake pipe. True, adding a suitable coupling isn't difficult, but it would be good to have such items included to really set this model off.

Turning to the underframe and you will find superbly finished valve gear, sandpipes, brake shoes and, on fitting the detail pack, brake rigging. The lubricator on the right hand side is modelled and looks a treat together with the etched metal reversing lever which runs above the splashers



Heavy die-cast chassis

Five-pole motor with brass flywheel

Fine etched metal valve gear

from the firebox forward.

Completing the 'Q6' is the tender which is a comparatively light vehicle. It features a full relief coal space beneath the plastic coal load together with modelling of the toolboxes and handbrake on the leading footplate. A nice touch is that the dome for a water scoop has been modelled plated over showing that this tender has had its scoop removed.

Decoration on the 'Q6' is, as you might expect, austere. The real locomotives carried a single base colour livery of black throughout their lives, but Hornby has done an

excellent job of creating a flawless finish to this. Our sample both exhibited high quality printing of numbers and crests as well as worksplates and shedplates.

PERFORMANCE

Freight engines need to be powerful and have suitable gearing and the 'Q6' delivers on both fronts. From the box we subjected it to light engine running in for one hour in each direction before loading it up with an appropriate train. That train was a 30 wagon rake of 16ton mineral wagons which both samples handled with absolute ease. The full weight added to the drawbar was 45 wagons for our tests.

In operation the motor and drive train are smooth and quiet throughout and offer a sensible maximum speed for a freight engine which would rarely if ever exceed speeds in the region of 45mph. The five-pole motor features a flywheel which aids its smooth running characteristics and this was further enhanced by equipping the model with a Digital Command Control (DCC) decoder.

For this purpose the 'Q6' is fitted with an 8-pin decoder socket located in the tender. Access is simple enough, requiring two screws at the leading end of the tender to be released from underneath to separate the body and chassis. Inside there is also provision for fitting a 28mm round speaker although, with

the full relief tender coal space, careful choice and positioning of a decoder will be essential.

OVERALL

To produce a model of a much requested, but equally restricted, locomotive class like the 'Q6' shows Hornby's commitment to listening and delivering what its customers want. It may have been a long time coming for some, but the fact is that Hornby has now broken down the barriers to produce its first ever North Eastern Region prototype.

The 'Q6' is a fabulous locomotive and one which has clearly caught the attention of modellers beyond those who specifically model the North Eastern area. It is a great looking locomotive and one which will undoubtedly be a massive success in miniature. (MW)



'Schools' out for Summer

Britain's most powerful 4-4-0 has been recreated in 'N' gauge. **MARK CHIVERS** gets up close and personal with Dapol's sublime new Maunsell 'Schools'.

IT HAS BEEN A LONG TIME coming, but Dapol's eagerly-awaited 'N' gauge Southern Railway (SR) 'Schools' 4-4-0 arrived at the end of June – just in time to make it into this issue. Designed by Chief Mechanical Engineer Richard Maunsell, these powerful three-cylinder locomotives were built at the SR's Eastleigh Works between 1930 and 1935.

40 were built for use on South Eastern section main lines to the Kent coast and Hastings. At just 58ft 9¾in long and 8ft 6½in wide, their size was determined by the restricted loading gauge on certain routes, including the tight clearances of the Tonbridge to Hastings line. Initially allocated to Dover and Eastbourne, they soon enjoyed a wider sphere of operation on Central and South Western section services too.

Named after long-established public schools, their main day-to-day duties included express and semi-fast passenger services. Withdrawals began during 1961 with three locomotives, 30925 *Cheltenham*, 30926 *Repton* and 30928 *Stowe* surviving in preservation.

THE MODEL

Dapol's latest release represents a new generation of 'N' gauge model from the manufacturer. While development has taken much longer than originally anticipated, it has certainly been worth the wait, resulting in a fine-looking locomotive.

First to arrive are our review sample 910 *Merchant Taylors* in SR lined olive green (Cat No. 2S-002-004) together with 30921 *Shrewsbury* in BR lined black with early crests (2S-002-002). Also on the cards are 902 *Wellington* in SR malachite green (2S-002-001), 929 *Malvern* in SR malachite green (2S-002-003) and 30926 *Repton* in BR lined green with late crests (2S-002-000). Our sample, 910, was named after the public school in Northwood, Hertfordshire. It was built in 1932 and remained in service until November 1961 when it was withdrawn from traffic at Nine Elms – its final depot.



First impressions are always important and this model has a sense of finesse about it straight from the box, with neatly moulded boiler, chimney, dome and cab roof looking just so. Separately fitted fine handrails are applied to the boiler and smokebox door while commendably thin smoke deflectors are also fitted either side. A wealth of moulded rivet detail, pipework, steps and cab interior detail is included, although the definition of rivets around the smokebox door on our review sample was a touch inconsistent under close scrutiny.

Further along, the inclusion of factory-fitted etched metal name and number plates makes a difference, while flush glazed windows, textured floor and decorated backhead have been

included within the neatly appointed cab. Next, the tender is equally impressive with its slab sided appearance, subtle upper curve, full payload of coal, factory-fitted vacuum pipes, fine coupling hooks and buffers.

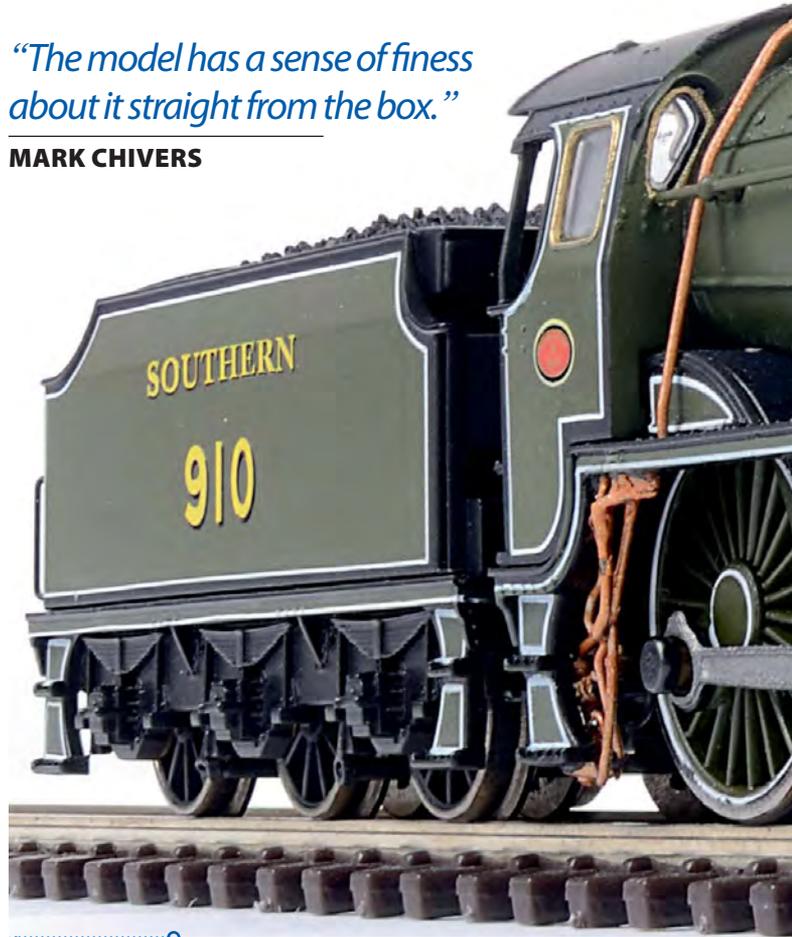
Application of the SR olive green

livery is excellent, featuring a high quality fine satin paint finish with neatly applied white/black/white boiler bands. Lining extends around the cab, splashers, steps and tender while the cab windows have brass-colour lining too.

Crisply printed yellow numbers

"The model has a sense of finesse about it straight from the box."

MARK CHIVERS



Tender mounted motor

6-pin decoder socket



The 'Schools' features a highly detailed cab interior.



THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2S-002-004
Description:	Maunsell 'Schools' 4-4-0 910 Merchant Taylors, SR olive green
Scale:	'N'
Price:	£142.05 (£167.65 DCC fitted)
Era:	3
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

Dapol has done a fine job on its new 'N' gauge 'Schools' 4-4-0.



and lettering appear on each side of the tender together with small white numbers at the leading end on the red bufferbeam.

Underneath, the chassis is particularly well accomplished with fine metal valve gear, connecting rods and lined olive green wheels. Each wheel correctly features the requisite number of spokes while inline brake shoes and brake rodding have been factory fitted.

PERFORMANCE

Dapol has a reputation for the strength of its steam locomotive

mechanisms which comes from the full geared drive to all driving axles. Sometimes in the past they have been a little louder than comparative models, but this certainly isn't the case with the 'Schools'. Our sample was quiet throughout the speed range with an air of quality about its build.

There was a slight tight spot initially, but a period of running in resolved this effectively, leaving us with a powerful, smooth and controllable locomotive. Haulage capacity is impressive to say the least – the sample making light

work of an eight-coach train on both the 1-in-68 and 1-in-30 gradients of our test track.

A 6-pin DCC decoder socket is positioned in the tender which is straightforward to access. This is designed to work with small decoders such as the Gaugemaster DCC23 as, because of the motor position, space is restricted for a decoder.

OVERALL

Maunsell's 'Schools' class were handsome locomotives which stood out – not least because

they were the most powerful 4-4-0s in Europe on introduction. Dapol's model certainly does this fine class proud and more so in the performance department where the incredible power of the 'Schools' has been recreated superbly.

Dapol has done an excellent job throughout this new model delivering a locomotive which betters virtually every steam model that it has produced before. It is a stand out product and one which is a strong sign of the future for the manufacturer. (MC)

RAISING THE 'Standard'

British Railways Standard tank locomotives were a cut above for ease of maintenance and operation, but does Bachmann's new 'N' gauge BR '4MT' 2-6-4T deliver on the same level?

MIKE WILD investigates.

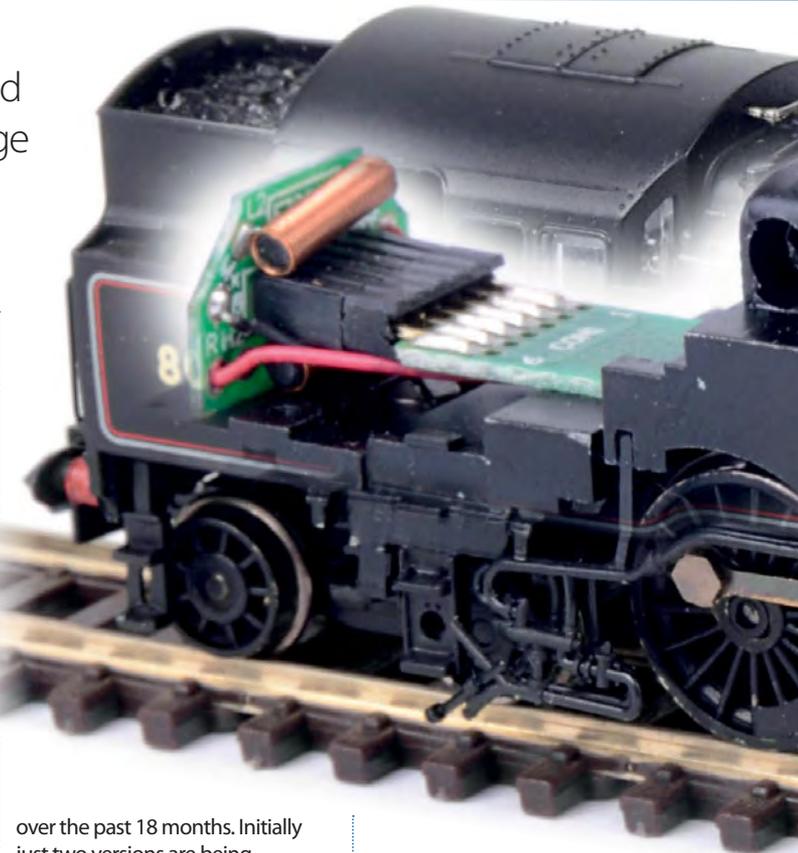
FOR BACHMANN'S new 'N' gauge BR '4MT' 2-6-4T it has been a case of out with the old and in with the new. Graham Farish introduced its version in 1991 and this passed into the Bachmann portfolio in 2001. Suffice to say, the old Poole produced model left plenty to be desired both in appearance and performance, but that record is being set straight with this all-new product.

BR's largest Standard tank engine debuted in 1951 with a total of 155 being built between Brighton, Derby and Doncaster works by the end of 1956. They took much from the highly regarded LMS Fairburn

2-6-4T – a design which could trace its heritage back to the 1927 Fowler 2-6-4T – but employed BR's standard '4MT' boiler and a composite loading gauge compliant shape which allowed them to operate on all the BR regions. Such was their utility that the '4MT' tanks were used on every single region at some stage in their service, although that was relatively short as withdrawals began in 1962 with the last succumbing in 1967. 15 have been preserved and these all-purpose and powerful tank engines have proved highly valuable to the heritage railway movement.

THE MODEL

The new generation '4MT' 2-6-4T was announced with the 2012/2013 Graham Farish catalogue with the model's development having been accelerated



over the past 18 months. Initially just two versions are being produced: 80027 in BR black with early crests (Cat No. 372-535) and our review subject 80119 in BR black with late crests (372-536).

While the 2-6-4Ts had a large sphere of operation livery choices are much more restricted. In BR service the fleet only ever carried BR lined black – the difference being in the crest. There were other detail differences including number sizing on the cabside and, of course, shedcodes, but otherwise they were as the name suggests – standard. Preservation saw 80135 at the North Yorkshire Moors Railway painted in BR lined green, a scheme it has carried until the present day.

As you might expect Bachmann has done a superb job of replicating

BR's mixed traffic livery. Lining is supremely fine, although only the red and grey parts of the tri-colour lining are represented, while the boiler and cylinder bands are equally well done. The late crests are fine while the straw coloured cabside numbers look just the ticket. A 50B shedcode sits at the bottom of the smokebox door marking this out as a Hull Dairycoates engine.

The outward detailing of the new '4MT' is just as good, if not better, than the paint finish. These were imposing locomotives with a powerful stance and even in 'N' gauge Bachmann's model represents that. Its proportions look spot on and it beats its predecessor of 25 years ago in every single way.

What you will find is an impressive number of separately fitted components including buffers, handrails, pipework, safety valves and more. Equally impressive is the skill with which the moulded features have been crafted. Subtle undercuts mean that apart from under close scrutiny it is difficult to tell that the front footplate grab handles are

Powerful and purposeful, Bachmann has got the 'N' gauge '4MT' spot-on.

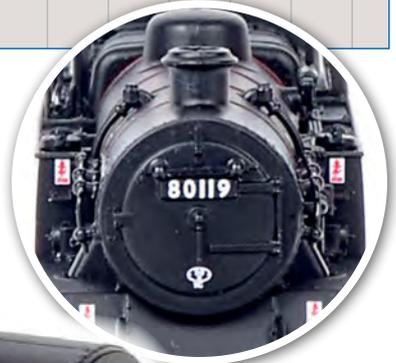


THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	372-536
Description:	BR '4MT' 2-6-4T 80119, BR lined black
Scale:	'N'
Price:	£119.95
Era:	5
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

“Outward detailing of the new ‘4MT’ is just as good, if not better, than the paint finish.”

MIKE WILD



moulded, and it is a similar story with the pipework on the firebox top and along the water tank.

The side tanks and cab are neatly produced representing the welded finish of the real locomotives. Cab doors are modelled in the closed position helping to conceal the decoder socket on the cab floor. Basic backhead detail is produced inside the cab, and completing this area is a moulded coal load in the bunker.

Beneath the frames is the busiest part of this locomotive where valve gear, pipework, sand pipes, brake rigging and steps are all there to be appreciated in intricate detail. A separate pack of parts is included with each model which contains buffer beam details, front and rear steps, Southern Region headcode discs and even cylinder drain cocks. However, if you plan on fitting the front bufferbeam details you will find that the coupling pocket stands proud of the bufferbeam and will

require paring down in order to allow the bogies to swing. The steps can only be fitted for static display or layouts with wide curves too.

Also, it would have been nice to have a pair of short shank couplings in this pack too as they would be a practical addition to this model allowing the gap between locomotive and rolling stock to be reduced on layouts with second and third radius curves.

PERFORMANCE

Like all recent Bachmann Graham Farish steam locomotives the new '4MT' uses the manufacturer's highly regarded coreless motor. This smooth running and easy to control motor receives current through brass bearings on each axle of the driving wheels and this offered consistent power delivery to the locomotive throughout our tests.

After running in our sample

was subjected to load testing on our 'N' gauge test track which offered an impressive ability to handle an impressive eight-coach train unaided on the 1-in-68, four on the 1-in-30 and eight comfortably on the level putting it on a level with the manufacturer's Fairburn tank, even though the '4MT' is 8g lighter at 59g.

For those operating with digital systems the '4MT' is fitted with a 6-pin decoder socket in the usual format. This is located in the base of the cab which requires removal of three screws – one at the front and two at the rear. Due to its fine detailing the body needs to be lifted clear of the chassis carefully, but once off there is plenty of space to add a decoder.

Performance on DCC matched that of analogue with more precise

and consistent speed control associated with the system.

OVERALL

The BR '4MT' 2-6-4T isn't the most glamorous of locomotives, but these hard working, go-anywhere machines looked good and were powerful with a good turn of speed. For modellers they fit in with any layout set between 1951 and 1967, making it an excellent choice for a new product for the Graham Farish range.

