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EXCLUSIVE FIRST REVIEWS HORNBY 'B12'

PLUS: DAPOL BLACK LABEL GRESLEY 'A4'

HORNBY magazine

Issue 114 **December 2016** USA $12.99 · CAD $13.99 · AUS $12.95 **UK £4.40**

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FIRST INTERVIEW

Meet Hornby CEO STEVE COOKE

DETAILING SCENERY

How to bring life to your layout in simple steps

LOCOMOTIVES

Ringing the changes with a pair of 'Q6' 0-8-0s in 'OO' gauge

4 GREAT LAYOUTS

Inspirational model railways in 'OO', 'N' and 'O' set from 1940-2010

FREE 2017 CALENDAR

LATEST NEWS

- Hornby reveals new 'OO' gauge Mk 1s for 2017.
- 'Jinty' for 'O' gauge
- Animated water tower

KEY 9 771753 246076 12

Cobalt Alpha α

By DCCconcepts

α-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.

α-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 αAlpha 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.

α-Central

It just does NOT get any easier than this!

Cobalt α 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.

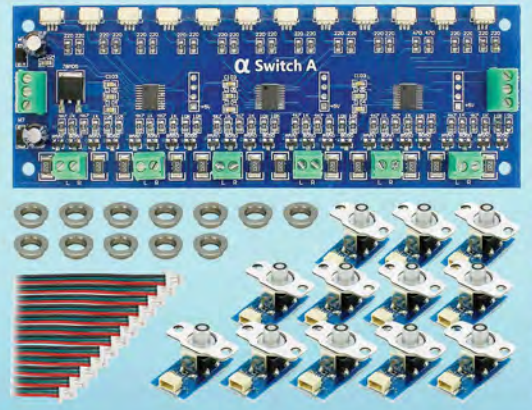
Alpha α

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!



α-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 α Alpha makes the wiring of control panels quick and easy!

DCC concepts — thinking outside the square

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HORNBY magazine

December 2016

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ISSUE 114

HORNBY magazine
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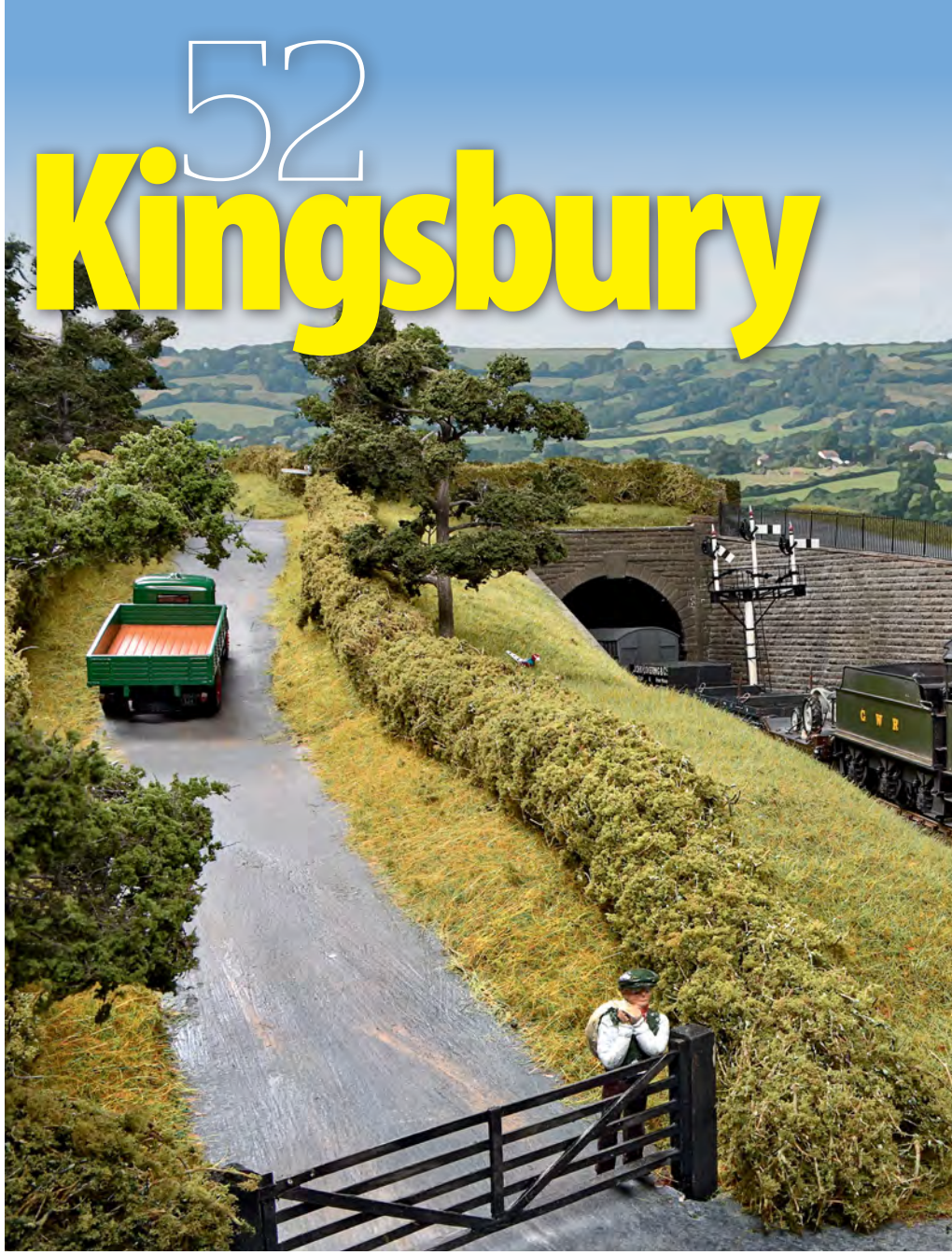

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WE SHOW YOU HOW!

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WE'VE GONE SOCIAL! Follow us on your favourite social media sites. You'll find the latest news, images and exclusive videos! Search Hornby Magazine.

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Don't follow the crowd. Let the crowd follow you.

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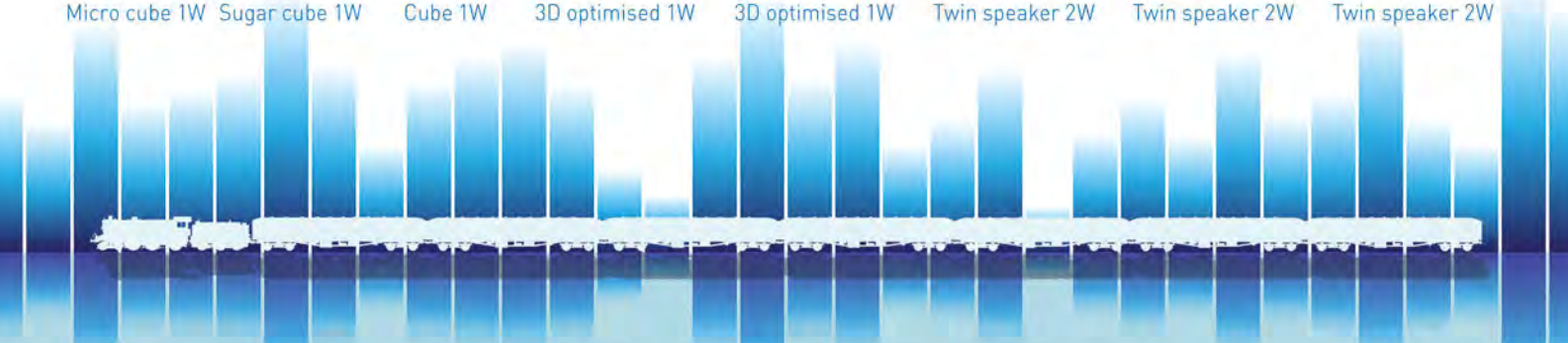
Micro cube 1W	Sugar cube 1W	Cube 1W	3D optimised 1W	3D optimised 1W	Twin speaker 2W	Twin speaker 2W	Twin speaker 2W



COMPREHENSIVE SOUND LIBRARY

A comprehensive collection of British steam, diesel and electric locomotive projects is available from these established sound specialists. Your choice of project will be uploaded to a ZIMO decoder with advice and customer support as standard.