The model is a superb piece of miniature engineering and continues to showcase the true potential of modern 'N' gauge locomotives. It's a marvel that will complement steam fleets across the regions. (MW)

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Bee Road

*The West Midlands in the 1960s is the setting for **GERARD PEARSON'S** 'OO' gauge exhibition layout, recalling the transition years.*

PHOTOGRAPHY, TREVOR JONES



NOW, where shall I place the cat." I thought to myself: "Up a tree, under a car or on a wall maybe?" Some say that a layout is never finished. I am not sure if that is true. When the only remaining decision is concerned with the location of domestic pets then, in my view, your layout is complete. I accept one can add a few bits here and there but the main work is done.

So how did I come to build Bee Road? Well it is down to my membership of the

Double O Gauge Association (DOGA) which I joined in 2003. I soon got to know other members through manning the DOGA stand at shows, members meetings and chatting on the association's forum. For the stand I built what I call a little test layout called Bug Lane which consisted of three baseboards that can be arranged in a sort of modular fashion. Over time Bug Lane increased in size with other parts including a station being tacked on.

Colin Snowdon, DOGA chairman, then and now, was intrigued by this modular concept and liked its potential for himself. Colin and I bounced ideas off each other for a few months – matters being eased by the fact we live in adjoining roads in London.

While we both modelled the 1950s-1960s period Colin's interests were Southern Region focussed so he developed his Batcombe terminus layout - a fictitious place situated on the south coast (HM78). For my part I developed and built over a year

STATISTICS

Owner:	Gerard Pearson
Scale:	'OO'
Length:	13ft (scenic)
Width:	2ft
Track:	Peco code 100
Control:	Analogue
Period:	BR London Midland Region, 1950s-1960s

a West Midlands based layout consisting of a through station called Bat Hill with a terminus at Bee Road. For a time Colin and I exhibited the Batcombe, Bat Hill and Bee Road 'family' connected together to form one long end to end system. Recently we have operated the parts separately – in my case the Bee Road part on its own. However, the two layouts share a common storage yard so they can't go to different shows on the same weekend! >>



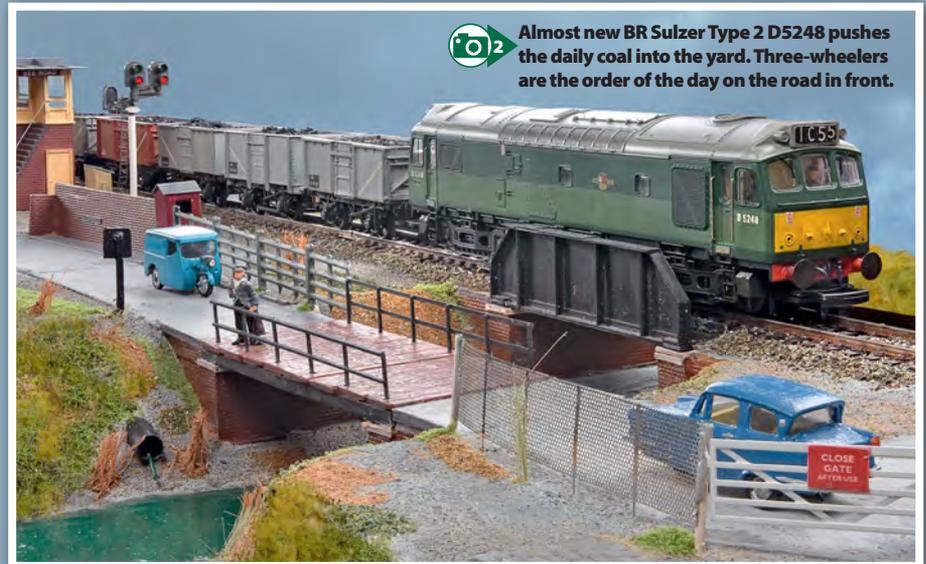
 A Cravens unit sits in Platform 2. The Harwich destination is a bit strange – but the car is on loan from the Eastern Region.

DESIGN SETTING

To begin Bee Road it needed a historical and geographical context. In this case the station is the terminus of a fictitious branch off the Nuneaton to Coventry line set in the early-1960s. I wanted an industrial setting rather than a rural one and I wanted a canal scene which is supposed to be a branch of the Coventry Canal. I also wanted the layout to capture the impression of a real place by having plausible passenger and goods traffic flows which reflected the people and businesses that the railway served. Finally, I wanted a railway that ran well where stock did not derail and trains started when they were supposed to without the aid of human fingers.

Next, I got out the paper and cardboard. I made a few sketches and plans literally on the backs of envelopes and when I had what I thought was a workable design I made a full scale model of the entire layout – all 13ft of it - using cardboard sheets and small card boxes to represent buildings before finally placing lengths of track and rolling stock to get an idea of what the finished result could look like. This was time very well spent.

In my view a layout design is not just a



Almost new BR Sulzer Type 2 D5248 pushes the daily coal into the yard. Three-wheelers are the order of the day on the road in front.

track plan but a whole picture into which the track sits in a natural and man-made landscape. Landscapes rarely have straight lines unless one is modelling a Roman road, so I made sure the front edge of the layout had curves along its length. Also to be avoided was a flat and level layout so I

planned a raised station area before which the main line crossed a canal on a gradient.

The land to the front and the goods yard to the rear were to be a lower level – no more than about 12mm - but this made a huge difference and made for a much more interesting scene.





Nuneaton allocated '4MT' 43024 waits to depart with a short parcels train as an Ivatt '2MT' 2-6-2T arrives with a terminating passenger working. The timber stack on the dock came originally from a well-known coffee shop chain.



A Metro-Cammell unit arrives at Platform 1. The oil drum in the canal is causing problems and the chain does not seem to be much help.



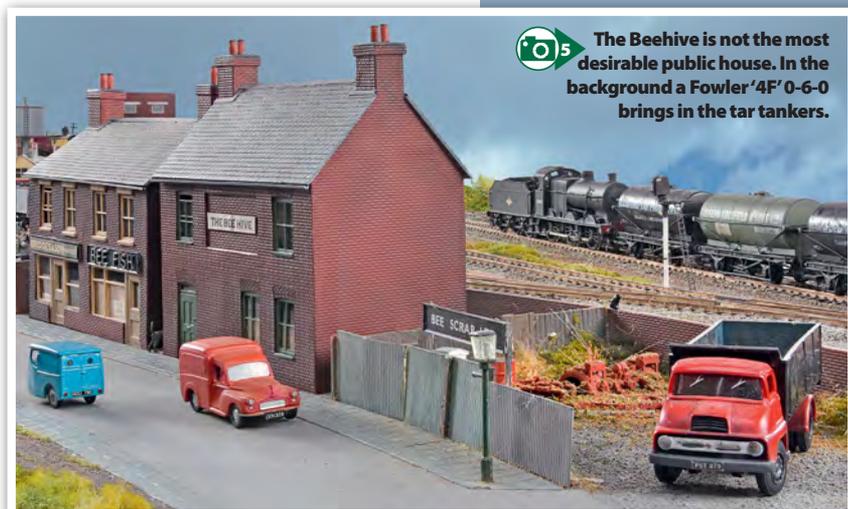
It was also clear to me that as I was planning a layout, though fictitious, in a real area I would have to make a site visit. As my branch would leave the Nuneaton to Coventry line at Bedworth I knew I needed to find out what the town and the surrounding area were like. So I passed a very useful few hours in the reference section of Bedworth library. This was also time well spent.

The benefit of a local library is the access you have to material not available elsewhere – not even online. The local books contained information about industry and mining activity which was useful in working out possible traffic flows. I also discovered that red brick was the main building material in the area – essential if you want a plausible model.

CONSTRUCTION

After being quite adventurous with the design I admit I was a tad conservative with the construction and electrics. The four scenic boards were made from 12mm MDF braced with 2in x 1in batten. In future I shall use 9mm plywood as MDF, while nice to work with, is prone to bowing. As Bee Road is an exhibition layout the boards are protected by end boards and tops when being transported.

I used Peco code 100 for the track as I was familiar with it and was confident with its durability. I ballasted the track with 'N' gauge ballast held in with a PVA solution. When setting up at shows we slide half-length fishplates across the rails at board joints - not to carry current but to give better rail alignment. This does not take much time and derailment risks are greatly reduced. >>



5 The Beehive is not the most desirable public house. In the background a Fowler '4F' 0-6-0 brings in the tar tankers.

For the scenery I used a grey undercoat for the non-grassy areas and Woodland Scenics and other good quality flock material to build up the vegetation. I was keen not to make the vegetation too 'pretty' so didn't add plants actually in flower – though it was tempting! The water in the canal was a liquid resin compound which was poured into place and then left to set for 48 hours.

The electrics are conventional DC and again I did what I knew. I used wire in tube for point control using point motors only where not doing so would be confusing for operators. The colour lights are from Eckon kits and I scratchbuilt the indicator box on one of them from spare bits of brass. Inside the box are 3v LEDs – one of which failed so was replaced by one from a cheap Christmas tree decoration. The colour lights all work and are used in operation.

The control panels consist of coloured switches set into a track plan for ease of operation. Overall I am very happy with the way I did things. The layout is robust yet reliable and straightforward to operate.

My tip for wiring is to test everything as you go along – even each soldered joint. You do not want to build in a problem that might manifest at some later awkward moment.

ROLLING STOCK

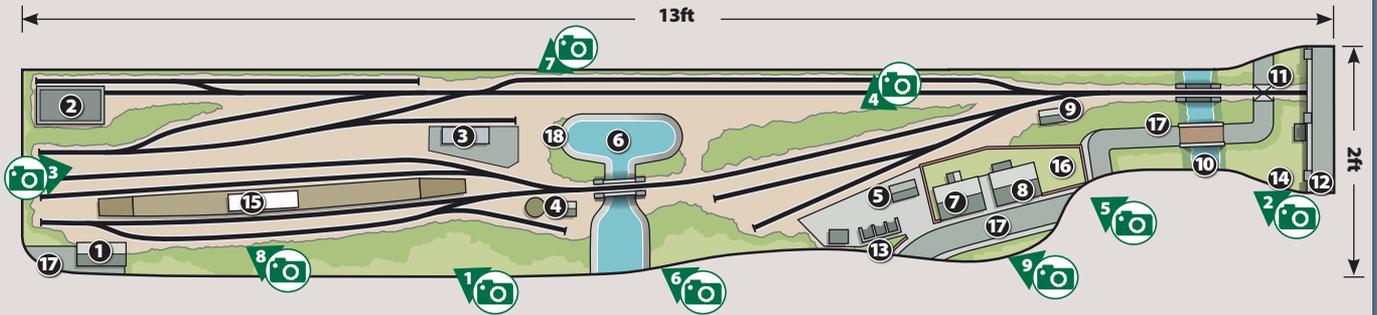
I already had most of the stock I needed but I did acquire a couple of Bachmann Ivatt '4MT' 2-6-0s and numbered them 43020 and 43024 which were at Nuneaton shed at my time period. I added real coal in the tenders and a crew. I enjoy operating a London Midland & Scottish Railway (LMS) '4F' which I made from a SE Finecast kit plus shunting with a '3F' 0-6-0T which sits on a brass chassis I constructed a while ago. Both run well.

In order to increase running reliability I added extra electrical pick-ups wherever possible including locomotive tenders. This has made a big improvement especially at slow speeds. I had to rewire all my Bachmann Diesel Multiple Units (DMUs) after the pick-ups on the motor bogies failed one by one. Wiring through to the motor solved the problem and does not take much time and effort.

Passenger stock consists of three DMUs plus two locomotive-hauled carriage sets. One of the latter is made up of Comet- >>



BEE ROAD TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Station building	4 Water tower	7 Shops	10 River	13 Coal	16 Bee scrap yard
2 Goods shed	5 Coal office	8 Beehive pub	11 Level crossing	14 Engineer's yard	17 Road
3 Loading dock	6 Canal	9 Signalbox	12 Over bridge	15 Platform	18 Slope

 A 'Crab' 2-6-0 draws empty stock forward ready to form a Leicester train. Meanwhile the Fowler tank is about to fill up at the water tower.





A view looking out of Bee Road station. At the goods dock the driver of the AEC lorry is soon to get to grips with removing the fuel from the tank wagon.



sided Stanier coaches. I also made about 20 Parkside, Airfix and Ratio wagon kits – mainly vans and mineral wagons. All items of stock are weathered but fairly lightly – just enough to get rid of any shine. I enjoy making kits because it gives satisfaction, often saves money and you have something different to talk about.

For good running, and that includes avoiding derailments, I made sure that all couplings (tension-lock) were of more or less a standard medium size. Unlike the smaller modern ones the mediums don't droop and don't move laterally making uncoupling on a curve almost impossible. In addition, all couplings are set to a standard height range, at bar top, of between 8mm and 8.5mm from rail top level. This helps greatly in avoiding coupling over/underride – something, believe me, you do not want if you are in the midst of a complicated shunting operation with the public closely watching. Nothing ruins realism more than a derailment.

BUILDINGS

I returned to being adventurous when I considered the buildings. I wanted to build a layout that looked a bit different so I opted for what I call a '20th Century' look as opposed to the more usual Victorian appearance. I had a good thumb through my copy of the excellent LMS architecture book by OPC and found pictures of stations in the Wirral - Meols, Moreton and Hoylake - that the LMS rebuilt in the 1930s. Critically there were details of the concrete roofs of these structures. Using these pictures and plans I made Bee Road station from embossed plasticard and 3mm plywood and formed the glazing on the large windows

using a lining pen and acrylic paint. The shops are modified Craftsman kits while the Beehive pub, coal office and main goods shed are scratch builds – again with plasticard. All have been weathered a little.

OPERATION

For good running all locomotive and DMU wheels are cleaned before a show and the track is cleaned each morning with a track rubber. Bee Road is operated to a timetable that involves about 90 movements during the course of a day which runs from 6.00am to 11.00pm. It takes about two hours to run through.

There is a morning and evening rush hour with goods traffic - vans, coal, fuels, cement, fish and general goods - moving in and out in between times. DMUs run to Coventry and Nuneaton with steam and diesel hauled trains to Leamington and

Leicester at the peaks. At quieter times a railbus shuttle runs to Bedworth and back.

I have noticed that the public appreciate good running that is interesting and meaningful. We therefore run trains at correct speeds and do not rush movements. When stopping a locomotive we pause for a few seconds – a six-count pause - before moving it again. I remember in the 1980s seeing Borchester Market with the great Frank Dyer being operated wonderfully and the impression of unhurried but purposeful operation stayed with me. My personal view on realism, often a debatable term, is that it is more to do with the removal of that which is obviously unrealistic – so what is left is realism – my version of realism anyway.

So, there you have it. A big thank you to all who have helped with Bee Road from its 'birth' to the present day. And the cat is on the wall near the signalbox, by the way. [Hobby](#)



A '3F' 0-6-0T 'Dobbin', never a 'Jinty' at Nuneaton, gets ready for some shunting. The green crane is a Langley kit.





A busy scene at Bee Road. Mr Bridges' shop is still closed but the railway continues its business with a '4F' 0-6-0 ready to depart the goods yard while a '4MT' 2-6-0 arrives with a passenger working.

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PO233

00/HO Country Station PO237 - £13.75

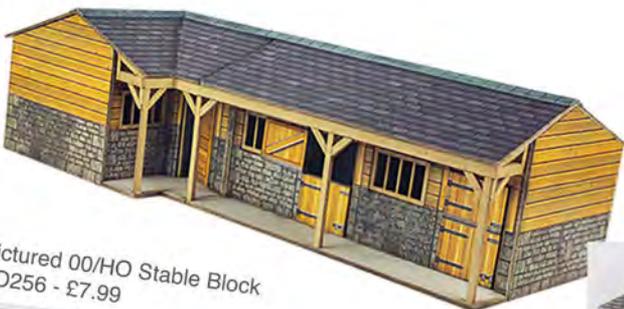


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Pictured 00/HO Stable Block
PO256 - £7.99

Mini & Midi Kits

00/HO Scale

PO256 00/HO Stable Block - £7.99

PO410 00/HO Wooden Pavilion - £6.50

PO502 00/HO Platform Benches - £5.75

PO503 00/HO Park Benches - £5.50

PO510 00/HO Picnic Tables - £5.50

PO511 00/HO Showjumps - £5.50

PO517 00/HO Platform Kiosk - £5.75

PO522 00/HO Stone Fountain - £5.75

N Scale

PN817 N Platform Kiosk - £5.50

PN821 N Wooden Pavilion - £5.50

PN822 N Stable Block - £5.75

PN823 N Fountain Set - £5.75

See and buy the full range of Metcalfe kits at www.metcalfe-models.com



PO503



PO410

Pavilion also available in N Scale (PN821)



PO511

NEW RELEASE N Scale Fountain set - PN823 £5.75



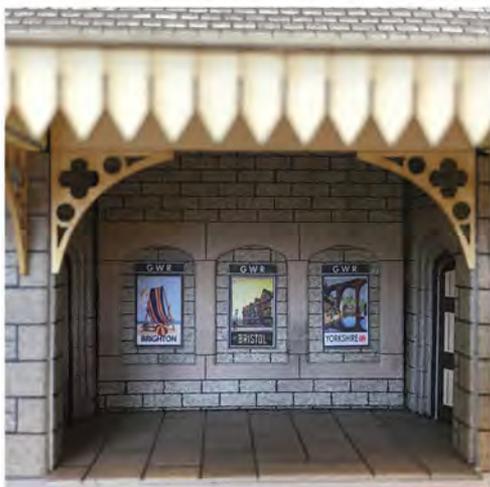
00/HO Stone Fountain kit comes with one hexagonal fountain and three spouts (PO522)



PO510



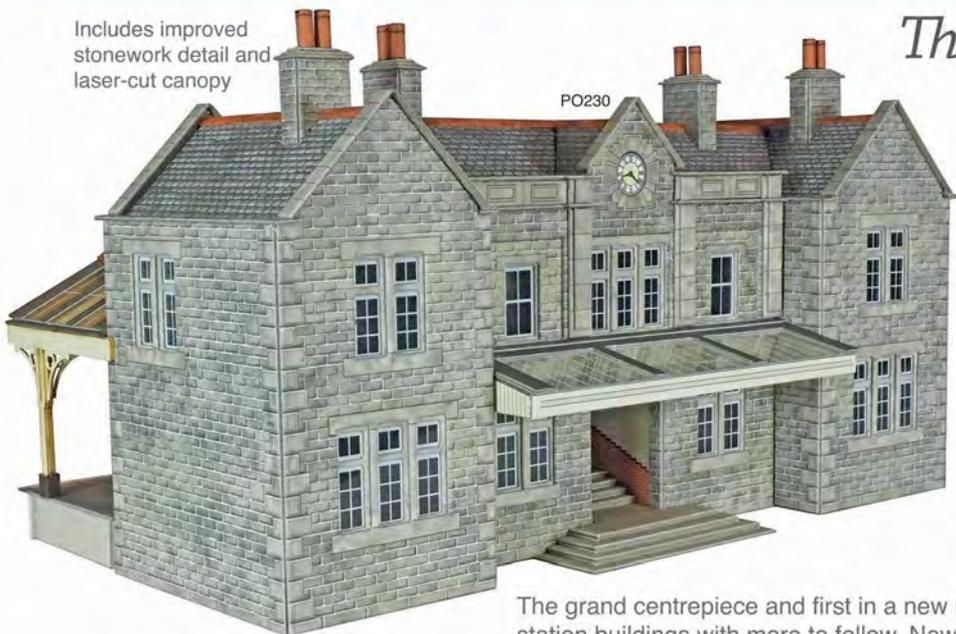
PO502



METCALFE

Card Construction Kits

Includes improved stonework detail and laser-cut canopy



The all new 00 Mainline Station Range..