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YouChoos	www.youchoos.co.uk	08447 725052	November: Warley (NEC)
Coastal DCC	www.coastaldcc.co.uk	01473 710946	November: Ipswich, Portsmouth
Mr Soundguy	www.mrsoundguy.co.uk	01983 531443	Direct by web and mail order only

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Welcome

THE EDITOR'S PAGE

THERE are many stunning new models arriving on the scene and this month we've been fortunate to be able to get exclusive first viewings on two of those eagerly anticipated products - Hornby's gorgeous Holden 'B12' 4-6-0 and Dapol's superb Black Label Gresley 'A4' 4-6-2.

Both are for 'OO' gauge and are sure signs of progress. The 'B12' is synonymous with the Hornby range having first been produced by the manufacturer back in the 1960s. Today's new model is a world away from the original, as you can see on pages 62-65, and delivers a quality product full of detail and brimming with top level performance.

It is encouraging to see locomotives like the 'B12' being selected for ready-to-run models. In the real world, apart from a few forays to other areas, they were mainly used on the Great Eastern section of the London North Eastern Railway (LNER) - and in their final days that sphere of operation shrunk even further.

Like the 'J15' and 'D16' which preceeded the 'B12' for East Anglian modellers, this new arrival fills a significant niche and does so superbly well.

On the other hand we have Dapol's new Black Label Gresley 'A4' - a model which takes the concept of ready-to-run steam locomotives another big step forward. With factory installed smoke generator, working locomotive lamps, flickering fire and factory fitted digital sound it is a feature rich streamlined temptation which is sure to win great favour when it arrives this winter.

Interestingly too, this model will only be available in one format: DCC sound fitted. There is no DCC ready, no DCC fitted - just a sound version. That is a bold step, but one which I think will really pay off for Dapol as it has engineered the 'A4' so that it will work on analogue as well, but with digital layout operators at the forefront of its thinking.

This step change in steam locomotive design has been fascinating to watch and we've been itching to get hold of one of these locomotives for testing.

However, there is another enthralling model in this issue at the opposite end of the glamour and size scale - Bachmann's Wickham Type 27 trolley. Until you see this model in the flesh and handle it, it is difficult to appreciate just how small and dainty this tiny 'OO' gauge model is. We've got our full review of it in this issue together with much more from all the manufacturers.

Plus, we also have a first interview with Hornby's new Chief Executive Officer Steve Cooke who speaks freely about Hornby's difficult start to 2016 and his plans for turning the company around. This was encouraging to hear and we're looking forward to seeing the next steps as Steve and his team continue to look for advice and information from the model railway market.

November is a busy month for the *Hornby Magazine* team, with two exhibtions on the cards. First is the Spalding Model Railway Exhibition on November 12/13 - where we will be showing our 'N' gauge layout West Riding Power - while on November 26/27 we will be debuting a brand new 'OO' layout at the Warley National Model Railway Exhibition. We hope to see you there.

Happy modelling!

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE THIS DECEMBER

COMPETITION

10 Turn to page 10 to enter our exclusive competition to win the stunning Hornby Gresley Collection worth over £500!

FIRST INTERVIEW

30 We meet with Hornby's new CEO Steve Cooke and discover what the future holds for the brand.

DETAILING

40 Bringing a model railway to life takes more than trains and track. Nigel Burkin shows how in simple steps.

32 Tim Shackleton picks up a pair of Hornby's wonderful 'Q6' 0-8-0s and shows how subtle detail changes can make them unique.

THE LATEST NEWS

8 Hornby's latest 2017 announcement, new model updates from Dapol, the Little Loco Company and more.

FIRST FOR REVIEWS

62 A double exclusive for this issue covering Hornby's 'OO' gauge 'B12' 4-6-0 and Dapol's 'OO' Black Label Gresley 'A4' 4-6-2.

SEE PAGES 62 & 80

INSPIRATION

4 GREAT LAYOUTS

Peterborough North: Gilbert Barnatt's stunning 1950s era 'OO' home railway.

Kingsbury: Barnhill MRC's latest project has taken them into 'O' gauge.

Outon Road: Bruce Duncan has taken over Cavan Millard's modern era model.

Barrenthorpe: A special Staff Projects feature highlighting our 'N' gauge layout.

SEE PAGES 18, 52, 92 & 106

HORNBY PLANS 'OO' BR Mk 1 BSO & FO

First sample of Hornby's new 'OO' gauge BR Mk 1 Brake Second Open.

Also announced by Hornby is the BR Mk 1 First Open for 'OO' gauge.

HORNBY has announced two new additions to its well received range of BR Mk 1 stock for 'OO' gauge in the form of the Brake Second Open (BSO) and First Open (FO). Both will form part of the manufacturer's 2017 range plan.

The BR Mk 1s were introduced in 1951 with the last being built in 1964. Construction took place at Eastleigh, Swindon and Doncaster with underframes built at Ashford and York. The BSO fleet totalled 181 examples, built between 1955 and 1963 – 163 to diagram 183 and 18 to diagram 184; with the latter featuring Commonwealth bogies. The first BSOs were delivered to the Eastern Region with further vehicles being allocated to the Western and Scottish regions. Liveries included BR carmine and cream, Western Region chocolate and cream, BR maroon and BR blue and grey.

The FO was introduced in 1951 with 119 built by 1963 to diagram 73. The initial builds were allocated to the Eastern, Midland and Southern regions with vehicles later being seen on all sections of BR.

Both models feature new tooling and they will be released in a choice of BR maroon and BR blue and grey liveries. The specification will match the same high standards as the first BR Mk 1 vehicles introduced by Hornby from 2013 including flush glazing, metal wheels and NEM coupling pockets. They join the Second Open, Corridor Composite, Tourist Second Open and Brake Second Corridor in Hornby's Mk 1 range.

Release dates and pricing are still to be announced.

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

Little Loco shows first decorated '15'

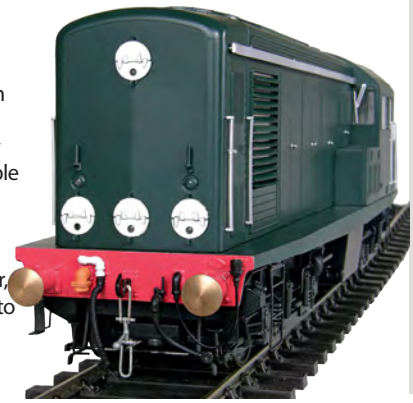
The initial decorated sample of the Little Loco Company's 'O' gauge Class 15 (HM107 and HM111) arrived in September.

This version carries all green livery, though the locomotives numbers, British Railways totems and various printed information panels have not yet been incorporated. In addition the Liverpool Street Pilot Special Edition has been replaced with a decal pack allowing standard models to be decorated to this specification. Preserved locomotive D8233 remains as the flagship Limited Edition.

After positive response to its debut at the Guildex Convention, Telford, for which it was fitted with DCC sound by Hornby Magazine contributor Paul Chetter, a factory fitted sound option will be available across the range, although prices have not yet been finalised.

With fully decorated samples arriving before the end of October, production models are expected to be available in time for Christmas.

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



'1F' EASICHAS

A new EasiChas kit for the Bachmann LMS '1F' 0-6-0T has been released by Brassmasters consisting of fold-up etches to produce a sprung chassis for either 'EM' or 'P4' track. Additional details include replacement coupling rods, new bufferbeam brackets and more. The kit is priced at £35.

Available separately are nickel silver coupling rods for the '1F' for £5 per set.

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

MIDLAND COUNTIES LIMITED '47'

Kernow Model Rail Centre's latest limited edition model announcement is Bachmann produced 'OO' gauge Class 47 47973 *Midland Counties Railway 150 1839-1989* in its unique Midland Counties maroon livery.

47973 was built in 1964 at Crewe Works and turned out as D1614. It was named *Midland Counties Railway 150 1839-1989* at Derby station on May 23 1989 as 97561. It was then renumbered as 47973 in July 1989 and had the nameplates removed on March 8 1990.

The limited edition is restricted to 500 pieces and comes with a certificate of authenticity and etched nameplates. As a standard Bachmann Class 47 it is also equipped with directional lighting, a heavy die-cast chassis and a 21-pin DCC decoder socket.

Prices start from £149.99 for a DCC ready version with DCC fitted and sound versions also available.

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

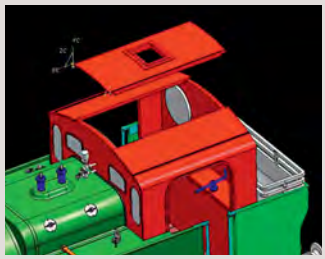
Dapol reveals 'Jinty' for 'O'

Dapol has added a fourth locomotive to its 'O' gauge portfolio with announcement of the Fowler 'Jinty' 0-6-0T at its recent open day.

The new model is scheduled for release in the third quarter of 2017 with prices starting from £225 for a Digital Command Control (DCC) ready version and rising to £400 for a DCC sound fitted version. The model is already in the CAD/CAM development stage.

The specification calls for a die-cast running plate, compensated chassis, flickering firebox effect, removable cab roof, a 21-pin decoder socket and more.

Five main models will be released covering early LMS black (Cat No. 72-026-001), late LMS black (7S-026-002), Somerset and Dorset



blue (7S-026-003), BR black with late crests (7S-026-004) and a British Railways black version (7S-026-005). In addition, an exclusive model as 47383 in BR black with early crests will be produced for the Dapol Collectors Club while 16410 in LMS livery, as preserved, will made as a limited edition for DCC Supplies.

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

KERNOW TAKES OVER FTG SPA WAGON

FTG Models 'OO' gauge BR SPA steel wagon has changed hands and is now owned by Kernow Model Rail Centre (KMRC). The popular model, engineered through DJ Models, is being re-issued by KMRC in two new liveries costing £32.99 each.

The new versions are BR Dutch as a ZAA Pike engineers wagon and in BR Railfreight red with a weathered finish as a SPA. Each version is available with a choice of four different running numbers.

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

'B12' wheel shape confirmed

Hornby has confirmed that its soon to be released LNER 'B12' 4-6-0 for 'OO' gauge will have flared spokes on the driving wheels leading up to the central boss. The 'B12s' are due for release in November in London and North Eastern Railway (LNER) apple green and BR lined black with early and late crests.

Read our full and exclusive first review of this new model on pages 62-65 together with the history of the class in Reality Check on pages 66-69.

Hatton's plan... THREE NEW WAGONS

HATTON'S of Liverpool has announced that it will be producing models of the Warwell bogie well wagon in 'OO' and 'O' gauge as well as a 'OO' gauge model of the Beilhack snowplough.

All three models are being produced directly by Hatton's at a manufacturing site in China with the Warwell wagons being programmed to arrive first in the fourth quarter of 2017. The snowplough will follow in the first quarter of 2018.

Both models will cater for detail differences in the vehicles with the 1942 introduced Warwell being produced with original diamond frame and replacement Gloucester GPS bogies. Liveries for the Warwell will stretch from the LNER 1940s period through to post-2000 Ministry of Defence colour schemes with 'OO' versions priced at £33 in pristine condition and £37 for weathered versions. The 'O' gauge model is priced at £85 with a smaller range of livery options.

The Beilhack snowplough models the Class 40 and 45 bogies converted for the ploughing duties in 1984. Classified ZZA, these ploughs were seen on test runs out of season as well as in operation during periods of snowfall.

Hatton's new model will be produced in BR yellow, BR yellow with Network SouthEast branding, Railtrack black and Network Rail black. The price per model will be £43.

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

BACHMANN BUYS EXCLUSIVE FIRST EDITIONS

Exclusive First Editions (EFE) is the latest brand to be acquired by Bachmann after the die-cast road vehicle manufacturer entered administration on October 10 2016.

EFE launched in 1989 as part of the ERA Group and most recently was led by founder member of the EFE team Frank Joyce. Bachmann has been distributing EFE products since July 2013.

Bachmann Europe Managing Director David Haarhaus said: "We are delighted to incorporate another high quality addition to our existing model and hobby portfolio. EFE has been a cornerstone of die-cast model collecting for many years. We are looking forward to further developing the existing items and delivering new models."

The EFE range includes a large portfolio of 1:76 scale ('OO' scale) buses and lorries covering such prolific vehicles as the London Transport Routemaster, Leyland Atlantean, Bristol RE, Plaxton coaches from the Panorama through to the Paramount and more. London Underground tube stock and a range of accessories are also part of the EFE catalogue.

● **Visit *www.bachmann.co.uk* for more information and to see the full range.**

Final call: Spalding exhibition

More than 35 layouts and over 45 traders are booked to take part in the Spalding Model Railway Exhibition on the weekend of November 12/13 2016.

The event, held at Springfields Event Centre in Spalding (postcode PE12 6ET) is sponsored by *Hornby Magazine*, D&E Videos, Kytes Lights and Cheltenham Model Centre. The *Hornby Magazine* team will be exhibiting 'N' gauge layout West Riding Power.

● **Visit *www.spaldingmodelrailwayclub.org.uk* for full details.**

WIN The Gresley Collection by Hornby in 'OO'

WORTH OVER £500

4Ground introduces three new buildings

A GWR pattern goods shed, modern two road depot building and a contemporary fuel station are the latest additions to 4Ground's Trackside and Waterways collection of laser cut pre-painted 'OO' scale building kits.

The GWR goods shed is 270mm x 180mm and includes an internal space for a railway line together with an office. The modern depot is 315mm long and features two roads while being fitted with opening doors and interior detail too. The roof of this building has also been designed to be removable after assembly.

Completing the line-up is a modern petrol station delivered in BP style green and yellow colours. The kit includes the shop building, forecourt details and canopy.

All kits are available now with prices starting from £30 for the service station and rising to £65 for the modern depot.

● **Visit *www.4groundtrackside.co.uk* for more information.**

ANIMATED WATER TOWER FOR 'OO'

Dapol has revealed that it will be releasing an animated 'OO' scale water tower with proposed availability in the first quarter of 2017.

The water tower will be based on a Great Western Railway design with options for conical and flat top versions as well as static and animated models.

The motorised version will feature a moving fill pipe which rotates 90 degrees with sound effects. In addition, a number of sound features have been built in to this version including normal filling and overfilling plus speech from the locomotive crews.

Prices are set at £25 for static versions and £50 for motorised models and the latter will be Digital Command Control compatible. The specification includes a flexible delivery pipe, etched detail parts, water valve, chains and more.

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

Zimo brings Next18 decoders to the UK

Digital specialist Zimo Elektronik has brought several new types of Digital Command Control (DCC) decoder to the UK via its distributor Rail Exclusive. These include products compatible with the Next18 (NEM 662) connector which has recently been introduced on British outline 'OO' gauge models by Bachmann.

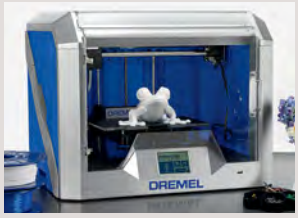
The Next18 socket is catered for on the MX658 sound decoder. Its six-channel audio output is suited to a Zimo sugar cube speaker which measures just 8mm x 12 mm. The Next18 family also includes the MX618 motor (non-sound) decoder and the MX688 function only decoder.

An economy decoder for 'OO'/'HO' has also been launched in the MX600. It is priced at £19.50 and the specification includes a compact single-sided layout which is only 2mm in height.

● **Visit *www.zimo-digital.co.uk* for more information and stockists.**

IN BRIEF

■ The White House Model Railway Group has cancelled the Hampton Rail Show 2016 which is normally held in November. The group is looking for an alternative venue for its 2017 show.