NEW RELEASE
00 Booking Hall
PO230 - £22.99

Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits

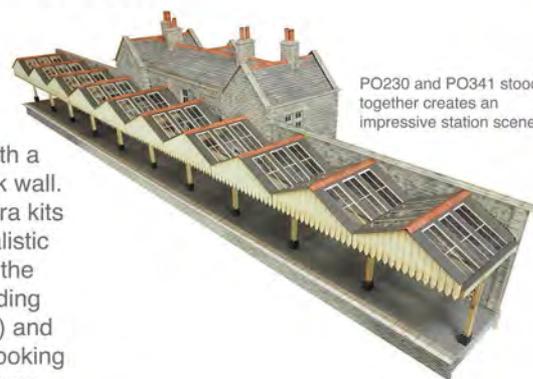


PO230 platform side

The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.

NEW RELEASE
00 Wall-Backed Canopy
PO341 - £15.99



PO230 and PO341 stood together creates an impressive station scene

A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)

Laser-Cut Mini Kits that finish off your Mainline Station Scene...



PO502

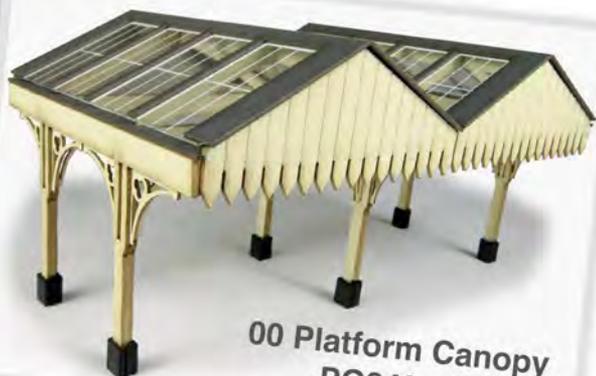
PO517



PO501

00 Stone Platform
PO235 - £11.99

A truly versatile platform system that can be made to any shape. Straight, curved, islands or bays. One kit contains enough to build 7ft in length max.



00 Platform Canopy
PO340 - £14.99

00 Mainline Station Buildings
00/HO Scale

- PO320 00/HO Booking Hall - £22.99
- PO341 00/HO Wall-Backed Canopy - £15.99
- PO340 00/HO Platform Canopy - £14.99
- PO235 00/HO Stone Platform - £11.99
- PO517 00/HO Kiosk - £5.75
- PO501 00/HO GWR Benches - £5.75
- PO502 00/HO Platform Benches - £5.75



Summer
special

Holiday TRAINS

BEFORE the railway age most ordinary people did not travel far either for work or for pleasure. A place of work was seldom further away than a person's legs could comfortably take them and what leisure time there was would be occupied by activities that took place not far from home. In contrast those fortunate enough to be born into money travelled widely, both in this country and abroad, but that was at a cost unattainable for the average citizen. Many people consequently had never ventured far from home and some had never even been beyond the boundaries of the town or village in which they lived.

The industrial revolution caused a massive upheaval in the country's social structure and though conditions in the mills and factories were hard everyone working there got one complete day off per week - which was more than they had been doing when they had to fend

*In today's car-owning society it is difficult to imagine a world where everyone went on holiday by train, but that was the case for more than 100 years, as **EVAN GREEN-HUGHES** recalls.*

Stanier 'Black Five' 4-6-0 44942 passes Basford North with a 'City of Birmingham Holiday Express' bound for Skegness on August 8 1962. The train is mainly formed of relatively new BR Mk 1 stock with a couple of ex-LMS vehicles in the formation too.
T.G. Hepburn/Rail Archive Stephenson.



for themselves. That day off was Sunday, a day reserved for religious worship, a fact that indirectly led to the foundation of the country's holiday train industry.

On June 9 1841 a 32-year-old cabinet maker and former Baptist preacher called Thomas Cook was walking from his home in Market Harborough to Leicester to attend a temperance meeting when he wondered as to 'the practicality of employing the great powers of railways and locomotion' to enable more working people to attend such functions. At the meeting he suggested that a special train be put on for the next meeting and, with the co-operation of the Midland Railway, 500 people were duly conveyed in open carriages a month later 12 miles there and back for one shilling each. As he later recorded: "Thus was struck the keynote of my excursions".

Over the next three years Thomas Cook organised a succession of railway tours - all of which took place for religious reasons - but in 1845 he organised a trip



The Butlins holiday camps generated special trains conveying new holiday makers to the sites for a week away. On August 16 1958 'Britannia' 70005 John Milton heads south near Colchester with an up 'Butlin Express'. Ken Cook/Rail Archive Stephenson.



further afield to Liverpool, and by 1850 was providing trains to destinations such as Wales and Scotland. The idea of the holiday train had been born.

BRIEF ESCAPE

Excursion trains such as those provided by Mr Cook, and later his competitors, provided a brief escape from monotony for many people in the Victorian era, but such trips were still comparatively expensive and were limited to the one day a week that most people were not required to attend work.

However, as the 19th century drew to a close, a movement began to gather pace that saw most people receiving one week's holiday per year, at this stage without any pay at all, and this was followed by a campaign by the Trades Union Congress from about 1911 onwards for paid holidays for all. By the 1920s many people were receiving a paid week each year and this was enshrined in law shortly afterwards, creating a demand for holidays that the railways were exceptionally well placed to provide.

Those who already had money had made use of the railways for their holidays just as soon as the facility was available. Special excursions were worked from London to the seats of the gentry with workings recorded to serve places such as Wentworth Woodhouse near Sheffield and the seat of the Duke of Devonshire at Chatsworth in Derbyshire.

The gentry often took with them considerable numbers of their servants in specially chartered trains, which would often have attached at the rear accommodation for horses and also flat wagons for carriages. As the system expanded it became fashionable for trains to be worked further afield and there would be a large number worked to the same place, for instance when the shooting season began in Scotland.

Most of these trips were made in private

Holiday trains brought unusual motive power to the head of passenger stock including Gresley 'K2' 2-6-0 61752. The 'Mogul' rounds the curve off the River Trent viaduct at Rectory Lane Junction with a Nottingham Victoria-Skegness holiday express in 1953. [Gordon Hepburn/Rail Archive Stephenson.](#)



trains which would be chartered specially for the occasion and there are records of some railways such as the Great Western and the Midland in their early days retaining engines in steam and suitable coaches at major stations in case of a sudden demand from a member of the gentry.

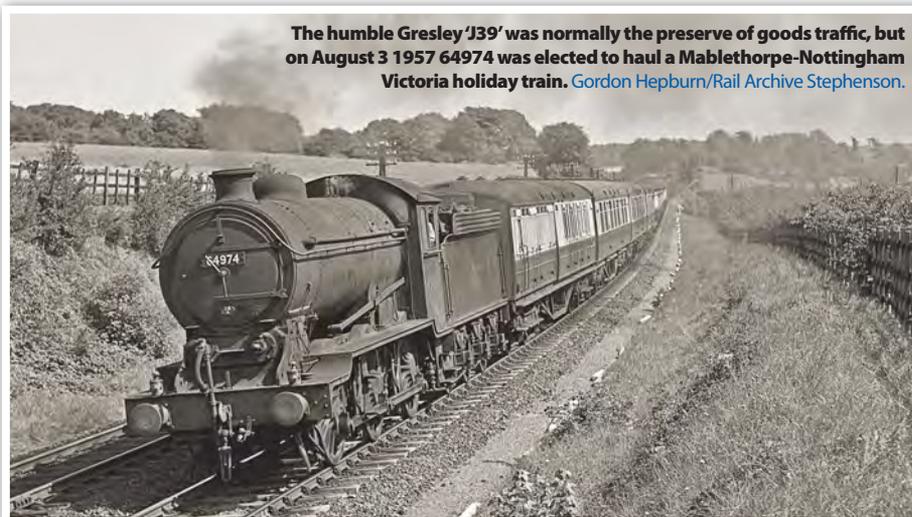
Armed with a year's hard-won savings and a precious few days away from work those lower down the social scale sought to get the best value for money that they could. Resorts such as Blackpool, Brighton and Scarborough developed as the railways reached them in the 1840s and 1850s and they soon became the magnet for trains of thrill-seeking townsfolk, many of whom might never have seen the sea before.

In the north there developed a phenomenon called the 'Wakes Week' which saw whole towns shut down for the annual holiday at the same time. With all the mills and factories closed down demand for transport to the seaside was very high and the railways answered that by providing huge numbers of specials that would queue up on the Saturday morning so that the eager travellers could all make their way to the seaside, usually all to the same destination! For this traffic rakes of old wooden coaches that had festered away in sidings all the winter were often used, many of them of the most unsuitable nongangway type. Motive power was a mixed bag too, with many trains worked by goods engines that would otherwise be having the weekend off but which were probably most unsuitable for the journey they were on.

This was also the era of the long-distance holiday service. Trains such as the 'Sunny South Express' which commenced running from Manchester and Liverpool to Brighton and Eastbourne in 1904 was a joint venture between the London and North Western and the London, Brighton and South Coast Railway while 1910 saw the origins of the famous 'Pines Express' that ran between Manchester and Bournemouth via the famous Somerset & Dorset Railway.

HOLIDAY HAUNTS

Holiday travel reached its peak in the 1930s when companies such as the Great Western Railway actively promoted trips on its network. Special posters were produced extolling the virtues of destinations such as Torquay and Weston-super-Mare and



The humble Gresley 'J39' was normally the preserve of goods traffic, but on August 3 1957 64974 was elected to haul a Mablethorpe-Nottingham Victoria holiday train. Gordon Hepburn/Rail Archive Stephenson.

travellers were encouraged to visit places such as the Isle of Man which could be reached by way of Birkenhead from Paddington. So big was this market that the company issued an annual Holiday Haunts guide which not only gave details of train services, but also included hotels, bed and breakfasts and places to visit. This publication later spread to all regions once the railways had been nationalised.

Wartime requirements ended holiday travel for most of the 1940s but by the late-1950s the holiday market was as buoyant as ever. During the summer of 1960 the Western Region ran 450 express trains, 260 of which were additional to cope with holiday traffic on peak summer Saturdays. To run these trains all sorts of stock was pressed into use, much of it run down and unsuitable, and so heavy were traffic flows that there were often queues of trains waiting to enter stations or pass through junctions. Special direct trains were also run to holiday camps such as Butlin's with camps such as Ayr, Filey and Pwllheli even being provided with their own stations which would be busy with a succession of trains on changeover day as tired people made their way home and other groups of excited visitors arrived to take their place. Filey even had its own branch line with full locomotive servicing facilities, such was the demand, while Ayr would host trains from as far afield as Newcastle, Bradford and Liverpool.

Mingled with all this long-distance

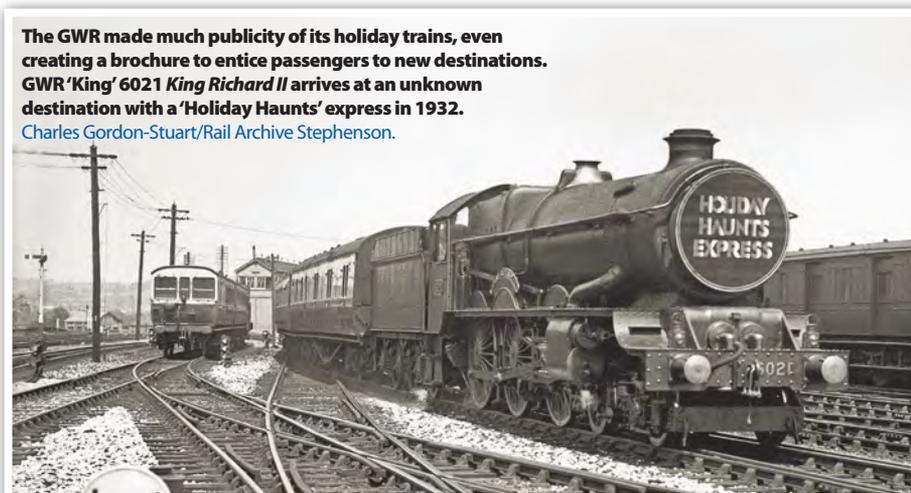
traffic was a myriad of daytrips ending up in places such as Blackpool, Whitby or Scarborough. Many of these would originate in the industrial areas and were often crewed by willing volunteers from the local sheds who would be able to take a change of clothes with them and to have a free day out with their families while their engines and trains simmered away in the station sidings.

CUT BACKS

Holiday trains earned the railways a great deal of money but the trade was very wasteful on assets. When Dr Beeching conducted his review he noted that there were many rakes of carriages that spent most of the year parked up somewhere or other and which were only dragged out to fulfil the requirements of the holiday season. Regular services were also subject to delay by all the additional traffic and this antagonised ordinary customers who were paying premium fares for their journeys. In the new, more streamlined world, he did not see how the railways could continue to maintain assets it did not use all year round. Nor could he see how slow-moving holiday trains could be accommodated within the faster railway of the future.

The result was that the railway turned its back on the bulk of the holiday trade and the business went onto the roads. Within a few years all that was left were a few duplicate services on peak weekends and some Saturday trains to the holiday camps but even these were destined to cease as the rail network contracted and people's holiday habits changed.

It is now many years since excited children and their parents jammed the platforms of Britain's railways on summer Saturday mornings straining for that first sight of the train that would take them to the seaside and that well-earned week or two of freedom. What traffic remains is crammed onto normal service trains – although in recent years some extra trains have operated to the likes of Skegness and Newquay. The days of the traditional summer holiday train saw variety and traffic levels that we can only imagine today but which we can still model on the tracks of our model railways providing an opportunity to run unusual motive power at the head of veteran carriages. [Hobby](#)



The GWR made much publicity of its holiday trains, even creating a brochure to entice passengers to new destinations. GWR 'King' 6021 King Richard II arrives at an unknown destination with a 'Holiday Haunts' express in 1932. Charles Gordon-Stuart/Rail Archive Stephenson.

Dart Valley Junction



SOME FIVE YEARS AGO I was invited by some friends to stay at the Britannia Royal Naval College in Dartmouth. We arrived early and decided to have a little sightsee; it was then that I heard the whistle coming from across the river from a GWR '42XX' steaming its way from Kingswear to Paignton.

We then made our way over the River Dart and had our first steam train ride, the first of many, and from that moment I was hooked.



Dart Valley Junction is a fictional layout and an ongoing project based on my trips on the Dartmouth Steam Railway.

I made a start on the layout in April 2014. It is fairly small compared to some at 9ft x 3ft, but it is DCC controlled and I have tried to include as much as I can relating to a GWR/BR junction. The track is Peco and the buildings are mainly Metcalfe. Figures are from Dart Castings. The turntable is an ADM Turntables unit.

The signals are Ratio and all the points and signals are worked by a lovely set of levers that are made by DCC Concepts and work just like the real thing - I should know being a signaller.