■ A second generation home 3D printer has been introduced by Dremel for availability in October 2016. The new 3D40 printer follows on from the manufacturer's first design from 2015 and includes Wi-Fi connectivity, a full colour touchscreen and a combined print resolution of 100microns for higher definition printing. The price is £1,099 for the 3D40 Idea Builder.

● ***www.dremel.co.uk.***

■ Brassmasters has added a set of fine scale coupling rods for the Hatton's/ Heljan Class 14 'Teddy Bear' 0-6-0 diesel-hydraulic using nickel-silver etches which are built up in layers for finer detail. The kit, priced at £5, includes prototypical hinges and pins and they are designed for use either with the original wheels or Ultrascale versions.

● ***www.brassmasters.co.uk.***

■ Great Eastern Model Railways is running a Digital Day on Friday December 2 at its Norwich store between 10am and 3pm. The event is being run in association with Train-Tech and Coastal DCC and is to feature attendance from Gaugemaster and Bachmann too. The drop-in event takes place at Great Eastern Model Railway's shop located at 199 Plumstead Road in Norwich.

● **Call 01603 431457 or visit *www.greateasternmodels.co.uk***

QUESTION: For which railway did Sir Nigel Gresley design the 'A4'?

a. LNER

b. LMS

c. GWR

***Hornby Magazine's* latest competition offers a stunning prize of Hornby's beautifully presented Gresley Collection. Modelling four of Sir Nigel Gresley's famous locomotives for the London and North Eastern Railway (LNER), it is limited to 850 pieces. The collection consists of LNER lined apple green liveried 'A1' 4-6-2 2554 *Woolwinder*, 'A3' 4-6-2 2503 *Firdaussi*, 'A4' 4-6-2 4494 *Osprey* and 'P2' 2-8-2 2001 *Cock O' The North*. All are gloss finished. To enter the competition answer the question above by December 10 by e-mail, online or post.**

HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Gresley 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 information to *competitions@keypublishing.com* with 'Hornby Magazine Gresley Competition' in the subject field.

Closing date for entries is December 10 2016 at 12:00 GMT and winners will be notified no later than December 15 2016. There is no cash prize alternative and the Editor's decision is final.

On occasions Key Publishing and Hornby Hobbies 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.

Hornby Magazine prepares for the WARLEY NATIONAL MODEL RAILWAY EXHIBITION

THE *HORNBY MAGAZINE* team is preparing to launch a brand new exhibition layout at the highlight event of the exhibition calendar – the Warley National Model Railway Exhibition on the weekend of November 26/27 2016.

The event will see the magazine's new Yearbook project layout, Grosvenor Square, make its public debut on the magazine stand (A36) as one of more than 90 layouts booked to attend the show. Grosvenor Square models a BR Western Region terminus in 'OO' gauge and, for its first show, will cover 21ft including a 12ft scenic section. DCC controlled, the layout will feature sound fitted locomotives, working semaphores and additional sound effects in the station and signalbox.

The layout has been built for the annual *Hornby Magazine Yearbook* which goes on sale at the event, giving visitors the chance to see the new model first-hand. Hornby Magazine Editor Mike Wild added: "We are all itching to get behind the controls of Grosvenor Square as the show will be the first time that it has been operated in its full form. Until now it has only been assembled in part in our workshop during construction for the Yearbook."

The *Hornby Magazine* stand will also have special show-only offers on subscriptions and our range of limited edition models and accessories.

The Warley club is making final preparations for the event at the National Exhibition Centre (NEC) in Birmingham at it's club headquarters. Amongst the 90 plus layouts are Leamington and Warwick Model Railway Society's Clarendon (HM33), Helston and Falmouth Model Railway Club's Gweek North Quay (HM71), Graham Nicholas' Grantham, Barrowmore Model Railway Group's Johnstown Road, Worthing Model Railway Club's Loftus Road, Paul Hopkins' Portsea, Carl Woodward's Vale of Oxbury and The Model Railway Club's Copenhagen Fields.

Great Western Railway 'Grange' 4-6-0 6880 *Betton Grange* and Vale of Rheidol Nos. 7 and 9 will be at the heart of the show this year, acting as prototype centrepieces in celebration of Swindon Works' 175th birthday.

Hornby Hobbies will also be making its comeback to the exhibition circuit at the Warley show. The Hornby stand number is A30 and its display will include the latest pre-production samples, the opportunity to meet the team and more.

Other manufacturers attending this year include Bachmann, Dapol, Graham Farish, Heljan, Oxford Diecast/Oxford Rail and Rapido Trains while the extensive line-up of traders includes ADM Turntables, Cheltenham Model Centre, DC Kits and Models, Digitrains, Gaugemaster, Grimy Times, Hereford Model Centre, Invicta Model Rail, Kernow Model Rail Centre, Langley Models, Lord and Butler, Megapoints Controllers, Mercian Models, Skytrex, South West Digital and Train Tech.

Further inspiration can be sought from a wide spectrum of demonstrations including locomotive and rolling stock construction, painting and lining, weathering, ground cover, Digital Command Control support, 3D printing and more.

● **Visit *www.thewarleyshow.co.uk* for full exhibit, trade and demonstration listings.**

THE DETAILS

Event:	Warley National Model Railway Exhibition
When:	November 26/27
Where:	Birmingham National Exhibition Centre, Hall 5, B40 1NT
Times:	Sat 9.45am-6pm, Sun 9.45am-5pm
Website:	*www.thewarleyshow.co.uk*
Prices:	Adult one day £15, Adult two day £26.50 Child one day £8.50, Child two day £15 Family one day (2+3) £43.50

Left: **A substantial part of the new *Hornby Magazine* layout is the station building and overall roof – all built from readily available plastic kits. Read the full story on this layout and more in *Hornby Magazine Yearbook No. 9* – on sale from November 26.**

***Hornby Magazine's* new exhibition layout, Grosvenor Square, models the BR Western Region in the 1960s. A Hornby 'Castle' departs the seven platform city terminus.**

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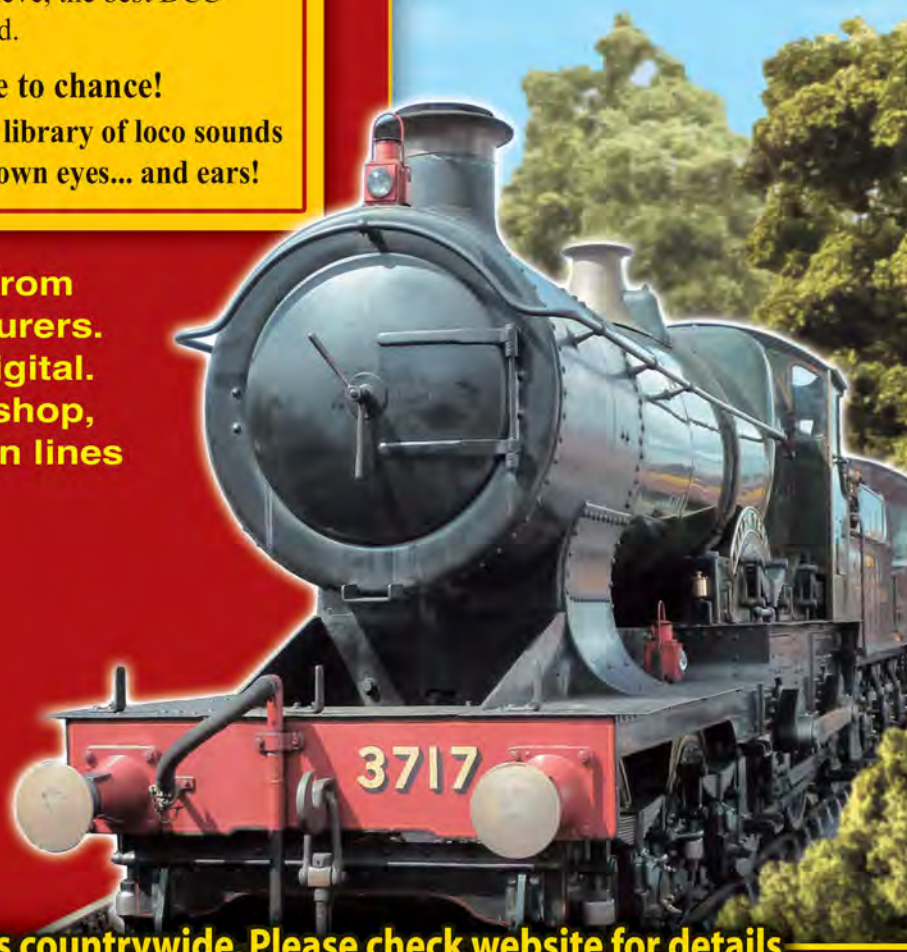

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Barnhill MRC's Kingsfield offered an impressive display of Western Region main line activity in 'OO' gauge.

Simon and Hannah Denham's Goathland in 'OO' drew plenty of attention – especially for its use of the RailMaster system.

THE GREAT ELECTRIC TRAIN SHOW

JOIN US NEXT YEAR...

The Great Electric Train Show will be back on October 7/8 2017. Visit *www.greatelectrictrainshow.com* for the latest information.

Over the weekend of October 8/9 more than 4,000 visitors joined us for the **2016 GREAT ELECTRIC TRAIN SHOW** at the British Motor Museum. Here are some of the highlights.

GET MORE ONLINE...

Visit *www.hornbymagazine.com* to see more pictures and videos from the 2016 Great Electric Train Show.

BEST DIGITAL LAYOUT

CHOSEN BY DIGITRAINS: Paul Churchill's impressive but compact 'N' gauge layout Tormouth was selected by Digitrains as the winner of the Best Digital Layout trophy. Digitrains Jeremy Fairlie-Smith presents Paul with his trophy.

BEST IN SHOW

CHOSEN BY THE PUBLIC: Bodmin and District MRC's 'OO' gauge Old Elms Road was chosen as the winner of the Best in Show trophy through a public vote. *Hornby Magazine* Editor Mike Wild presents Bob Hoskins and the Bodmin and District MRC team with their trophy.

BEST SCENIC LAYOUT

CHOSEN BY GAUGEMASTER: Helston and Falmouth Model Railway Club were chosen to receive the Best Scenic Layout award by Gaugemaster. Gaugemaster Retail Director Matt Taylor presents the Gweek North Quay team with their trophy.

Ian Harper's Haymarket Cross drew the crowds with its spectacular array of sound fitted motive power.

Bodmin and District MRC's Old Elms Road was chosen as the Best in Show by a public vote.

Allan Cromarty's Oulton TMD provided inspiration galore for modern traction modellers.

Making its debut for *Hornby Magazine* was the office 'N' gauge test track – Barrenthorpe.

Helston and Falmouth MRC's Gweek North Quay offered a unique vision of 7mm scale narrow gauge modelling.

The 82G Group returned with its popular Loco Clinic demonstration stand to illustrate rolling stock construction.

Mick Bonwick demonstrated the finer points of rolling stock weathering in the Skills Zone.

Hornby Magazine's 'OO' gauge layout St Stephens Road made its final public appearance at the Great Electric Train Show before retirement.

GAUGEMASTER.com

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Peterborough NORTH

Based on childhood inspiration, **GILBERT BARNATT** *fulfilled his dream with this brilliant recreation of the much-modified Peterborough North in 'OO' gauge.*

PHOTOGRAPHY, MIKE WILD AND GILBERT BARNATT

PETERBOROUGH NORTH station as it was in the late 1950s is the subject of this layout. It has been shown extensively online through the pages of RMWeb. The layout has been built in a conventional way, so rather than cover the type of timber, screws and glue that I have used I wanted to provide a different slant on the model.

Picture a small and rather apprehensive boy waiting with a relative just north of Boston station in 1954. A light engine approaches, stops and he is smuggled aboard. The driver is his uncle, and this is to be a short journey through to Boston shed. That was the start of my love affair with railways and this layout is its culmination. I learned a lot from Uncle Tom and though I then joined the ranks of trainspotters, I always wanted to go further than just writing down numbers.

From 1955 to 1963 I was privileged to observe the last golden years of the steam railway, and I still have memories as clear as if they had happened yesterday. It is hardly surprising then that I have

1 Gresley 'A4' 60007 *Sir Nigel Gresley* eases through the pointwork on the approach to the station with a London bound Pullman as Gresley 'A3' 60050 *Persimmon* prepares to depart north. In the bay platform 'N5/2' 0-6-2T 69290 waits its next duty as station pilot.

STATISTICS

Owner:	Gilbert Barnatt
Scale:	'OO'
Length:	25ft
Width:	10ft
Track:	Handbuilt
Control:	DCC, NCE system
Period:	East Coast Main Line, 1958

2 Spotters gather at the platform end to catch today's crop of passing locomotives.

always wanted to recreate in miniature what I so enjoyed back then.

Geography dictated that would mean the East Coast Main Line (ECML) as that's where most of my memories came from. Of course, if you want to model the big stuff, you need a big space, and for many years I didn't have it. 1996 saw the space arrive in the form of a large loft, »

and I built a layout called Peterborough, though it looked nothing like it.

Come 2010 I got disenchanted with the loft and all the problems they bring, and got my two spare bedrooms knocked into one, giving me a glorious space of 25ft x 10ft to play with. What should I do with it? Well, for once I spent a long time considering options and confronting stark realities. Peterborough North station was the only place that satisfied all my needs, but would need considerable input from professionals, as the track and buildings would need to be custom made. I know all of this would be outside the scope of most, as it was for me for most of my life, but retirement brought the time and funds to allow me to finally realise my dreams.

AGAINST THE RULES

Peterborough North was a place that almost defied belief, in that it totally went against normal rules and common sense. Crescent Bridge to the south, and Spital Bridge to the north form very convenient scenic breaks, so my original intention was to model only that which existed between them. There are up and down main lines, a down relief road, some bays and a couple of lines at the top of the plan. There are lots of sidings too, but the main layout is surprisingly simple.

There was only one up platform face, which every through, stopping and terminating service had to use. The down bays could not be accessed from the up side, the up south bay only took five coaches, while the one at the north end was useless for passenger work. And those two lines at the top of the plan? In the middle was the up slow, and beyond it the down slow. To use the up slow involved a 10mph speed restriction and blocking the whole ECML at both ends. The down wasn't quite so bad, but any train wanting to access the huge yards, most of which were on the up side, had to block the whole ECML to get there. And then, just to add to the operational headaches, the 'dog leg' curves at either end had a 20mph permanent speed restriction even for non-stop expresses.

"Peterborough North was a place that almost defied belief."

GILBERT BARNATT

Even the station signs have been faithfully reproduced with a weathered worn paint finish.

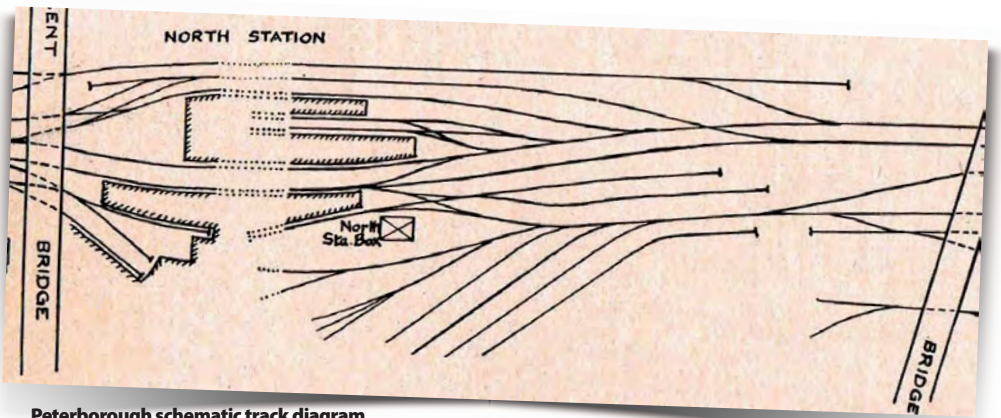
We managed to get in all the running lines, but had to settle for a much simplified entry to the down bays. There is compression both in length and width, but I judged that it was not so severe as to remove a good resemblance of the real thing. A lot of sidings had to be left out as well, but one can't have everything.