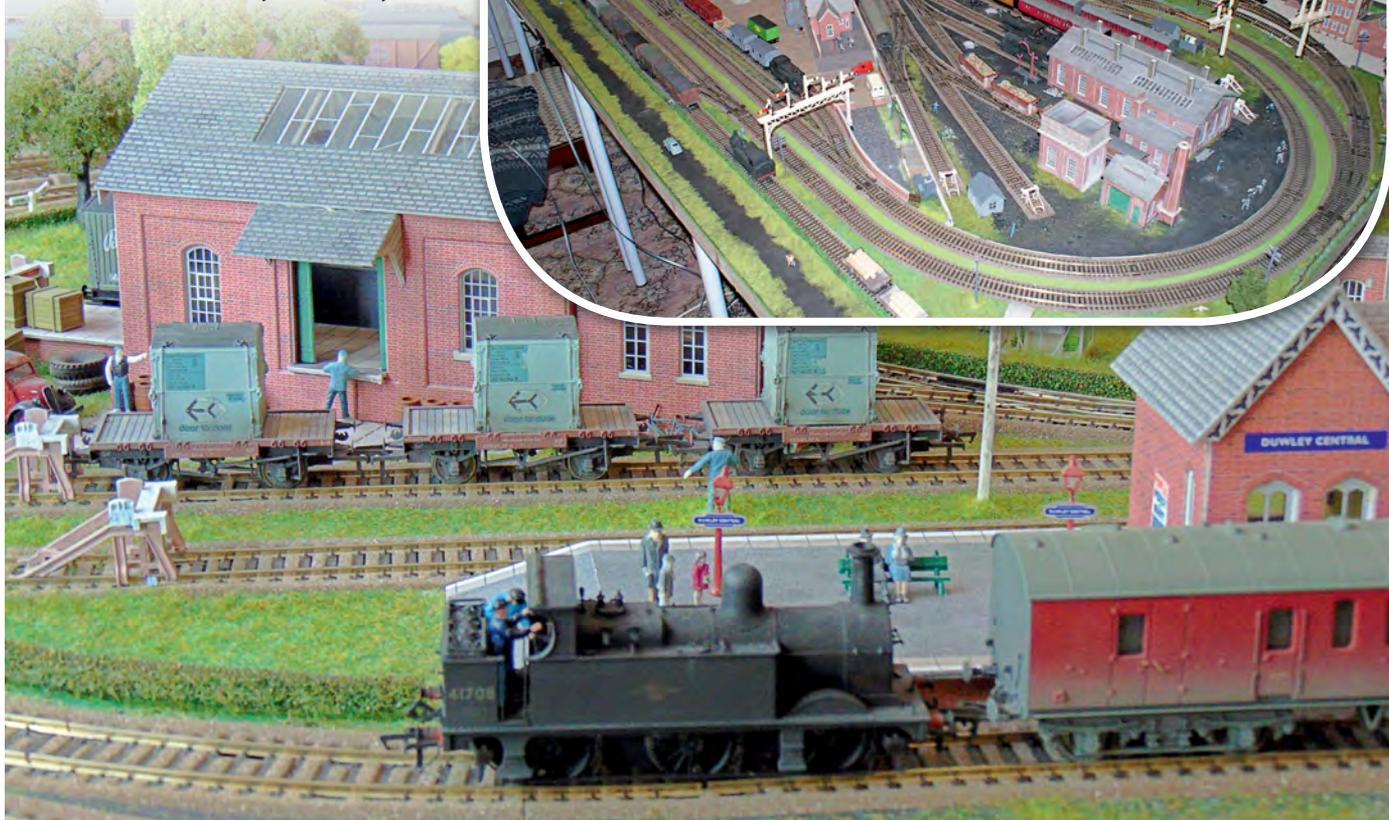
DCC does open up many options these days including sound, smoke, working lights, fires glowing and more.

Eric Austin, by e-mail.

Duwley North and Duwley Central

This is my first attempt at a model railway since my retirement in 2010. It measures 10ft x 5ft (including a small storage yard) and occupies the front room. I have built it with an emphasis on goods traffic and suburban passenger. There is a strong Metcalfe presence which has given it an urban look and yet there are (I think) pleasing rural touches.

Geoffrey Howarth, by e-mail.



Millsend

This is my latest 'OO' gauge layout, Millsend, set in the 1960s. It is a permanent home layout which occupies 12ft x 11ft and models the London Midland Region with an industrial theme.

It has taken three years to get to this stage, still requiring some ballasting, but now fully operational and wired for DCC operation and using sound locomotives, signals are non-working and point operation is manual (for now).



The main board is a through island platform station with bay platform and goods sidings alongside. A double track main line runs round the entire layout.

Millsend is weathered to represent the grimy industrial 1960s period around Lancashire including all locomotives and rolling stock. The layout features a removable 6ft long section which has been disguised as a long girder bridge. The backscene is matt black with three dimensional structures installed along most of its length, the town and industry are at high level, leaving all the railway running at the lower level.

Still little jobs to do here and there and improvements to make, but at least now I can sit back and enjoy the operating side of the layout.

Jim Dobson, by 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.

JULY

16 FRINTON-ON-SEA MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: St Mary's Parish Church, Old Road, Frinton-on-Sea, Essex CO13 9BX
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

16 MARCH AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: March and District MRC/Whittlesey Scouts
Location: Whittlesey Scout Hut, Inhams Road, Whittlesey, Cambridgeshire PE7 1TT
Times: 10am-4pm
Prices: Admission £2
Website: www.mdmc.co.uk
Features: Eight layouts, trade support, refreshments, parking and disabled access.

16 WEST CAMEL MODEL RAILWAY SOCIETY OPEN DAY

Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Somerset BA22 7QX
Times: 10am-3.30pm
Prices: Adults £2, 11-16yrs £1, children under 11yrs free
Contact: i.goose261@btinternet.com
Features: Club and member's layouts, trade support, refreshments, parking and disabled access.

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.

17 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sun 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

23 ENGLISH RIVIERA MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Churston Ferrers Grammar School, Greenway Road, Brixham, Devon TQ5 0LN
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

23 PEVENSEY BAY MODEL RAILWAY CLUB EXHIBITION

Hosts: Pevensey Bay Model Railway Club
Location: Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01323 763590
Features: 14 layouts, trade support, demonstrations, refreshments and disabled access.

23 TOY AND MODEL TRAIN SHOW

Hosts: Sussex Vintage Model Railway Collectors
Location: Knoyle Hall, Knoyle Road, Preston Park, Brighton BN1 6RB
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3.25, accompanied children free
Website: www.sussex-transport.co.uk/svmrc
Contact: 01256 350764
Features: Vintage model railway layouts, trade support and refreshments.

23 TWICKENHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Twickenham and District Model Railway Club
Location: Kerswell Hall, Wills Crescent, Hounslow TW3 2JF
Times: 10am-4.30pm
Prices: Free
Website: www.tdmrc.org.uk
Features: Club layouts, members and test tracks.

23/24 COLWYN MODEL RAILWAY CLUB EXHIBITION

Hosts: Colwyn Model Railway Club
Location: Craig y Don Community Centre, Queen's Road, Craig y Don, Llandudno LL30 1TF
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children £2
Contact: 01766 890842
Features: Layouts, trade support, displays, demonstrations, refreshments and parking.

23/24 SOUTH COAST MODEL RAILWAY CLUB EXHIBITION

Hosts: South Coast Model Railway Club
Location: Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £15
Website: www.southcoastmodelrailwayclub.co.uk
Contact: 01425 616646
Features: 13 layouts and trade support.

27 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

30 BRIDPORT MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: United Church Hall, East Street, Bridport, Dorset DT6 3LJ
Times: 10am-4.30pm
Prices: Adults £3.50, children £1
Contact: 01308 861754
Features: Layouts, trade support and refreshments.

30 CHINGFORD MODEL RAILWAY EXHIBITION

Hosts: Royal British Legion
Location: Royal British Legion, Hall Lane, Chingford, London E4 8HW
Times: 11am-4pm
Prices: Adults £3, children 50p
Contact: 0208 524 0730
Features: Six layouts, trade support, demonstration, refreshments, parking and disabled access.

30/31 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION

Hosts: St John's Primary School
Location: St John's Primary School, Wheatley Avenue, Trent Vale, Stoke on Trent ST4 6SB
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10

Contact: 07747 087050

Features: 13 layouts, trade support, demonstrations, refreshments, parking and disabled access.

31 THIRSK MODEL RAILWAY EXHIBITION

Hosts: Thirsk and District Model Railway Group
Location: Thirsk Town Hall, Westgate, Thirsk YO7 1QR
Times: 10.30am-4.30pm
Prices: Adults £4, concessions £2, children £2, family (2+2) £10
Website: www.expo-thirsk.co.uk
Contact: 07766 697708
Features: 12 layouts, trade support and refreshments.

AUGUST

3 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

6 EXMOOR RAIL

Hosts: Exmoor Coast Railway Modellers
Location: Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ
Times: 10am-4.30pm
Prices: Adults £5, children £1, family £10
Contact: 01643 706736
Features: Layouts, trade support, displays, demonstrations, societies, refreshments, parking and disabled access.

6 PENNINE MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Pennine Model Railway Society
Location: St Philips Community Centre, Briarlyn Road, Birchencliffe, Huddersfield HD3 3NL
Times: 10am-5pm
Prices: Adults £4.50, children free
Contact: 07787 840672
Features: 11 Layouts, trade support and refreshments.

6/7 CLEVELAND MODEL RAILWAY CLUB EXHIBITION

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adult £4.50, concessions £3.50, children £3.50, family (2+2) £12.50
Website: www.crmc.club
Contact: 07864 880242
Features: 17 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

6/7 SOUTHWOLD MODEL RAILWAY EXHIBITION

Hosts: Waveney Valley Model Railway Club
Location: Saint Felix School, Halesworth Road, Southwold, Suffolk IP18 6SD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, 12-17 £3, under 11 free
Website: www.wmrc.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

6/7 ST ANDREWS MODEL RAILWAY EXHIBITION

Hosts: East Neuk Model Railway Club
Location: St Andrews Town Hall, Queens Gardens, St Andrews, Fife KY16 9TA

Times: Sat 10am-5.30pm, Sun 10.30am-5pm
Prices: Adults £4, children £2.50
Website: www.eastneukmrc.co.uk
Features: Layouts and trade support.

7 BROADLAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Broadland Model Railway Club
Location: Stalham Town Hall, High Street, Stalham, Norfolk NR12 9AH
Times: 10am-4pm
Prices: Adults £2, accompanied children under 12 free
Website: www.broadlandmodelrailwayclub.co.uk
Contact: 01692 403846
Features: Club and members' layouts, second-hand stall, refreshments and disabled access.

10 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

11 WELLING CHARITY MODEL FAIR

Hosts: Association of Bexley Charities 78
Location: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG
Times: 6pm-9.30pm
Prices: Adults £1, accompanied children free
Contact: 020 8310 5018
Features: Trade tables, refreshments and parking.

13 BEXHILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St Richards Catholic College, Ashdown Road, Bexhill-On-Sea, East Sussex TN40 1SE
Times: 10am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.bexhillmrc.org.uk
Contact: 01424 210617
Features: Layouts, trade support, refreshments and parking.

13 BRIDLINGTON MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Bridlington Model Railway Society
Location: Unit 10, Station Arches, Hilderthorpe Road, Bridlington, East Yorkshire YO15 3HD
Times: 10am-5pm
Prices: Free
Website: www.bridrailmodellers.com
Features: Club layouts, meet club members and refreshments.

13 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.

13 SILVERFOX DCC MODEL RAILWAY EXHIBITION

Hosts: Silverfox DCC Model Railway Club
Location: Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £5, children £2.50, family £12
Contact: 01908 370713
Features: 23 layouts, trade support, outdoor train rides, refreshments, parking and disabled access.

13/14 ISLE OF PURBECK MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Harmans Cross Village Hall, Haycraft's Lane, Harmans Cross, Swanage, Dorset BH19 3EB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

13/14 RAILWELLS 2016

Hosts: Wells Railway Fraternity
Location: Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm
Prices: Adults £6, children 14+ £4, accompanied children under 14 free

Website: www.railwells.com
Contact: 01749 938362
Features: Layouts, trade support, demonstrations, displays, societies and parking.

13/14 SKIPTON MODEL RAILWAY EXHIBITION

Hosts: Skipton and District Railway Society
Location: Skipton Academy, Gargrave Road, Skipton, North Yorkshire BD23 1UQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £12
Website: www.skiptonrailsoc.org.uk
Contact: 01282 458018
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14 WEST WALES MODEL RAILWAY EXHIBITION

Hosts: Aeron Valley Railway Society
Location: Llwynelyn Village Hall, A487, Aberaeron, Ceredigion, SA46 0HF
Times: 10am-4.30pm
Prices: TBA
Contact: talfedw@gmail.com
Features: Ten layouts, trade support, refreshments, parking and disabled access.

17 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

20 ASTOLAT MODEL RAILWAY CIRCLE EXHIBITION

Hosts: Astolat Model Railway Circle
Location: National Trust, Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR
Times: 11am-5pm
Prices: Adults £3.95, children £2.30, family £11.50, National Trust members free
Contact: 01483 722098
Features: Club and members' layouts, 'N'/'OO' gauge test tracks, meet club members.

20 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.

20 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB
Times: 10am-4.30pm
Prices: Adults £3, children £2, family (2+2) £7
Website: www.ndmrc.org
Contact: 01604 890275
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

20/21 CARNFORTH MODEL RAILWAY WEEKEND

Hosts: Carnforth Station Trust
Location: Carnforth Heritage Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adult £2, children free
Website: www.carnforthstation.co.uk
Contact: 01524 735165
Features: Seven layouts, trade support, refreshments and parking.

20/21 CRICH MODEL TRAM, BUS AND RAILWAY EXHIBITION

Hosts: National Tramway Museum
Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £16, concessions £10, children £9, family (2+3) £39
Website: www.tramway.co.uk
Features: Layouts, trade support, displays, museum exhibits, tram rides, refreshments and parking.

20/21 INVERNESS AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Inverness and District Model Railway Club
Location: Jurys Inn Hotel, Millburn Road, Inverness IV2 3TR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children £2, family (2+2) £10
Contact: 017801 593637
Features: Layouts, trade support, refreshments, parking and disabled access.

20/21 SCARBOROUGH AND DISTRICT RAILWAY MODELLERS 2016 SHOW

Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children free
Contact: 07788 713874
Features: Ten layouts, trade support, demonstrations, refreshments and disabled access. North Yorkshire Moors Railway nearby.

20/21 ULSTER MODEL RAILWAY CLUB EXHIBITION

Hosts: Ulster Model Railway Club
Location: Whitla Hall, Methodist College, Malone Road, Belfast BT9 6BY
Times: Sat 10am-5pm, Sun 1pm-5pm
Prices: Adult £4, concessions £3, children £2, family (2+2) £10
Website: www.ulstermodelrailwayclub.co.uk
Contact: 07850 953563
Features: Layouts, trade support, societies, displays, refreshments, parking and disabled access.

21 PORTHCAWL RAILWAY CLUB MODEL SHOW

Hosts: Porthcawl Railway Club
Location: Grand Pavilion, The Esplanade, Porthcawl, CF36 3YW
Times: 10am-4pm
Prices: Adults £3
Contact: 07923 095272
Features: More than 20 layouts, model boats, aeroplanes and refreshments.

24 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

27 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: Hollymoor Centre, Manor Park Grove, Northfield, Birmingham B31 5ER
Times: 10am-4.30pm
Prices: Adults £4.50, children £1, family (2+2) £9
Website: www.bournvillemrc.co.uk
Contact: 0121 478 2587
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

27 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.

27 NORTH CORNWALL AND DEVON MODEL RAILWAY CLUB RUNNING DAY & EXHIBITION

Hosts: North Cornwall and Devon Model Railway Club
Location: Parkhouse Centre, Bude, Cornwall EX23 8LD
Times: 10am-4pm
Prices: Adults £3, accompanied children free, unaccompanied children £1
Contact: 01566 772667
Features: 22 layouts, trade support, demonstrations and refreshments.

27/28 BORDER RAIL 2016

Hosts: Hawick and District Railway Society
Location: The Auld Baths, Bath Street, Hawick TD9 7DP

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £2
Contact: 01450 375787
Features: Ten layouts, trade support, demonstrations, societies and refreshments.

27/28 HAYLE MODEL RAILWAY CLUB AND DUCHY RAILROADERS EXHIBITION
Hosts: Hayle Model Railway Club and Duchy Railroaders
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £9
Website: www.haylemrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

27-29 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS
Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

27-29 JERSEY MODEL RAILWAY SHOW
Hosts: Jersey Model Railway Club
Location: St Peters Youth and Community Centre, St Peters, Jersey, Channel Islands
Times: Sat 12pm-5pm, Sun 10am-5pm, Mon 10am-5pm
Prices: Adults £4, concessions £3, children £2, family £10
Contact: 07797 837846
Features: Nine layouts, trade support, refreshments and disabled access.

28 BROXBORNE MODEL RAILWAY SHOW
Hosts: Hoddesdon Model and Railway Club
Location: Club Site, Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-5pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 07542 560493
Features: Layouts, trade support, children's rides, radio controlled boats, refreshments and parking.

29 HARROGATE MODEL SHOW
Hosts: Bilton Grange MRC
Location: Bilton United Reformed Church, Woodfield Road, Harrogate, North Yorkshire HG1 4LN
Times: 10am-4pm
Prices: Adults £3, children £1, family (2+2) £6
Contact: 01423 521542
Features: 14 layouts, trade support, refreshments, parking and disabled access.

31 TAUNTON MODEL RAILWAY GROUP - OPEN DAY
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

SEPTEMBER

3 TADWORTH AUTUMN MODEL RAILWAY EXHIBITION
Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Website: www.ndmrc.info
Contact: 07758 458827
Features: 26 layouts, trade support, demonstrations, refreshments, parking and disabled access.

3/4 ANDOVER MODEL RAILWAY CLUB EXHIBITION
Hosts: Andover Model Railway Club
Location: John Hanson School, Floral Way, Andover, Hampshire SP10 3PB

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £1
Contact: 07967 685267
Features: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

3/4 MEDWAY MODEL RAILWAY SHOW
Hosts: Medway Model Show Group
Location: Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2.50, family (2+2) £12
Contact: 07821 254232
Features: Layouts, trade support, refreshments and parking.

3/4 SOAR VALLEY MODEL RAILWAY CLUB EXHIBITION
Hosts: Soar Valley Model Railway Club
Location: Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £8, concessions £7, children £4, family (2+3) £20
Website: www.svmrc.co.uk
Features: 23 layouts, trade support, demonstrations, refreshments, parking and disabled access.

3/4 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

10 BISHOPS STORTFORD MODEL RAILWAY EXHIBITION
Hosts: Bishops Stortford Railway Society
Location: Birchwood High School, Parsonage Lane, Bishops Stortford CM23 5BD
Times: 10.30am-4.30pm
Prices: Adults £5, children £2, family £10
Website: bsrs.webplus.net
Contact: 07736 308696
Features: 30+ layouts, trade support, live steam, refreshments, parking and disabled access.

10 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION
Hosts: Bury St Edmunds Model Railway Club
Location: Risby Village Hall, Risby, Bury St Edmunds IP28 6RT
Times: 10am-4pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.burystedmundsmrc.com
Contact: 01284 811180
Features: Layouts, trade support, refreshments, parking and disabled access.

10 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.

10 ROMILEY MODEL RAILWAY EXHIBITION
Hosts: Romiley Methodist Railway Modellers
Location: Romiley Methodist Church and Schoolroom, Hill Street, Romiley, Stockport SK6 3AA
Times: 10.30am-4.30pm
Prices: By donation. Proceeds to Action for Children
Website: www.urwick.co.uk
Contact: 0161 406 7572
Features: 14 layouts, trade support, refreshments and disabled access.

10/11 BLAENAVON MODEL RAILWAY CLUB OPEN WEEKEND
Hosts: Blaenavon Model Railway Club
Location: Pontypool and Blaenavon Railway, Furnace Sidings, Blaenavon NP4 9SF
Times: Sat 11am-5pm, Sun 11am-5pm
Prices: Adults £3, concessions £2
Contact: peter.drummond1@btinternet.com
Features: Ten layouts. Free admission for holders of valid steam railway tickets.

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FOR OUR ONLINE SHOW GUIDE

10/11 FAVERSHAM MODEL RAILWAY EXHIBITION
Hosts: Faversham Model Railway Club
Location: Abbey School, London Road, Faversham, Kent ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £3
Website: www.favershammrc.org.uk
Contact: 07931 589001
Features: 19 layouts, trade support, societies, refreshments, parking and disabled access.

10/11 INTERNATIONAL 'N' GAUGE SHOW
Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa CV31 1XN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), concessions £9 (£8), children £5 (£4), family (1+3) £15 (£13), family (2+3) £25 (£22) - advance ticket prices in brackets
Website: www.ngaugeshow.co.uk
Features: 30+ layouts, trade support, societies, displays, refreshments and parking.

10/11 SWINDON RAILWAY FESTIVAL
Hosts: STEAM - Museum of the Great Western Railway
Location: STEAM, Firefly Avenue, Swindon, Wiltshire SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £12, concessions £9, children £8, family (2+1) £28, family (2+2) £32
Website: www.steam-museum.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments and disabled access.

11 WESTON-SUPER-MARE LATE SUMMER MODEL RAILWAY SHOW
Hosts: Keith Price
Location: The Campus, Highlands Lane, Locking Castle, Weston-super-Mare BS24 7DX
Times: 10am-4.30pm
Prices: Adults £6.50, concessions £6, children £2, family £15
Website: www.westonsupermaretrainshow.com
Contact: 01934 425075
Features: 25 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14 PRESTON AND DISTRICT MODEL RAILWAY SOCIETY OPEN EVENING
Hosts: Preston and District Model Railway Society
Location: Unit 12, Aqueduct Mill, Aqueduct Street, Preston, Lancashire
Times: 7.30pm-10pm
Prices: TBA
Contact: 07776 438933
Features: Club layouts and meet club members.

17 LICHFIELD MODEL RAILWAY EXHIBITION
Hosts: Trent Valley Model Railway Society
Location: The Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Website: www.tvrms.org.uk
Contact: 01827 52358
Features: 14 layouts, trade support, 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.

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Museum of the Great Western Railway

Fire Fly Avenue, Swindon SN2 2EY
www.steam-museum.org.uk

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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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Phone opening times: Mon to Sat 7:30am-5pm
Sun 9am-5pm
Shop opening times: Mon to Sun 9am-5pm

	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							
Stanier Mogul 2-6-0	ehattons.com/5p4f	£127.46	Mar 2013							
Class 450	ehattons.com/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	ehattons.com/wct	£97.71	Sep 2014							
Birdcage Coaches	ehattons.com/bc	£50.96	Mar 2014							
Class 414 2-HAP	ehattons.com/cl414	£119.50 (EST)	Mar 2016							

Class 117, Class 121, 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 68	ehattons.com/c68	£118.00 (EST)	April 2014							
Class 121/122	ehattons.com/dapolbubble	£103-134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - 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-£99.00	Aug 2014							
Golden Arrow Class 71s	ehattons.com/goldenarrow	£139.95	Jun 2016							
14xx	ehattons.com/14xx	£99.00	Sep 2014							
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1361/1366	ehattons.com/1361	£124	Nov 2013							
Class 07 Shunter	ehattons.com/cl07	£99.00 (EST)	Jan 2016							

Class 4700, Class 1366, Class 1361- 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 Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							
SR Maunsell Coaches	ehattons.com/exsmaun	£39.99	Jun 2015							
Merchant Navy	ehattons.com/mn	£144.00-£162.00	Mar 2015							
Peckett 0-4-0	ehattons.com/peckett	£70.00	Oct 2015							

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
Dean Goods	ehattons.com/oxdg	£95	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							
Carfiat Car Carrying Wagon	ehattons.com/carfiat	£25.00	May 2016							

 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

Pre-order Items



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

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 H2 Atlantic 4-4-2 Pre-order for £152.96



- 31-920 2426 "St Albans Head" in SR Olive Green
- 31-921 32424 "Beachy Head" in BR 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

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- 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/14xx

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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/j94

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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R3318 61646 'Gilwell Park' in BR green with early emblem £74.00

Class 08 (RRP £119.99)



R3343 08822 'John' in FGW livery (Pictured) £96.00
R3342 08489 in BR blue £93.00

BR Mark 2 Coaches



R4611 Mk2E FO first open W3247 in BR blue & grey - with lights (Pictured) £19.00 (RRP £29.99)

R4563 Mk2D BSO brake second open E9487 in BR blue & grey £16.00 (RRP £28.49)

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R4614A Mk2E FO first open W3231 in BR blue & grey £17.00 (RRP £29.99)

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R3235 E2524 'Claud Hamilton' with early emblem (Pictured) £73.00
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Class 67



R3388TTS 67004 'Cairn Gorm' in Caledonian Sleeper livery - TTS sound fitted (Pictured) £128.00 (RRP £169.99)

R3268 67003 in Arriva Trains Wales livery £112.00 (RRP £139.99)

R3272 67006 'Royal Sovereign' in EWS Royal Claret £110.00 (RRP £139.99)

R3481 67025 'Western Star' in EWS livery £110.00 (RRP £144.99)

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R3381 65475 in BR black with early emblem (Pictured) £75.00 (RRP £109.99)

R3380 7510 in LNER black £76.00 (RRP £109.99)

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R3258 2086 in BR blue £82.00

Class 402 2-HAL EMU (RRP £130.25)



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R3341 2677 in BR blue £62.00

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Steam era wagons



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Class A3 4-6-2



R3336 4472 'Flying Scotsman' in LNER green - NRM special edition (Pictured) £124.00 (RRP £169.99)

R3132 2599 'Book Law' in LNER apple green £99.00 (RRP £152.99)

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R4706 CK composite corridor E15058 in BR crimson & cream (Pictured) £16.00 (RRP £29.99)

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R4712 CK composite corridor S15913 in BR green £16.00 (RRP £29.99)

R4713 BSK brake second corridor S34613 in BR green £16.00 (RRP £29.99)

R4620 SO second open M4360 in BR crimson & cream £19.00 (RRP £24.99)

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R4708 SK second corridor W24540 in BR chocolate & cream £16.00 (RRP £29.99)

R4709 CK composite corridor W15061 in BR chocolate & cream £16.00 (RRP £29.99)

R4710 BSK brake second corridor W34290 in BR chocolate & cream £16.00 (RRP £29.99)

Class 2P 4-4-0



R3316 44 in S&DJR blue (Pictured) £61.00 (RRP £99.99)

R3315 40602 in BR black with late crest £61.00 (RRP £99.99)

R3459TTS 40626 in BR black with early emblem - TTS sound fitted £105.00 (RRP £139.99)

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R6763 ZBA 'Rudd' DB972328 in Departmental grey and yellow with Mainline branding (Pictured) £9.00 (RRP £14.99)

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R6766 ex-GWR Toad brake van W68724 in BR grey £11.00 (RRP £14.99)

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R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) BARGAIN £17

R3191 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN £89

R3192DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) (list £159.95) BARGAIN £89

R3193 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN £89

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R3143 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) £81.56

R3143 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56

R3106 Class 28xx 2-8-0 2807 in GWR Green, as preserved (Hor) £120
R3288A Class 2MT Ivatt 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) (list £99.99) BARGAIN £61

R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99) BARGAIN £61

R3459TTS Class 2P Fowler 4-4-0 40626 in BR black early emblem - TTS sound fitted (Hor) (list £139.99) BARGAIN £105
R3127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) BARGAIN £90

R31089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shiributton logo (Bac) £118.96
R31088 Class 32xx 4-4-0 Dukedog 3028 BR black early emblem (Bac) £118.96

NEW
31-627B Class 3F 0-6-0 3520 in LMS black Deeley tender (Bac) NEW £97.71

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
R3498 Class 3F Jinty 0-6-0T 19 S&DJR Blue - Railroad Range (Hor) NEW £35
R2882XU Class 3P Jinty 0-6-0 tank loco 24 S & DJR (unboxed) (DCC Fitted) (Hor) £29
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) (list £144.99) BARGAIN £101

R3462 Class 42xx 2-8-0 4287 in BR Black early emblem (Hor) (list £124.99) BARGAIN £92

32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96

R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) £67

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) BARGAIN £58

NEW
R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) NEW £114

R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) BARGAIN £58

NEW
31-883 Class 4F Midland 0-6-0 3848 in Midland Railway black crest (Bac) NEW £97.71

NEW
31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) NEW £106.21
32-862 Class 4MT Fairburn 2-6-4 tank 42002 BR lined black late crest (Bac) £106.21
R3276 Class 4P Compound 4-4-0 1072 LMS Black Fowler tender - Railroad range (Hor) £69.50
31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06
31-169 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac) £90.06

31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) NEW £106.21
32-862 Class 4MT Fairburn 2-6-4 tank 42002 BR lined black late crest (Bac) £106.21
R3276 Class 4P Compound 4-4-0 1072 LMS Black Fowler tender - Railroad range (Hor) £69.50
31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06
31-169 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac) £90.06

R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99) BARGAIN £92

R3224 Class 52xx 2-8-0 5239 in BR Black late crest (Hor) £111.20
32-084 Class 56XX 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) £124.99

31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46
R3272 Class 6P Patriot 4-6-0 45116 'Brabant' in BR Green early crest - Railroad range (Hor) £64.80

31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS crimson (Bac) £140.21

R3464 Class 72xx 2-8-2 7224 in BR Black late crest (Hor) (list £134.99) BARGAIN £101
R3444 Class 7P Britannia 4-6-2 70034 'Thomas Hardy' in BR green early emblem (Hor) £140

R3339 Class 8P 4-6-2 Princess Coronation 6229 'Duchess of Hamilton' in LMS crimson lake (Gloss Finish) - as preserved (Hor) £130

R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £83.40
R3356 Class 9F Crossed Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor) £105

R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £84.99) BARGAIN £55
32-550B 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
R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple green (Hor) (list £152.99) BARGAIN £99

R3250 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) BARGAIN £115

R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) (list £169.99) BARGAIN £124

R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (list £154.99) BARGAIN £94
R3309 Class A4 4-6-2 2512 'Silver Fox' in LNER Silver - The Silver Jubilee Collection (Hor) £134.25

R3355TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) BARGAIN £89

R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor) (list £144.99) BARGAIN £98

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) BARGAIN £87

R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) (list £131.99) BARGAIN £79

R3003 Class B17 4-6-0 61669 'Barnsley' in BR Green late crest (Hor) (list £131.99) BARGAIN £77
R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (list £131.99) BARGAIN £74
31-461A Class C Wainwright 0-6-0 1234 Southern Railways black (Bac) £106.21

31-462A Class C Wainwright 0-6-0 31227 in BR black early emblem (Bac) £106.21
31-146 Class D11/1 4-4-0 62683 'Princess Albert' BR black early emblem (Bac) £101.96

R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (list £109.99) BARGAIN £73

R3303 Class D16/3 4-4-0 62581 in BR Black early emblem (weathered) (Hor) (list £109.99) BARGAIN £74

35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) BARGAIN £80
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) BARGAIN £80

35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) (list £109.95) BARGAIN £80

35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) BARGAIN £80
31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) £111.45

31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac) £101.96

R31320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £93.46

R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) BARGAIN £75

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) BARGAIN £76



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R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06
R3325 Class J50/4 0-6-0T 68687 in BR Black early emblem (Hor) £74.06

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R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) **NEW** £122

R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) BARGAIN £82

R3457 Class T9 4-4-0 116 in Southern Green (Hor) £118
R3194 Class V Schools 4-4-0 30937 'Epsom' in BR Black early emblem (Hor) (list £133.99) BARGAIN £98
R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £89.50
31-980 Standard Class 3MT tank 82020 BR green late crest - weathered (Bac) £118.96

R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (list £129.99) BARGAIN £82
32-279A Class K3 2-6-0 1304 in LNER black (Bac) £118.96
32-281 Class K3 2-6-0 61892 in BR black early emblem (Bac) £118.96

R32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) BARGAIN £74
31-119 Standard Class 4MT 4-6-0 75035 BR black late crest - weathered (Bac) £135.96

NEW
R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) **NEW** £122

R32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) BARGAIN £82

R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) £83
3912 Class O2/3 Tango 2-6-0 63948 BR black early crest stepped tender (Hel) £148
3911 Class O2/3 Tango 2-6-0 63954 early British Railways black stepped tender (Hel) £148

R32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) BARGAIN £89

R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £84.99) BARGAIN £67
R3171U Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) - Split from R1183 set (Hor) £58

R3302 '1940: Return from Dunkirk' 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) (list £248.99) BARGAIN £160
R1155 Trainpack 4 car Pandolino train pack (unboxed) in Virgin Trains Astom Pandolino (Hor) £79
90-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20

NEW
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor) **NEW** £118.99

R30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) **NEW** £509.99
R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) (list £49.99) BARGAIN £39
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90-575 The Railway Children Train Pack GWR 57xx Prairie in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71

R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) **NEW** £118.99

R3220 Tyseley Connection train pack Class 49xx 4953 'Pitchford Hall' in GWR green & 3 Mk1 coaches (Hor) (list £199.99) BARGAIN £114

R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (list £139.99) BARGAIN £105

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

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R3328 Class S15 4-6-0 30843 in BR Black early emblem (Hor) £124.99

Diesel Lods
10001HAP - 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (list £105) BARGAIN £94
R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) BARGAIN £18
2522 Class 06 Hunslet shunter D2595 BR blue wasp stripes (preserved) (Hel) £100

R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99

R32-109 Class 08 08631 'Eagle' in Network SouthEast (Bac) £84.96

R3342 Class 08 Shunter 08489 in BR blue (Hor) (list £119.99) BARGAIN £93

32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
32-391DS Class 37/7 37796 Railright coal sector (DCC Sound Fitted) (Bac) £203.96

32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) £93.46
32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.96
32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) £84.96
1509 Class 15 D6204 in BR green numbers on front & rear (Hel) £94

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £99.99) BARGAIN £69
32-067 Class 43 North British (NBL) Warship 642 Royal Oak BR Blue (Bac) £118.96

1601 Class 16 North British diesel D8401 BR green small yellow warning panels (Hel) (list £134.95) BARGAIN £72
1602 Class 16 North British diesel D8404 BR green Stafford-style yellow warning panels (Hel) (list £134.95) BARGAIN £72

32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) £118.96

1603 Class 16 North British diesel D8407 BR green with full yellow ends (Hel) (list £134.95) BARGAIN £72
1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN £72

32-065 Class 43 North British (NBL) Warship D865 'Zealotus' in BR Maroon Small Yellow Panel (Bac) (list £99.99) £118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96
31-699DS Class 47 47001 in BR Blue - DCC Sound fitted (Bac) £203.95

1719 Class 17 D8558 in BR green small yellow panels (Hel) £94
1720 Class 17 D8594 in green small yellow panels (Hel) £94
32-045 Class 20 20118 'Salburn-by-the-Sea' BR Railright Red Stripe (Bac) £93.46

R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) (list £89.99) BARGAIN £69

32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46
MM0209 Class 201 no 209 'River Foyle' in NIR Blue - (Mur) £129
23021 Class 23 Baby Deltic diesel D5608 BR Green large yellow ends arrows (Hel) (list £110.95) BARGAIN £79
32-331 Class 251 25043 BR Green Full Yellow Ends (weathered) (Bac) £98.21

31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) £127.46
31-655 Class 47/0 47301 Contour BR Railright Grey Rod Stripe (Bac) £97.71
31-616 Class 47/3 47365 'Diamond Jubilee' in BR Railright Distribution Livery (Bac) (list £114.95) BARGAIN £72

Train packs

R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £84.99) BARGAIN £67
R3171U Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) - Split from R1183 set (Hor) £58

R3302 '1940: Return from Dunkirk' 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) (list £248.99) BARGAIN £160
R1155 Trainpack 4 car Pandolino train pack (unboxed) in Virgin Trains Astom Pandolino (Hor) £79
90-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20

NEW
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor) **NEW** £118.99

R30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) **NEW** £509.99
R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) (list £49.99) BARGAIN £39
R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (list £44.49) BARGAIN £30
90-575 The Railway Children Train Pack GWR 57xx Prairie in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71