Norman Saunders of Just Tracks was commissioned to build the track, and architectural modeller Peter Leyland to tackle the extraordinarily complex station buildings, and all the others that would be

3 The interior of Peterborough station is just as beautifully detailed as its exterior. A BR '9F' 2-10-0 heads south under the overall roof with a long coal train.

needed. Both of them, as the photographs show, did a magnificent job, which I could not have even begun to achieve myself.

So, what then was my input to be? I decided that I would aim to run the whole thing as nearly as possible like the real thing. I would work out a sequence timetable to cover all trains between 7.15am and 10.00pm, then I would find out the formations of those trains if I could, and put them together. The next thing would be to source if possible the locomotive duties for the summer of 1958, and to acquire the locomotives and stock to achieve all of this. I should say at this stage that I had been building up stock »



Peterborough schematic track diagram.

over the previous 25 years, so this was not as daunting or expensive as it sounds.

SOURCING TIMETABLES

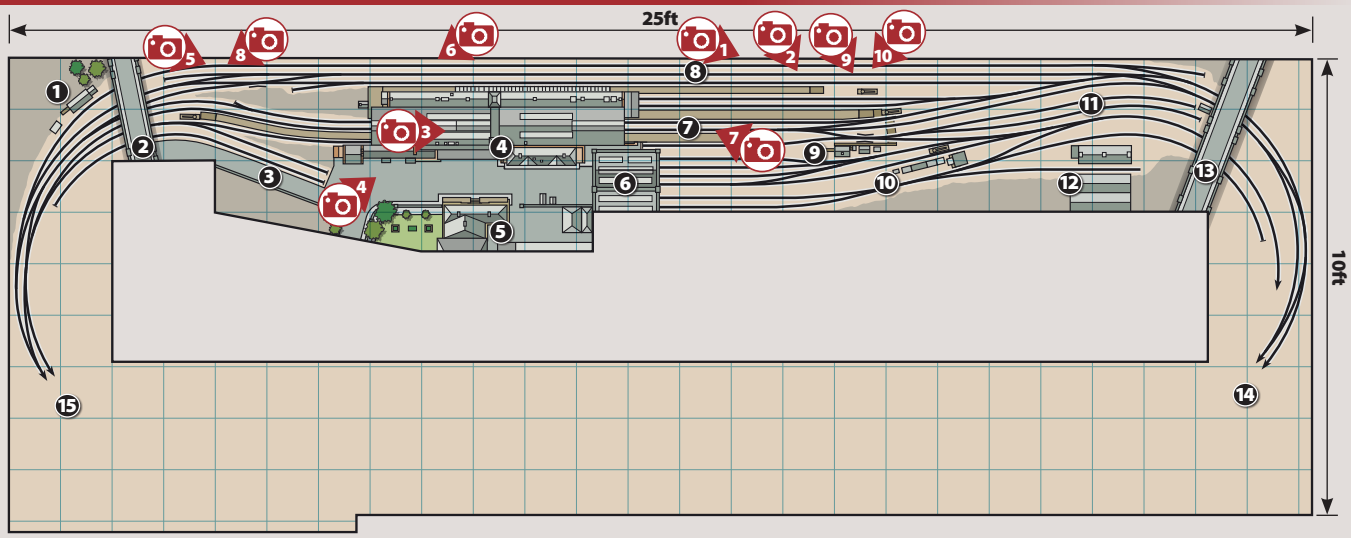
The absolute necessity was accurate timetables. I've picked up copies of public timetables in the past, but this time I searched the internet for working timetables (WTT), and was able to find the 1958 summer passenger WTT, and a goods WTT from 1957. It was then possible to develop the sequence, which I prepared as a PowerPoint document, and saved to a laptop. In so doing I discovered that there was a working on the up main every seven minutes for most of the day! Copies of the summer 1958 carriage workings were also obtained for all areas save for the East Lincolnshire line. These make fascinating reading, and are packed with information.

Locomotive diagrams proved to be more difficult, but some were gleaned from contemporary magazines and the rest I put together as logically as possible. To give one example, if a King's Cross locomotive passed through northbound on a through working to Newcastle, it would not be seen again until time had elapsed for it to finish its journey and be turned and serviced, and then get back to Peterborough North. This gave the perfect excuse to have lots of 'Pacifics'! I am aiming for realism and that is destroyed if a locomotive passes through ostensibly bound for, say, Leeds and is seen again after half an hour has elapsed, particularly if it is travelling in the same direction.

The sequence is already 380 moves, »

4 The station forecourt is alive with detail including timetables, signage, figures and more.

PETERBOROUGH NORTH TRACK DIAGRAM (NOT TO SCALE)



KEY

1 South signalbox	4 Station building	7 Bay platforms	10 Water and coal	13 Spital Bridge
2 Crescent bridge	5 Great Northern hotel	8 Goods loops	11 Carriage sidings	14 To the north
3 Parcels platforms	6 Original engine shed	9 North 'box	12 Engineer's yard	15 To the south

5 The unique Gresley 'W1' 4-6-4 60700 was an everyday sight and is seen here waiting for departure with its regular up duty. It was built by Tim Easter.

and I keep adding more, so locomotives can spend a lot of time standing idle, but I've resigned myself to that. I'm not so strict with goods locomotives though. One 'WD' looks very much like another, so they have to work rather harder.

Then we come to the train formations and here common sense had to prevail. The ECML had lots of named trains, all of which had different formations. I've managed to include nearly all of them, though limited to a maximum of 11 coaches. Then there were the other express services, seven or eight each to Leeds and Newcastle for example. I couldn't afford to do all of those, and would have no room to store them if I did, so I put together one up and one down service for each. They were originally intended to represent all the rest. The same applied to some local stopping services - one rake had to do the job of all. That's why there is only one loaded coal train too, and one of empties, though they are long and impressive rakes.

"The ECML had lots of named trains. I've included nearly all of them."

GILBERT BARNATT

I admit that I didn't think storage through as well as I could have done, initially anyway. I designed an 18-road storage yard, using a well-known type of plan, though I made sure that each road could be accessed from both up and down sides, so that those named expresses

6 Riddles '9F' 92188 waits for a clear route out of the up slow as a Gresley 'B17' 4-6-0 approaches under Crescent Bridge with a stopping train.

'A2/2' 60505 *Thane of Fife* prepares to depart Peterborough North. This model is a 'cut and shut' of ready-to-run parts built by Tim Easter.

could be seen travelling in both directions. You will not be surprised to hear that I soon filled the yard to bursting point.

It was about then that the penny dropped. I had built what was effectively an exhibition layout storage yard, but my layout will never leave home, so there are no time constraints so far as assembling and breaking up trains is concerned. I then converted one road in the yard to end into a cassette spur, and at a stroke solved many of my storage problems. I've refined things even more since, with the result that I can now put together a much larger selection of trains, and do so using a minimum amount of stock. This aspect really needs a separate article to do it justice, and with the editor's permission, one will appear in due course.

PETERBOROUGH IN DETAIL

For now, let us return to the other side of the room, and examine the layout in a bit more detail. I've built up a considerable library over the years, and have always snapped up any book about Peterborough as soon as it appeared, as it was always in the back of my mind as a potential model.

I scoured every book and magazine for useful photographs, and supplied as many as I could to Peter Leyland so we could get the infrastructure as correct as possible. As with many locations, most photographs were taken from a few vantage points, and a number of areas, the District Engineer's Department on the up side at the north end in particular, remain elusively vague.