NEW
R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) **NEW** £118.99

R3220 Tyseley Connection train pack Class 49xx 4953 'Pitchford Hall' in GWR green & 3 Mk1 coaches (Hor) (list £199.99) BARGAIN £114

R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (list £139.99) BARGAIN £105

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

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (list £139.99) BARGAIN £105
R3328 Class S15 4-6-0 30843 in BR Black early emblem (Hor) £124.99

Diesel Lods
10001HAP - 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (list £105) BARGAIN £94
R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) BARGAIN £18
2522 Class 06 Hunslet shunter D2595 BR blue wasp stripes (preserved) (Hel) £100

R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) £124.99

R32-109 Class 08 08631 'Eagle' in Network SouthEast (Bac) £84.96

1601 Class 16 North British diesel D8401 BR green small yellow warning panels (Hel) (list £134.95) BARGAIN £72
1602 Class 16 North British diesel D8404 BR green Stafford-style yellow warning panels (Hel) (list £134.95) BARGAIN £72

32-065 Class 43 North British (NBL) Warship D865 'Zealotus' in BR Maroon Small Yellow Panel (Bac) (list £99.99) £118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96
31-699DS Class 47 47001 in BR Blue - DCC Sound fitted (Bac) £203.95

1719 Class 17 D8558 in BR green small yellow panels (Hel) £94
1720 Class 17 D8594 in green small yellow panels (Hel) £94
32-045 Class 20 20118 'Salburn-by-the-Sea' BR Railright Red Stripe (Bac) £93.46

R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) (list £89.99) BARGAIN £69

32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46
MM0209 Class 201 no 209 'River Foyle' in NIR Blue - (Mur) £129
23021 Class 23 Baby Deltic diesel D5608 BR Green large yellow ends arrows (Hel) (list £110.95) BARGAIN £79
32-331 Class 251 25043 BR Green Full Yellow Ends (weathered) (Bac) £98.21

31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) £127.46
31-655 Class 47/0 47301 Contour BR Railright Grey Rod Stripe (Bac) £97.71
31-616 Class 47/3 47365 'Diamond Jubilee' in BR Railright Distribution Livery (Bac) (list £114.95) BARGAIN £72

32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46
28091 Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Hel) (list £125) BARGAIN £89

31-680 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71

32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) BARGAIN £78
40-003-004 Class 52 D1058 'Western Noblemen' BR blue full yellow panel (Dap) £109

32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) BARGAIN £78
40-003-004 Class 52 D1058 'Western Noblemen' BR blue full yellow panel (Dap) £109

R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) BARGAIN £42

40-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) £109

R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) (list £162.25) BARGAIN £79

40-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113

3435 Class 33/0 33049 in BR blue full yellow ends (Hel) £94
3415 Class 33/0 D6516 in early BR green (Hel) £94

32-532 Class 55 55007 'Pinza' in BR Livery Finsbury Park White Cab windows (weathered) (Bac) £113.01

3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94

R2879 Class 55 Deltic 55001 'St Paddy' in BR blue (Hor) (list £52.49) BARGAIN £43

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R3497 Class 55 Deltic D9016 in BR green - Railroad Hange (Hor) £53
32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
5825 Class 58 58038 Mainline Blue Livery (Hel) £125
5821 Class 58 58045 Railfreight Coal Livery (Hel) £125



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99) BARGAIN £112



R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99) BARGAIN £128



R3481 Class 67 67025 "Western Star" in EWS (Hor) (list £144.99) BARGAIN £110
31-588 Class 70 70005 Powerhaul in Freightliner (weathered) (Bac) £127.46
40-006-003 Class 73 electro-diesel 73135 BR blue full yellow ends (Dap) £119.51
40-006-003S Class 73/1 73135 in BR blue - DCC sound fitted (Dap) £239



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
MM7078 Irish Class 071/111 diesel loco 078 in IE grey yellow end panels. Ltd production of 250 pieces (Mtr) £135
MM220 Irish Class 201 diesel "River Blackwater" original, single orange band on front of loco (Mtr) £129

Electric locos

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph (Bac) (list £139.95) BARGAIN £79
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue single yellow panel (Bac) £118.86



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (list £89.99) BARGAIN £79



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

DMUs

32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £135.96
32-286A Class 101 2 Car DMU BR green yellow panel - weathered (Bac) £144.46



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



32-905^A 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 Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59



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



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) BARGAIN £59
32-997 Class 150/2 2 car DMU 150/212 in Centro blue stripe (Bac) £140.21



R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) BARGAIN £56



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21
8750 Park Royal Halibus SC79970 in BR green speed whiskers (Hel) £97
8802 Halibus W78077 in BR dark green small yellow warning panels & white cab roofs (Hel) £94

EMUs

R4527 Brighton Belle pullman trailer third S285S in BR blue & grey (Hor) (list £49.49) BARGAIN £29



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) BARGAIN £62



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25) BARGAIN £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99) BARGAIN £62



31-030^A Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99
31-032 Class 350/1 Desiro 4 Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) BARGAIN £94

R3258 Class 401 2-BIL, 2 car EMU in BR blue (Hor) (list £130.25) BARGAIN £62



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) NEW £254.96



31-426B Class 411 4CEP EMU 7122 in BR Green yellow warning panels - weathered (Bac) NEW £254.96



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN £72
31-379 Class 416 2EPB 2 Car EMU 5771 BR green no yellow panel (Bac) £168.96
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.96) BARGAIN £64
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN £64

DEMUS



31-238Z Class 205 2-H Thumper 1122 in BR blue - Exclusive to Kernow MRC (Bac) £204

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
36-151 Plesier OWB10 cranes. Self propelled track maintenance vehicle (motorised) (Bac) £50.96

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) £7

Train sets - analogue

R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) BARGAIN £35
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £20
R2823 Thomas the Tank Engine Train Set (Hor) £54

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

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

R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) £199

Coaches

R4677 57' non-corridor brake third 20724 LMS crimson (Hor) (list £40.25) BARGAIN £27
R4678 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) BARGAIN £27

R4656A 57' non-corridor composite 16612 in LMS crimson (Hor) (list £29.99) BARGAIN £35

R4658 57' non-corridor composite M16623M in BR crimson (Hor) (list £40.25) BARGAIN £27
R4657A 57' non-corridor third class 11718 in LMS crimson (Hor) £35
39-575 BR Hawkesworth Auto Trailer Crimson & Cream (Bac) £58.61
39-576 BR Hawkesworth Auto Trailer Maroon (Bac) £58.61
39-321 BR Mk1 BSP 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
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24

39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £26
39-310C BR Mk1 SP Pullman Second Parlour Umber & Cream Car 357 (With Lighting) (Bac) £58.61

39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18
34-128 Collett 0011 1st/3rd composite 7316 GWR chocolate & cream (Bac) £24.61
34-653 Collett 008 3rd class corridor 1152 GWR chocolate & cream (Bac) £24.61
R4606 Ex-LMS 50' full brake M31170M BR blue (Hor) (list £35.99) BARGAIN £22
R4531C Gresley 01' 6" full brake in BR maroon (Hor) (list £48.99) BARGAIN £35

R4648 Gresley suburban composite E88097E in BR Maroon (Hor) (list £40.25) BARGAIN £26
R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (list £40.25) BARGAIN £26

R4698 Mk1 BG full brake E80534 in BR crimson & cream (Hor) (list £29.99) BARGAIN £16

R4699 Mk1 BG full brake S80926 in BR green (Hor) (list £29.99) BARGAIN £16
R4642A Mk1 BG full brake W84166 BR chocolate & cream (Hor) (list £24.99) BARGAIN £16

R4707 Mk1 BSK brake second corridor E34010 in BR crimson & cream (Hor) (list £29.99) BARGAIN £16

R4713 Mk1 BSK brake second corridor S34613 in BR green (Hor) (list £29.99) BARGAIN £16
R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (list £29.99) BARGAIN £16

R4706 Mk1 CK composite corridor E15058 in BR crimson & cream (Hor) (list £29.99) BARGAIN £16

R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) BARGAIN £16

R4709 Mk1 CK composite corridor W15061 in BR chocolate & cream (Hor) (list £29.99) BARGAIN £16



Prices valid until 11/08/16

Orders received after this date for products that have increased in price will be given a refund



39-271D Mk1 GUV general utility van M86223 in BR Maroon (Bac) £33.96
 39-274 Mk1 NXX General Utility Van E93326 in BR blue & grey InterCity Motoral branding (Bac) £33.96
 39-294A Mk1 FMB Miniature Buffet M1669 in BR blue & grey (Bac) £33.96
 39-292B Mk1 FMB Miniature Buffet S1661 in BR green (Bac) £33.96
 39-261B Mk1 RMB Miniature Buffet W1616 in BR Maroon (Bac) £33.96
 39-103C Mk1 RU Restaurant Car E1925 in BR Maroon (Bac) £33.96
 39-100C Mk1 RU restaurant car E1974 in BR blue & grey (Bac) £33.96



R4705 Mk1 SK second corridor E24162 in BR crimson & cream (Hor) (list £29.99) BARGAIN £16
 39-025G Mk1 SK second corridor E25888 in BR blue & grey (Bac) £33.96
 R4647 Mk1 SK second corridor M24450 in BR maroon - graffiti (Hor) (list £24.99) BARGAIN £14



R4711 Mk1 SK second corridor S24316 in BR green (Hor) (list £29.99) BARGAIN £16
 R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (list £29.99) BARGAIN £16
 39-502A Mk1 SLSTP Sleeper Car E2591 in BR Maroon (Bac) £41.61



R4620A Mk1 SO second open M4368 in BR crimson & cream (Hor) (list £24.99) BARGAIN £16
 R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99) BARGAIN £16



R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99) BARGAIN £16
 R4644 Mk1 TSO second open W3879 BR chocolate & cream (Hor) (list £24.99) BARGAIN £16
 R4644A Mk1 TSO second open W4700 in BR chocolate & cream (Hor) (list £24.99) BARGAIN £16
 39-363A Mk2A TSO tourist second open 5354 Network SouthEast blue (Bac) £38.21
 39-360C Mk2A TSO tourist second open W5316 in BR blue & grey (Bac) £38.21
 R4618 Mk2E BSO brake second open 9504 BR intercity (Hor) (list £24.99) BARGAIN £17
 R4618A Mk2E BSO brake second open 9508 BR intercity (Hor) (list £24.99) BARGAIN £17



R4612A Mk2E BSO brake second open M9495 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19
 R4612 Mk2E BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19
 R4617A Mk2E FO first open 3221 BR intercity (Hor) (list £24.99) BARGAIN £17
 R4617 Mk2E FO first open 3234 in BR intercity (Hor) (list £24.99) BARGAIN £17
 R4614A Mk2E FO first open W3231 BR Blue & Grey (Hor) (list £29.99) BARGAIN £17



R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19
 R4611 Mk2E FO first open W3247 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19



R4613A Mk2E TSO second open W5874 in BR blue & grey (Hor) (list £29.99) BARGAIN £17



R4702 Mk2E TSO standard open 5801 in Virgin Trains red/black - lights (Hor) NEW £31



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (list £42.99) BARGAIN £26



R4597 Mk3 SLEP Sleeper 10601 in First Great Western Night Riviera (Hor) (list £28.49) BARGAIN £17
 R4730A Mk3 TFO trailer first open W41004 in BR blue & grey (Hor) £27
 R4729 Mk3 TRFB trailer first buffet W40001 in BR blue & grey (Hor) £27
 R4635 Mk3 TSO second open 12177 Arriva Trains Wales (Hor) (list £29.49) BARGAIN £20
 R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) £27
 R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor) £27
 R4665A Mk4 FO first open 11324 East Coast (Hor) (list £28.49) BARGAIN £14



R4665 Mk4 FO first open 11424 in East Coast (Hor) (list £28.49) BARGAIN £14
 R4667 Mk4 RFM Restaurant Buffet 10328 East Coast (Hor) (list £28.49) BARGAIN £14
 R4666 Mk4 TSO second open 12219 East Coast (Hor) (list £28.49) BARGAIN £14
 R4666C Mk4 TSO second open 12403 East Coast (Hor) (list £28.49) BARGAIN £14
 R4666B Mk4 TSO second open 12425 East Coast (Hor) (list £28.49) BARGAIN £14
 R4666A Mk4 TSO second open 12447 East Coast (Hor) (list £28.49) BARGAIN £14



R4676 Pack of 3 Mk3 coaches in BR blue & grey (Hor) (list £99.99) BARGAIN £54
 R1177 coaches Pack of 3 Pullman parlour coaches - Split from R1177 Set (Hor) £45
 R4683 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
 R4682 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
 R4652 Thompson suburban train E82690E BR Maroon (Hor) (list £40.25) BARGAIN £26



39-002 Twinpack of Mk2a BFK HST barrier vehicles in plain BR blue (Western region) ADB975666 (Bac) £76.46

Wagons

38-575A 10 Ton Fish Van LNER Brown (Bac) £16.11
 38-115 100 ton TCA bogie tank wagon in Fins - weathered (Bac) £36.51
 38-030B 100 tonne HH4 bogie hopper wagon in Freightliner Heavy Heat sliding end door (Bac) £33.96
 38-030B Pack of 4 (Bac) (list £159.80) BARGAIN £130



38-775 14 Ton Tank Wagon 'Benzene' (Bac) NEW £17.81
 37-225H 16 Ton steel mineral wagon top flap doors BR grey - weathered (Bac) £14.04
 R6710 20 ton Brake Van DB950619 in BR civil engineers 'dutch Yellow & Grey' (Hor) (list £14.99) BARGAIN £9.50



38-777 20 Ton Tank Wagon 'Esso' (Bac) NEW £17.81



38-776 20 Ton Tank Wagon 'Shell/BP' (Bac) NEW £17.81



R6725 21 ton hopper E253564 in BR grey 'Iron Ore' branding (Hor) (list £14.99) BARGAIN £9
 R6726 21 ton hopper E303821 in BR grey (Hor) (list £14.99) BARGAIN £9
 38-270A 22 ton Presto in Blue Circle Railfreight brown (Bac) £22
 38-270A Pack of 4 (Bac) £90
 37-508 24 ton ore hopper wagon in BR grey - weathered (Bac) £12.33
 38-145 29 ton VDA sliding door box van in BR bauxite - weathered (Bac) £21.21
 38-144 29 ton VDA sliding door box van BR Railfreight - weathered (Bac) £21.21
 38-125A 35 Ton VBA box van sliding door EWS (Bac) £14
 38-125A Pack of 4 (Bac) (list £95.80) BARGAIN £54
 38-125A Megapack of 8 (Bac) (list £191.60) BARGAIN £102
 38-063A 45 tonne glw MCA open box wagon in Coal sector (Bac) £12.71
 4F-031-019 6 wheel milk tanker 'United Dairies' (Dap) £11
 R6596 8 Plank wagon 'Hornswoth' (Hor) (list £9.99) BARGAIN £7.50



R6728 BR (ex LMS) Horse box M42367M in BR crimson (Hor) (list £19.99) BARGAIN £12
 R6728A BR (ex-LMS) Horse Box M42263M BR crimson (Hor) (list £19.99) BARGAIN £12
 R6759 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) BARGAIN £8.50
 R6759A BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) BARGAIN £8.50
 R6759B BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) BARGAIN £8.50
 R6762 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) BARGAIN £8.50



38-425 Megapack of 8 Bulk grain bogie hopper in VTG Traffic Services - weathered (Bac) (list £478.60) BARGAIN £370
 38-425 Single (Bac) £51.39
 38-425 Pack of 4 (Bac) (list £239.80) BARGAIN £192
 R6367 Coal train pack - pack of 3 open wagons EWS - Railroad Range (Hor) £15
 37-951B Corflak wagon BR bauxite BD container BR crimson £13.50
 £7.92 (Bac)
 37-951B Pack of 4 (Bac) (list £63.80) BARGAIN £50



R6724 Drax 1021 biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6723 Drax 1021 biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
 R6679A ex-LMS Horse Box M42178 BR crimson (Hor) (list £19.99) BARGAIN £13



R6682D Extra Long CCT wagon 1274 in LNER teal (Hor) (list £18.99) BARGAIN £11



R6683D Extra-long CCT wagon E1359E in BR crimson (Hor) (list £19.99) BARGAIN £11
 R6778 Father's Day Open Wagon - 2016 (Hor) £11
 38-345A - FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95) BARGAIN £17
 38-345A - Pack of 4 (Bac) (list £119.80) BARGAIN £65
 38-345A - Megapack of 8 (Bac) (list £239.60) BARGAIN £128



R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) (list £15) BARGAIN £7
 R6727A Horse box £2442 in LMS maroon (Hor) (list £19.99) BARGAIN £11
 4F-045-007 IOA Wagon 3170 5992 091-6 (Dap) NEW £19.38
 4F-045-006 IOA Wagon 3170 5992 107-0 (Dap) NEW £19.38
 4F-045-008 IOA Wagon 3170 5992 115-3 (Dap) NEW £19.38
 4F-045-005 IOA Wagon 3170 5992 118-7 (Dap) NEW £19.38



38-212B JJA non-generator auto ballaster in ex-Railtrack curved top profile - weathered (4 per rake each Generator wagon) (Bac) £46.71
 4F-010-003 JVA Falcon Network Rail NL29149 (Dap) £20
 4F-010-004 JVA Falcon Network Rail NL29209 (Dap) £20
 B910C KOAKTA Pocket wagon & container (Dap) £25.25

B910F KOAKTA Pocket wagon & container (Dap) £25.25
 38-243 MEA Megabox bogie box wagon in EWS - weathered (Bac) NEW £32.46
 4F-046-001 Megarail Twin Pack - weathered + 2 x 45 Ft High Cube Containers (Dap) £31
 38-553A Midland 20T brake van 134900 LMS Bauxite (without Duckets) (Bac) £23.76
 38-552A Midland 20T brake van 357914 LMS Grey (with Duckets) (Bac) £23.76



38-550A Midland 20T brake van M357897 in BR Grey (with Duckets) (Bac) £23.76
 38-254A WJA Motorbox low-sided bogie box wagon EWS - weathered (Bac) NEW £38.21
 B859A MRA Side Tipping Ballast Wagon 5 Car Set Network Rail Yellow Livery (Dap) £137



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) BARGAIN £12
 38-287 Pack of 3 22 ton Presto in BR bauxite - weathered (Bac) £66.73
 R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) BARGAIN £15



R6712 Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) BARGAIN £15
 4F-027-005 Silver Bullet NACCO/ECC 3387-7898047-8 (Dap) £23.80



4F-027-008 Silver Bullet NACCO/ECC 3387-7898057-7 Weathered (Dap) £25.25
 4F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap) £23.80



4F-027-006 Silver Bullet NACCO/ECC 3387-7898119-5 Weathered (Dap) £25.25
 33-080 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) NEW £31.41



37-716 Triple Pack of 8 Ton Cattle Wagons in BR Bauxite - Weathered (Bac) £50.96



R6763 ZBA 'Rudd' wagon DB972328 in Departmental grey and yellow Mainline branding (Hor) (list £14.99) BARGAIN £9



R6711 ZUV Shark brake van DB993748 in Mainline blue (Hor) (list £16.75) BARGAIN £8

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £74

DCC decoders

38-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



38-557 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
 X659 4-pin decoder for some train set locos and Sentinels (Hor) £10
 DCC2T 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gast) £16
 BPDCC2T 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10 mm) x 5 (Gast) £71



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
 R8249 Single (Hor) £14

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tia) £32

DCC controllers

R8214 DCC Elite unit digital controller (Hor) £205
 R8312U e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) £55

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) (list £142.89) £79



BARGAIN

2D-012-010 Class 22 diesel loco D6326 in BR green no yellow panels & disc headcodes (Dap) (list £136.89) £76
 2D-012-011 Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes (Dap) (list £136.89) £76
 2D-012-014 Class 22 diesel loco D6328 in BR blue (pre-TOP's font numbering) (Dap) (list £136.89) £76
 2D-012-012 Class 22 diesel loco D6330 in BR blue (TOP's font numbering) - weathered (Dap) (list £136.89) £79



371-088 Class 25/2 25231 in BR Blue (weathered) (Gra) £94.46

2D-013-0010 Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) £110
 371-110 Class 31 5826 in BR Green Full Yellow Ends (Gra) £100.26
 371-111 Class 31 D5990 in BR Green Small Yellow Panels (Gra) £100.26
 2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dep) £35
 2D-018-004D Class 35 Hymek D7024 BR green - weathered. DCC Fitted (Dap) £103
 371-455 Class 37 37251 in BR Blue (weathered) (Gra) £106.21
 371-166 Class 37/4 37406 'The Saltire Society' Falthright Distribution (Gra) £89.21



371-825B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) £101.96

2D-003-006 Class 52 diesel loco D1065 'Western Consort' in BR maroon small yellow panels (Dap) £94
 2D-003-006D Class 52 diesel loco D1065 'Western Consort' in BR maroon small yellow panels. DCC Fitted (Dap) £110
 2D-007-004 Class 66 diesel loco 66612 unbranded Freightliner (Dap) £78
 371-636 Class 70 Powerful 70003 Freightliner (Gra) £78 (list £119.95) £82.50

HSTs

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

DMUs

2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95



BARGAIN

371-741^A Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) £171

EMUs

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £189.95) £99
 372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02

Train sets - analogue



370-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Gra) NEW £339.96

Train sets - DCC



370-070 Cornish Riviera Class 42 D829 in BR Green and BR Mk1 BCK & SC Coaches in Chocolate & Cream (Gra) £157.21
 370-080 Countryside Coal Digital Set Class 3F Jimmy No 28 in SJ/JR blue, Midland Brake Van, 7 Plank Wagon & 5 Plank Wagon (Gra) £140.21

Coaches

2P-003-001 B Set Coach Twin Pack BR W9336W & W9337W (Dap) £22.78
 2P-003-000 B Set coach twin pack GWR crest (Dap) £22.78
 374-191 BR Mk1 BCK Brake Second Corridor ADB971109 Departmental yellow (Gra) £24.61
 374-220D BR Mk1 FK Pullman First Kitchen Car 'Robin' Umler & Cream (Gra) £30.56
 374-925A BR Mk1 S1STP Sleeping Second Maroon (Gra) £25.46
 374-012D BR Mk1 S2 Second Open Maroon (Gra) £25.46
 374-901B BR Mk1 TPO in Post Office red (Gra) £35.36
 374-991 Bullied 3-Coach Set BR (SR) Green (Gra) £76.46
 2P-012-402 Maunsell Coach 3rd Class BR SR Green 810 (Dap) NEW £22.87
 2P-012-403 Maunsell Coach 3rd Class BR SR Green 823 (Dap) NEW £22.87



2P-012-354 Maunsell Coach BR Brake 3rd Class SR Green 4482 (Dap) NEW £22.87

2P-012-454 Maunsell Coach BR Composite Class SR Green 5149 (Dap) NEW £22.87

2P-012-453 Maunsell Coach BR Composite Class SR Green 5150 (Dap) NEW £22.87

2P-012-454 Maunsell Coach SR Brake 3rd Class Lined Green 4048 (Dap) £23



2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111
 374-643 Mk1 CCT in BR departmental yellow (Gra) £20.36
 374-641 Mk1 CCT in BR maroon - weathered (Gra) £21.21



374-416 Southern PL Passenger Luggage Van BR (SR) Green (Gra) NEW £20.36



374-415 Southern PL Passenger Luggage Van BR Crimson (Gra) NEW £20.36



374-417 Southern PLV Passenger Luggage Van BR Blue (Gra) NEW £20.36

Wagons

373-927B 30 Ton Bogie Bolster Wagon GWR Grey (Gra) NEW £21.21
 NR-51 5-plank China Clay Hood wagon (Pac) £10



2F-010-005 JNA 'Falcon' Network Rail NLU29047 (Dap) NEW £18.40



2F-010-009 JNA Falcon Network Rail NLU29299 Weathered (Dap) NEW £19.50
 2F-053-001 Magalret Wagon (3388-4943 076) - 2 Loss Co2 Containers (Dap) £25
 2F-027-006 Silver Bullet Emma's 33 87 789 8003-1 Weathered (Dap) £25.46
 2F-027-005 Silver Bullet Emma's 33 87 789 8007-9 Weathered (Dap) £25.46



373-665 Triple pack 14 Ton tank wagons - weathered (Gra) (list £47.95) £26

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

Lighting equipment



NC040b Light Bar coach lighting unit for older coaches (Collet coaches 'Plug&Play') (Dap) £8

Spares

379-405 Farish N Gauge couplings and springs - Pack of 10 (Gra) £5.06
 SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pac) £1.50
 2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
 2A-000-008 Magnetic NEM couplers - medium arm (ax-NSPARE)-5 pairs (Dap) £17
 SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pac) £2

Wheel sets

379-412 Axles coach wheels - Pack of 10 (Gra) £5.74

Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
 ST-17 N Setrack N63 radius double curve (8 tomt a circle), 236.5mm/11.75" radius (Pac) £2
 ST-12 No.1 radius double curve (Pac) £1.50
 ST-15 No.2 radius double curve (Pac) £1.50

ST-6 Setrack left hand point insulfrog (Pec) £8.50
 ST-5 Setrack right hand point insulfrog (Pac) £8.50
 ST-1 Standard straight track (Pec) £1.30

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pac) £3
 SL-302 Pack of 25 (Pac) £64

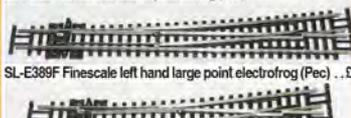


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
 SL-300 Single (Pec) £3
 SL-E396 Left hand medium point electrofrog (Pac) £9
 SL-396 left hand medium point insulfrog (Pac) £9
 SL-E398 Right hand medium point electrofrog (Pac) £9
 SL-398 Right hand medium point insulfrog (Pac) £9

Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pac) £3
 SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pac) £91
 SL-302F Single (Pac) £3.50

SL-E399F 3-way finescale turnout (Pec) £26
 SL-E387F Finescale curved double radius left hand point electrofrog (Pac) £11
 SL-E386F Finescale curved double radius right hand point electrofrog (Pac) £11
 SL-E390F Finescale double slip electrofrog (Pac) £35



SL-E399F Finescale left hand large point electrofrog (Pec) £11
 SL-E392F Finescale left hand small point electrofrog (Pac) £10
 SL-E392F Finescale left hand small point electrofrog (Pac) £9
 SL-E388F Finescale right hand large point electrofrog (Pac) £11
 SL-E395F Finescale right hand medium point electrofrog (Pac) £10
 SL-E391F Finescale right hand small point electrofrog (Pac) £9
 SL-E383F Finescale scissors crossover electrofrog (Pac) £36
 SL-E397F Finescale Y Point. Electrofrog (Pac) £11

Buses

NAN003 Leyland Atlantean PPR - London Country NBC (Bas) NEW £8.99

Commercial vehicles

NCOM003 Commer Commando BEA (Oxf) £6

O Gauge (1:43 Scale)

Diesel locos

4201 Class 42 Washburn D627 'Kolly' in BR green small yellow panels (Hel) £550
 5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. (Hel) £550



6002 Class 60 diesel in EWS (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
 SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
 SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16 1/2) radius 1020mm (40.5). 16 make a circle (Pac) £6

Cars

VA12410 Ford Granada MkII, 2.8i Ghia, Imperial Red (Cor) NEW £22
 43VA002 Volvo Amazon Cherry Red (Oxf) NEW £19



G Scale Wagons

NEW

98015 Ice Cream Wagon (image is of HO scale) (Bac) NEW £56.10

16050 Right hand point, electrical switch, 22.5 degrees radius 3 (LGB)£78

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30
 DS Double power controller/brake simulator (Gau) £119

D Double/Twin track power controller (Gau) £69
 Q Quadruple 4 circuit power controller (Gau) £130

Analogue power supplies

M1 Transformer Output 2 x 16V AC 1A (Gau) £37



M1 Transformer Output 2 x 16V AC 1A (Gau) £37

DCC decoders

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
 DCR-21PIN-Direct Single (Hat) £57
 DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99
 DCR-8PIN-HarnessMini Single (Hat) £11
 DCR-8PIN-HarnessMini Box of 5 (Hat) £50
 36-553 6-pin 3-function 0.75A decoder back EMF (Bac) £15.50

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
 DCR-21PIN-Direct Single (Hat) £57
 DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99
 DCR-8PIN-HarnessMini Single (Hat) £11
 DCR-8PIN-HarnessMini Box of 5 (Hat) £50
 36-553 6-pin 3-function 0.75A decoder back EMF (Bac) £15.50

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

DCC accessory decoders

36-561 EZ Command Dynamis 4-output point decoder (similar to Hornby R8247) (Bac) £38.55

DCC controllers

50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509
 DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99

524-037 S85 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

Point motors

PL-10 Point Motor (Switch Machine) (Pec) £6
 PL-10 Bag of 6 (Pac) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
 PL-10E Single (Pac) £6
 BPPM10 Sleep Classic solenoid point motor - Pack of 5 (Gau) £26
 PM-2 Sleep point motor (Gau) £3.50

PM-1 Sleep point motor accessory switch (Gau) £4
 PL-11 Side/surface mounted point motor (Pec) £7.50

HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35
 HAT-PM-01 Single (Hat) £6.50

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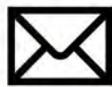
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Garage Workshop-Forecourt fittings	£8.50	6 ass Gravediggers. Pick, shovel and lamp holders	£5.70
Garage Machine, tyre remover & balancer	£5.30	Canadian Canoe paddling and resting figs	£6.20
Garage 4 pillar Hydraulic Car Ramp	£5.80	3 Deep-sea Divers, 2 helpers, compressor	£6.20
2 Loco Crew - Victorian/Edwardian	£2.70	3 x Kids/ R.C. Toys, 1 adult launching plane	£5.85
2 Loco Crew - 1930's/50's	£2.70	6 Kids, 4 with skateboards, 2 rollerskates	£5.70
NEW 6 Seated Loco Crew 1950's	£5.40	1 x Windsurfer and figure	£4.65
2 Loco Crew - Diesel drivers	£2.70	3 Surfers, 2 surfing one waxing board	£5.70
4 deckchairs with figures	£7.25	4 Hunting figs & 2 'gun dogs' with pheasant	£5.70
2 Empty deckchairs	£2.85	4 Assorted People with Umbrellas	£5.75
6 assorted Color Gas Cylinders	£4.30	8 Assorted Ambulances/Paramedics	£6.80
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Fencing - brass-circle & arrow patterns	£11.15	Council/Municipal Figure and rubbish cart	£4.55
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Fencing - spear, gates single & double	£11.15	C.C.T.V. Cameras (3 wall and 1 post mounted)	£4.75
5 ass. Figs, 4 piplets & food trough	£5.25	5 Policemen in various positions	£4.95
Civic, garden & Station Clocks	£11.15	Assorted Agricultural Tools & Equipment	£4.15
G.W.R. Station seats & barrows	£11.15	Ass Industrial Tools & Equipment	£4.15
LMS Station Seats & Barrows	£11.15	Platform Machines (tickets chocolate weighing scales)	£5.70
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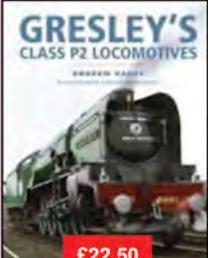
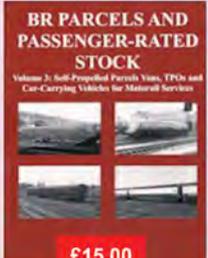
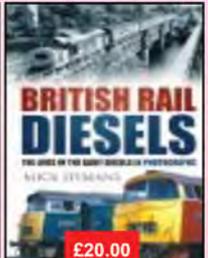
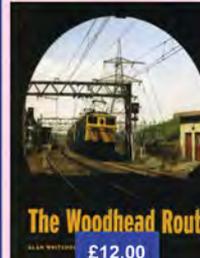
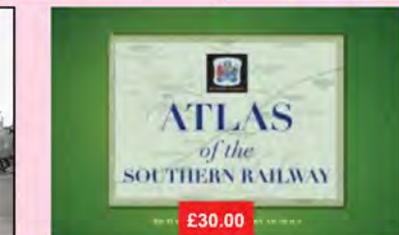
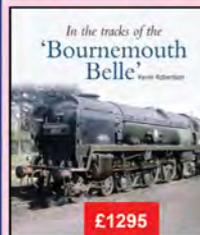
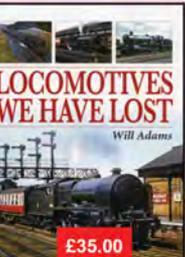
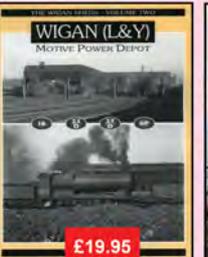
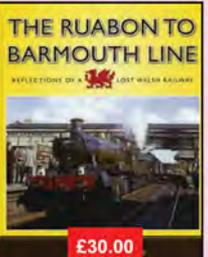
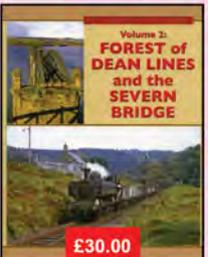
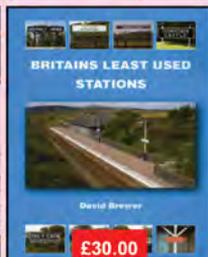
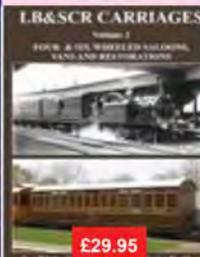
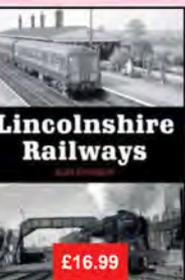
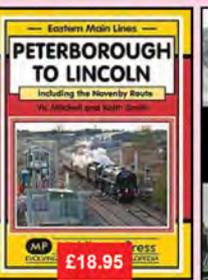
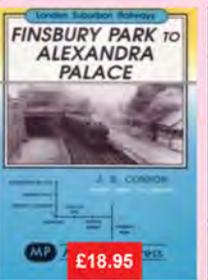
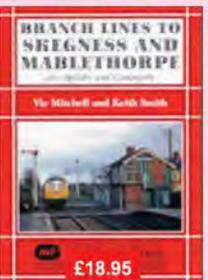
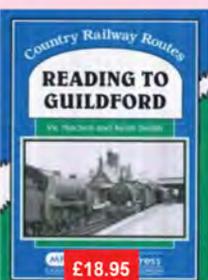
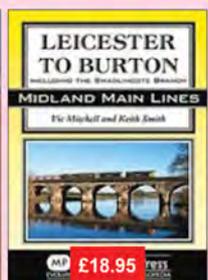
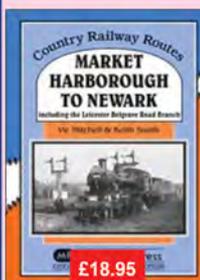
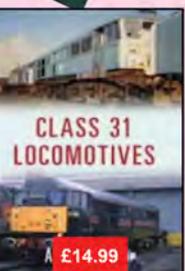
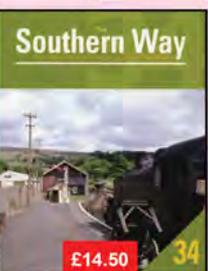
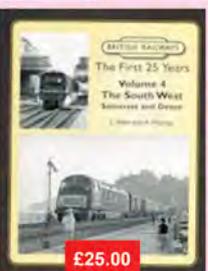
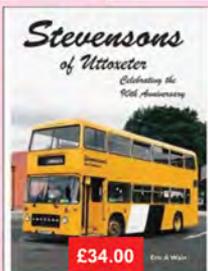
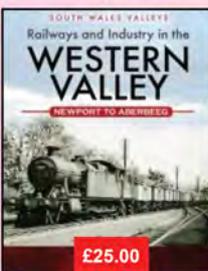
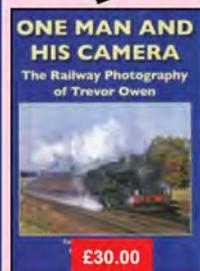
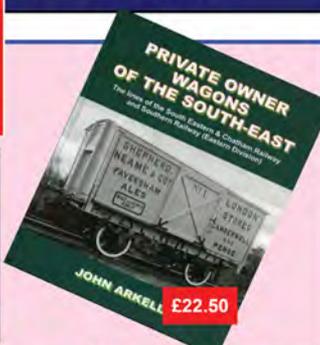
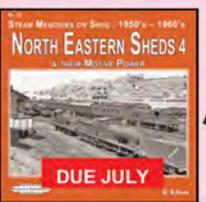
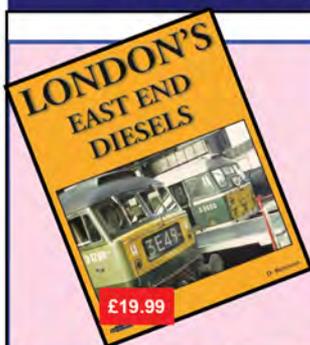
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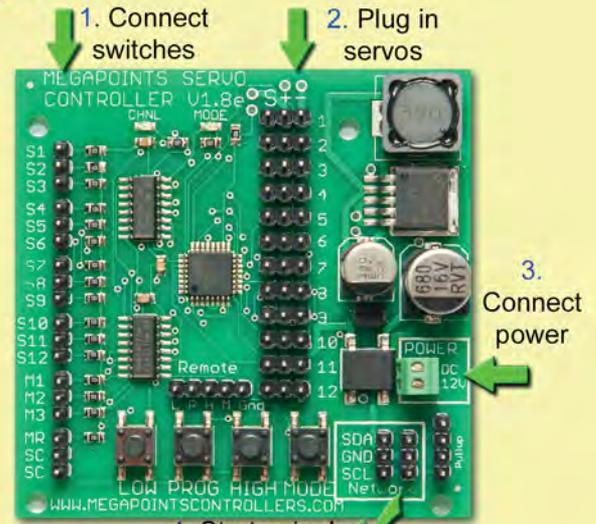
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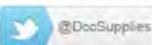
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1:43