It soon became clear anyway that I couldn't do it all to scale, given the compression that had to be accepted, and so Peter and I have worked on the basis of putting in what looks right, even if it isn't exactly as it should be. For example, three original buildings still exist right at the back of where the District Engineer's yard »

8 'B17' 61630 *Tottenham Hotspur* - the only 'Footballer' to run with a small Great Eastern tender - eases under Crescent Bridge as it approaches Peterborough North for its next stop. The bridge, a temporary structure, is on the list for replacement in the future.

used to be - it is now a car park, almost inevitably - so I asked Peter to build those, and then positioned them where they gave the best impression as a backdrop. Behind those was a main road and then terraced houses, the top storeys of which could be seen over the perimeter wall. I tried modelling those as a flat backscene, but wasn't happy with the result, and so asked Peter to do them in low relief. As you can see from the photographs, a very satisfactory impression of depth was the result. It is well worthwhile to be flexible and to be prepared to amend plans as things develop.

Peterborough library was very helpful when I contacted them and got out for me every relevant book they could find. They even found a copy of the original 1849 plans for the main buildings. Alas, these were of little practical use as there was a quite major alteration in later years, but it just shows what sort of information is out there if one is prepared to seek it out. Peter had to make all the buildings from photographs, and then scale them to fit the site, an enormous task. You won't fail to notice that there was an overall roof across the main running lines, and that fits to a tolerance of 1mm on the model. By my period that roof was literally falling to pieces and the end screens have been shown as in 1958. Within a couple of years a lot more had fallen off.

FUTURE DEVELOPMENT

The layout has so far been six years in the making and there is plenty more to do. Spital Bridge has been moved further to the right to give a closer resemblance to the real thing and Crescent Bridge will be replaced too. Then there are some more backscene areas I want to tackle as well, but the basics are well and truly in place. They more than match what I hoped for when I started the project.

I still remember my first visit to Peterborough North in 1955 and can tell you that the first engine I saw coming under Crescent Bridge was 'A3' 4-6-2 60055 *Woolwinder* soon followed by 'A4' 60030 *Golden Fleece*. I have both locomotives, and can recreate those memories. There is a small crowd of spotters at the end of the down platform and I can join them when I wish and remember those long, lovely and innocent days - how we speculated about a locomotive called *Sandwich*, or mangled *Bois Rousell* into 'Boys Rustle'.

I have finally achieved what for most of my life was a seemingly impossible dream, so my advice would be not to give up on yours. Don't follow my example though. For many years I did nothing as I couldn't have what I wanted. How I wish now that I had adjusted my sights to what was then possible and built something, even if it was just a small terminus to storage yard affair. I've said before, whatever you do, do something.

> *"I've scoured every book and magazine for useful photographs."*
>
> **GILBERT BARNATT**

What have I learned during this process? Plan thoroughly, and don't shy away from inconvenient facts. Be prepared to lower your sights if necessary. I've found that having a layout that looks like, and can be run like, the real thing has given me hours of pleasure and motivation that I have never before experienced in over 40 years of railway modelling. Research is necessary, and very interesting, but it can glue you to your armchair if you aren't careful.

Go on and create whatever it is that drives your dream and if you can't do all of that at the moment, why not try to do a bit of it? I hope you have enjoyed your time at Peterborough North in 1958. Is that a chime whistle I hear in the distance? I'd better grab my Tizer and sandwiches and go and see which 'streak' is coming through! Hmm

9 A Gresley 'D16/3' rests between duties at the servicing point. Low relief buildings add depth to the scene.

10 Robinson 'A5/1' 4-6-2 69808 waits patiently for 'A2/2' 60505 *Thane of Fife* to depart with a northbound express. By 1958 the roof over the bay platforms, known as the Arcade, had partly collapsed and was in the state that has been modelled here.

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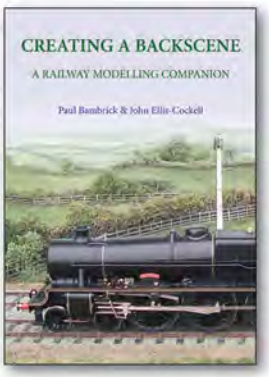

CREATING A BACKSCENE

A Railway Modelling Companion

Paul Bambrick & John Ellis-Cockell

Hardback
297mm x 210mm 244pp
978 0 7110 3842 4 £30.00

'You do not need to be an artist to do this' - that is the message from author Paul Bambrick in his masterful new book on creating realistic backdrops for model railway layouts. He assures modellers that if they are capable of building a model railway, they have all the necessary skills for create a quality background to enhance the layout.

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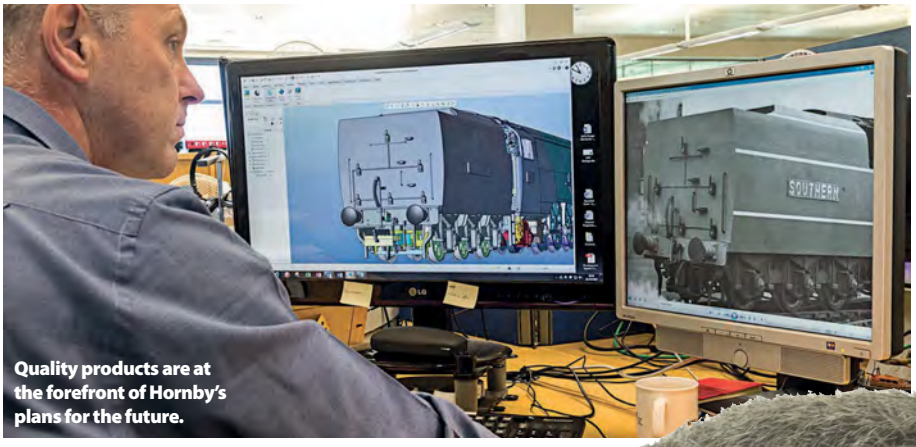
HORNBY'S NEW VISION

With new direction, new terms of business and a new Chief Executive Officer, Hornby Hobbies is at the start of a bold plan to turn the business around. **MIKE WILD** meets with CEO Steve Cooke to discuss what is next for the hobby brand.



Quality products are at the forefront of Hornby's plans for the future.

Above: **One of the next arrivals from Hornby for 'OO' gauge is the 'B12' 4-6-0 - see reviews.**

HORNBY is synonymous with the seaside town of Margate. Its headquarters on Westwood Industrial Estate have long been its best-known home, but a lot has changed in the last 18 months and its recent financial problems have been well documented.

Today I'm taking a short tube ride from the bustle of London's King's Cross station to meet the company's new Chief Executive Officer (CEO) Steve Cooke at its London headquarters to discover how the household name in model railways is being turned around for a bright future.

The London office is one of three locations used by Hornby today with its main development teams for its UK brands located near Sandwich, Kent, and its central distribution warehouse located at Hersden in the same county.

Steve joined Hornby in June 2015 after a career which included high level positions with Sainsbury's and B&Q as well as financial director for a telecommunications business and property businesses. When he joined Hornby, Steve was appointed as finance director first and negotiated the business through the turbulent financial period of late 2015 and early 2016.

Following profit warnings to Hornby's shareholders in February 2016, Steve began his own analysis of what was going wrong and was later appointed as CEO in April 2016. He has since been instrumental in creating a new plan to take Hornby forward and lift it out of the financial troubles that it experienced in the first quarter of 2016.

Steve Cooke joined Hornby Hobbies in June 2015 at Finance Director and was appointed as Chief Executive Officer in April 2016.

NEW TERMS

At the beginning of October Hornby introduced new terms for its independent retailers as the starting point of a new business plan, alongside the need for significant cost savings. The first steps in regenerating Hornby's position in the market were a series of face to face meetings with independent retailers by Steve and his team to start learning

what needed to be done to take the business forward, and this is an ongoing process. Confident, calm and clear minded Steve's ability to listen to others and install change comes across, as he talks candidly about the results of his meetings: "The previous terms of business did the damage, together with the way we have traded in terms of the level of discounting and promotion of overhanging stock. There has been a lack of engagement and we haven't done things in the right way or listened to what our customers want. As a priority we are reconnecting with independent retailers, but there is a lot to do to regain their trust."

Hornby's European businesses have made losses and hurt the wider business. "In Europe it has been more a case of stripping out the old cost base and buildings new capability to support our brands," says Steve: "This operation is more in intensive care than the UK operation, but there are signs of strong brands within that division. We plan to maintain a European model railway business as it is important to Hornby's future."