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1:18



Messerschmitt KR200
Bubble Top - Rose
18MBC003 1:18

1:76



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76PAN003 1:76



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76PD2003 1:76



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Trailer - Carnation
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76F8007 1:76



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76AM006 1:76



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1:148



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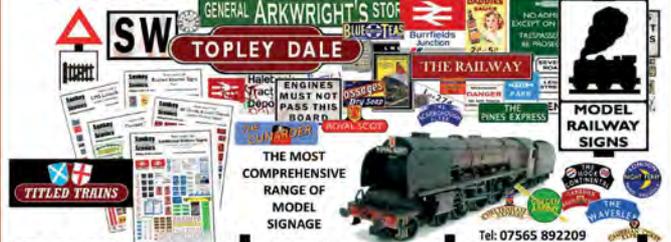
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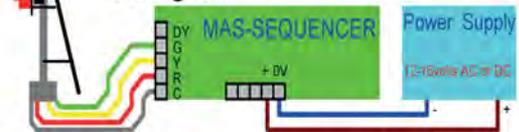
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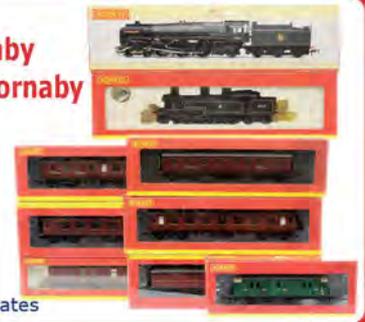
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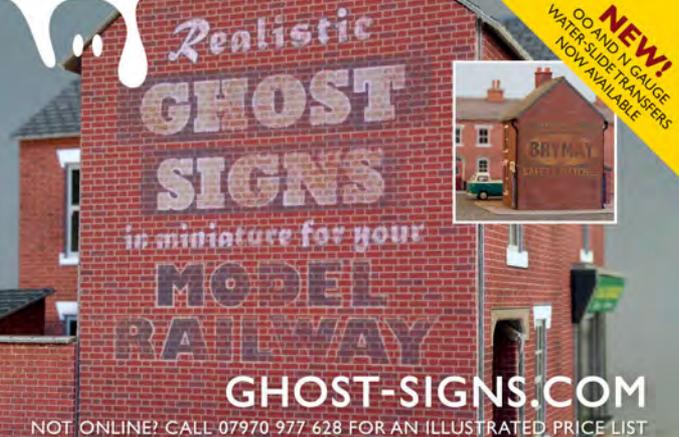
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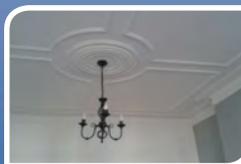
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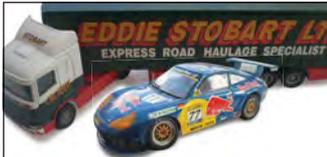
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WIN! With our £400 summer prize giveaway!

Who designed the 'Q6' 0-8-0? a. Raven b. Gresley c. Ivatt

HORNBY MAGAZINE is offering an exclusive competition with a stunning first prize of a new Hornby LNER Raven 'Q6' 0-8-0 3418 in LNER black, a pair of adult tickets to the Great Electric Train Show, *Hornby Magazine Yearbook No. 8* plus *Hornby Magazine's Great Layouts* and *Weathering Skills Guide* (volume 2) specials. The total value is £190!

Plus, there are four runner up prizes consisting of a pair of Great Electric Train Show tickets, *Hornby Magazine Yearbook No. 8* plus the *Great Layouts* and *Weathering Skills Guide* (Volume 2) specials.

All you have to do to enter the competition is answer the following simple question by August 25 2016. Even if you don't win, Hornby's 'Q6' is out now and available through www.hornby.com and its dealer network while Great Electric Train Show tickets (with a up to £5 off for advance purchase) and all three special publications are on sale at shop.keypublishing.com



HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: *Hornby Magazine Summer Giveaway competition*, Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ.
Alternatively, visit www.hornbymagazine.com and fill in the entry form or e-mail the same information to competitions@keypublishing.com.

com with 'Hornby Magazine Summer Giveaway competition' in the subject field.
Closing date for entries is August 25 2016 at 12:00 GMT and winners will be notified no later than September 1 2016. There is no cash prize alternative and Editor's decision is final.
On occasions Key Publishing may make offers on products or services that we believe

to be of interest to our customers. If you do not wish to receive this information please state NO INFORMATION clearly on your entry. No purchase necessary. Please note: All entries must state clearly whether they wish to attend the Great Electric Train Show on Saturday or Sunday. Any winning entries which do not include this information will be allocated tickets at random.

HORNBY

magazine

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 Squires will be exhibiting at the following shows in 2016 -
 Diary updated as bookings are confirmed

Aug 6/7 - **SOUTHOLD** Waveney Valley Model Railway Exhibition, Saint Felix School Southold. 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 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 - **CRAWLEY** Seaboard Southern American Model Railroad Show Charis Centre, West Green Drive, Crawley, W/Sussex. RH11 7EL Sat 10-5
 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.
 Sept 24/25 - **WORTHING** M/Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, BN13 1LA Sat 10 - 4.30 ****Enlarged show this year - Extra Hall of Exhibits and layouts****
 Oct 1/2 - **SWANSEA** M/Rail Exhibition, Swansea Railway Modellers Group, The National Waterfront Museum, Oystermouth Road, Maritime Quarter, Swansea SA1 3RD. Saturday 10-5, Sunday 10-4.
 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 - **CROYDON** Model Railway Society Exhibition, Warlingham School, Tithepit Shaw Lane, Warlingham. CR6 9BY. Sat 10-5, Sun 10 - 4.00
 Oct 8/9 - **SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5. *Free Car Parking & Free Entry to Museum and Exhibition - Yes that's Free Entry!*
 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. PO19 8AE. 10-5.
 Oct 29/30 - **HAZEL 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.hgdms.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 RGU, 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** Alsager 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 **Coming to Warley? - Why not come on the Sunday?? - the show is much quieter!!! See more of the layouts and a lot easier to get to our stand!! Centre Piece Locomotive Attraction + Junior Modeller Sponsored by Squires.**
 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, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - ****Enlarged Show for 2017****
 Jan 22 **BRISTOL** - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10 - 4.00pm.
 Jan 28/29 **KENDAL** M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
 Feb 19 - **MANCHESTER ALSRM** 'O' Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking - Test Track & 16 O Gauge layouts. ***Free admission ALSRM Members***
 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, Fullwood, 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****
 April 8 - **NORWICH** M/Rail Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10 - 4.30pm.
 April 8/9 **CORSHAM** Trainwest 2017 M/Rail Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 ****Modern NEW Venue - Plenty of FREE Parking****
 April 22/23 - **HORSHAM** Crawley MRS M/Railway Ex, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. ****PLENTY OF FREE Parking****
 April 28-30 - **The 49th Bristol Model Railway Exhibition**, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Friday 1pm - 7pm, Saturday 10 - 6.30pm, Sunday 10 - 5pm. **Coming to Bristol Show? Why not try Saturday?? or Sunday???** The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-) ****Plenty of FREE Parking****
 May 6 - **READING ALSR** Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, RG1 8EQ. 10-4.30
 May 14 - **STAFFORD** G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, ST18 0BD. Plenty of FREE Parking, Sun 10-5. Features Normal Squires Stand for all Scales
 June 3/4 - **SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. ***Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!!:-)**

New Tools Shop Extension Opening Soon.

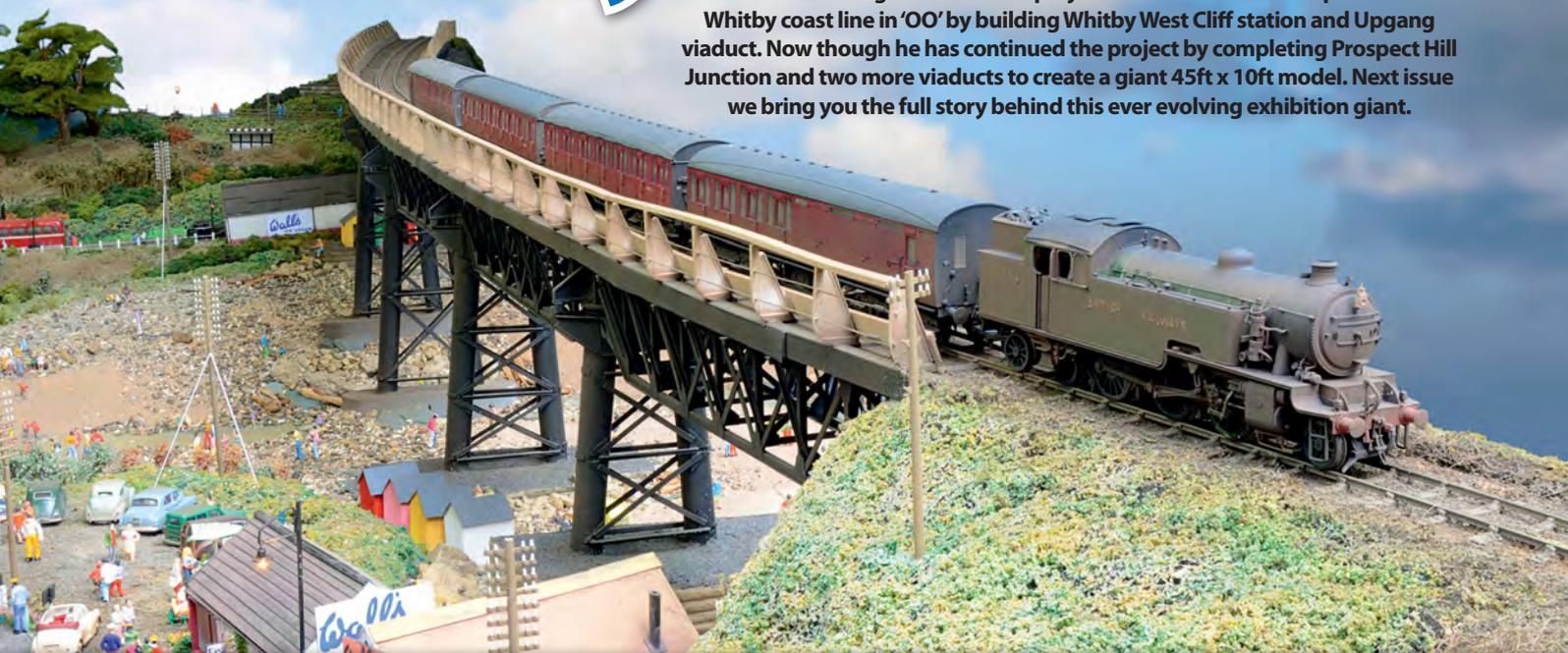
New Printed Mail Order Catalogue to be published soon - reserve your copy now.

Exhibition Invitations always welcomed.

NEXT ISSUE

Whitby West Cliff

Brad Seaman began his massive project to build a substantial part of the Whitby coast line in 'OO' by building Whitby West Cliff station and Uppang viaduct. Now though he has continued the project by completing Prospect Hill Junction and two more viaducts to create a giant 45ft x 10ft model. Next issue we bring you the full story behind this ever evolving exhibition giant.



Sound for the '66' – in 'N'

Advances in decoder size and speaker technology mean that digital sound is increasingly within reach even for 'N' gauge. Paul Chetter takes on a Bachmann 2mm scale Class 66 and shows how it can be done.



Plastic buildings from scratch

Nigel Burkin explores the world of plastic structure modelling by creating a unique set of buildings for the Loch Dhu Distillery built entirely from sheet materials. Discover how next issue.



Different Standards

The BR Standard steam fleet was designed with standardisation as a priority, but even so there were locomotives which broke that tradition. Tim Shackleton takes on a '9F' 2-10-0 and '4MT' 2-6-0 to show how they can be made to stand out from the crowd.



THE NEXT ISSUE OF
HORNBY
magazine

is on sale August 11 2016

DON'T MISS IT!

PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Reader Projects, answering your questions in the Enquiry Office and taking you behind the scenes at the Hornby Magazine workshop to help you get the most out of your modelling projects.

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July releases

'N' Gauge



Mallard 1st Decorated Sample
Copyright Dapol Ltd.

- 2S-008-008** - A4 Valanced Mallard 4468 Garter Blue LNER
- 2S-008-008D** - A4 Valanced Mallard 4468 Garter Blue LNER DCC
- 2S-008-009** - A4 Valanced Empire of India 4490 Garter Blue LNER
- 2S-008-009D** - A4 Valanced Empire of India 4490 Garter Blue LNER DCC
- 2S-008-012** - A4 Valanced Sea Eagle
- 2S-008-012D** - A4 Valanced Sea Eagle DCC

Also released this month include;

- 2F-034-033** - 21T Hopper - Simpson 73
- 2F-034-033** - 21T Hopper - Simpson 73 Weathered
- 2F-038-025** - 20T Steel Mineral - Margam
- 2F-038-026** - 20T Steel Mineral - Margam Weathered

'OO' Gauge



- 4F-012-009** - Ventilated Van - Carricks
- 4F-012-010** - Ventilated Van - Carricks Weathered



- 4F-016-011** - Banana Van - BR Red B881724
- 4F-016-012** - Banana Van - BR Red B881724 Weathered

Also released this month include;

- 4F-020-009** - Cattle Wagon - BR B893521
- 4F-020-010** - Cattle Wagon - BR B893521 Weathered
- 4F-051-035** - 5 Plank - Minera Lime
- 4F-051-036** - 5 Plank - Minera Lime Weathered
- 4F-071-108** - 7 Plank - Blue Circle Cement
- 4F-071-109** - 7 Plank - Blue Circle Cement Weathered

'O' Gauge



- 7F-051-024** - 5 Plank - Minera Lime 134
- 7F-051-024W** - 5 Plank - Minera Lime 134 Weathered

Also released this month include;

- 7D-008-000** - Class 08 D3043 BR Green Late Crest no warning panels
- 7D-008-000D** - Class 08 D3043 BR Green Late Crest no warning panels DCC & Sound
- 7D-008-000U** - Class 08 BR Green Late Crest no warning panels Unnumbered
- 7D-008-001** - Class 08 13282 BR Green Early Crest no warning panels
- 7D-008-001D** - Class 08 013282 BR Green Early Crest no warning panels DCC & Sound
- 7D-008-001U** - Class 08 BR Green Early Crest no warning panels Unnumbered
- 7D-008-003** - Class 08 D3219 BR Green Late Crest with Wasp Stripes
- 7D-008-003D** - Class 08 D3219 BR Green Late Crest with Wasp Stripes DCC & Sound
- 7D-008-003U** - Class 08 BR Green Late Crest with Wasp Stripes Unnumbered

All product release dates correct at time of going to press

APPROVED

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BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777

CARLISLE: **C & M Models** tel:01228 514689

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HEREFORD: **Hereford Model Shop** tel:01432 352809

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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

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Canoers (WA1918)



Wildlife Standoff (WA1942)