A new business plan has been created for Hornby which is focused on getting the company back to making profit. Over to Steve: "2017/2018 will be our first year of profit and cash generation while 2016/2017 is a transition year to reach that point."

So, what is changing and how is Hornby going to generate cash? "We will thin out activity across the brands and reduce costs where we can. We have had to look at the situation in black and white to see where we make money and where we don't," Steve says. "The underlying message is that the UK operation is doing okay, but we set sales targets too high for the 2015/2016 period and that caused us problems."

Essentially, Steve and his team found that during 2015 sales targets being set too high were a root cause of problems. Overstock resulted and was followed by flash sales through Hornby's own channels. That is promised to be a thing of the past as Hornby works to rebuild confidence with independent retailers and customers alike.

Steve expands on the theme: "Following this we have introduced new terms of business, eradicated the level of discounted promotions as seen in 2015 and we will be increasing our level of communication and interaction with all customers.

"We have already picked up that the change in terms with independent retailers is going down well and we will be sticking to our word and trading the way we have set out in the new terms of business - but we have to prove that too. However, there is a big job to be done to rebuild the business and particularly in marketing and sales."

BACK ON TRACK

Hornby has clearly made good inroads into delivering its products over the past 18 months with a steady stream of new locomotives arriving in the shops including the Crosti '9F' 2-10-0, 'J50' 0-6-0T, 'S15' 4-6-0, 'D16' 4-4-0 and 'King' 4-6-0 in 2015 followed by the Adams 'Radial' 4-4-2T, BR Class 71 Bo-Bo and Raven 'Q6' in 2016. Soon they will be joined by the LNER 'B12' 4-6-0 (see Reviews) and Peckett 'W4' 0-4-0ST.

Part of this success has been down to Hornby's changeover to multiple factory sites in the Far East which means it can work through more projects simultaneously. Steve is cautious though: "The way we do things now with multiple vendors is working, and working well on a daily basis but I'm not complacent about that situation and we monitor it closely."

What is next from Hornby and what can we expect from the range in 2017? "The size of the range will vary by brand and we are working through the 2017 line plans on an ongoing basis to ensure we have the right quantity and types of products," Steve says. "There are going to be reductions, but this needs to be seen against the significant growth in product numbers over recent years. We are going to be pulling it back to where it has been before which gives me confidence - but there will be a reduction compared to 2015 and 2016."

Happily, new announcements for the 2017 range are starting to feed through Hornby's Engine Shed blog including the Wainwright 'H' 0-4-4T in late September (HM112) and most recently extensions to its popular collection of BR Mk 1 carriages to include the Brake Second Open and First Open (see Update) which is a strong sign that the development team is still working hard.

Steve is adament that he wants the business to walk before it can run again. "It's one step at a time and anything we do we need to do properly. For the moment, we are just going to do the basics and do them well. We are going to play to our strengths."

The reigning in of the 2017 line plans is all about supporting Hornby's need to deliver on the first stage of its new plan: "Then we will decide on further plans for how we continue to improve on serving the market," adds Steve.

FUTURE PRICING

Price points are an important factor, and Steve is aware of this. "Price sensitivity is important, but equally rising costs have to be carried somewhere."

More price rises are on the horizon and Steve and his team are actively following changes in exchange rates following recent increases in the costs of imported goods. He comments: "We recently increased prices by around 10% following the fall in the value of the pound against the dollar. Since then the pound has fallen further and while we are always looking at ways of reducing the impact of this on our customers, we are having to keep this area under constant review."

Hornby is confident in its market position and knows that the Hornby brand is much stronger in the hobby market than the toy market with a 4:1 split in sales. "We are a majority hobbyist business," Steve comments, "but the story does differ between the brands.

Steve is confident of Hornby and its future, seeing its strengths as the great brands and its ability to deliver quality products. He is aware of the past, but seems committed to a bright future for the household name.

Steve has the last word: "We have been in a bad place, but we are feeling good about the future and moving forward. Nothing is an overnight fix, but we are committed to listening and talking to all our customers to make Hornby successful again."

He's in charge of one of Britain's most loved names, and seems to be relishing the challenge of reinvigorating Hornby. Many readers will remember the dark days of the 1980s when releases often lacked in quality compared to their rivals. That's long been a thing of the past – and after a tricky few years, it seems that the future is looking brighter for a manufacturer synonymous with model railways in Britain. There are going to be kinks in the tracks ahead, but the 'right away' has been given and the signals are clear for a sound and exciting future. Hm

Ringing the CHANGES

Operating your layout with only a limited selection of classes is entirely prototypical – but how do you make near-identical engines look different? **TIM SHACKLETON** shows how you can do it through weathering effects alone.

WHEREVER you went in steam days, you'd see the same classes over and over again. If you went round the sheds at Crewe or Carlisle in the mid-1960s you could pretty well clear your 'Britannias' – some clean, some more presentable, some absolutely filthy. In the West Riding, where I lived, you'd see an awful lot of 'WD' 2-8-0s – ten of them to one of anything else and, on a Sunday morning shed bash, around the Wakefield area you could reckon on seeing a hundred or more.

Meanwhile on the Southern Region's Bournemouth line, every other train seemed to be hauled by a Bulleid 'Pacific', once again showing an extraordinary variety of external appearance as well as a vast range of detail differences.

The reason for this apparent lack of diversity is that particular classes suited particular needs so well there was little need to change them for anything else. In the East Midlands, for instance, Robinson's 'O4' 2-8-0s dominated coal traffic for decades because they were perfectly matched to the job. The Beattie '0298' well tanks, as is well known, enjoyed a long-term monopoly of the Bodmin and Wenfordbridge line, while in my neck of the woods, Fowler and Fairburn 2-6-4Ts had a stranglehold on duties such as parcels and stopping passenger services. When the latter were dieselised, traffic was handled by just two classes of Diesel Multiple Unit – Metropolitan-Cammell power twin two-car sets on local workings and three-car BRCW 'Calder Valley' units for longer-distance trains.

Very few locomotives are truly identical – no two Bulleid 'Pacifics' were quite the same and I can bore for England on the detail nuances of present-day Class 66 power! Whatever era you model, operating several examples of the same class is highly prototypical but it needn't lead to a mind-numbing sameness. The more variation you can provide (especially in the way they're weathered), the more realistic the results will be.

On many model railways, however, pretty well every locomotive you see will be from a different class. The weathering treatment, on the other hand, may be much the same on each of them! This isn't how it was by any stretch of the imagination – to sustain interest you need a balance between variety and uniformity, but of course it's your layout and you can run it as you wish.

Taking the Western Region branch line as an example, the chances are that all you'd ever see in the real world would be a 'Pannier' or a 'Small Prairie', with three or four of each (all of them in some way different to one another) allocated to branch duties on a cycle governed by traffic patterns and boiler washouts.

For this step by step guide I'm going to take a couple of Hornby's superb 'Q6' 0-8-0s and use subtle variations in weathering to show how you can emphasise the detail differences between near-identical locomotives. Hm

The preserved 'Q6' in close up

Almost 50 years later, while oiling round the sole surviving 'Q6' prior to a firing turn on the North Yorkshire Moors Railway, my friend Alan Whitehouse took these detail shots of the weathering for me. 'If modellers had to prep and dispose their own locomotives,' says Alan, 'they'd be running little other than BR 'Standards'!' Rocking grates and hopper ashpans were no more than a disposal crew's dream when the 'Q6' was designed.

In a scene that could have been captured at any number of North Eastern sheds, from Neville Hill to Tyne Dock, two very different looking 'Q6s' catch the early light as they wait between turns. Slated for withdrawal in the early 1960s, the class lasted well into 1967 because the promised English Electric Type 3s (Class 37) were diverted to the Western Region instead. The surviving 'Q6s' were fettled and patched up but by the time the diesels finally came, many of them were on their last legs.

WEATHERING 'Q6S' TO CREATE DETAIL DIFFERENCES

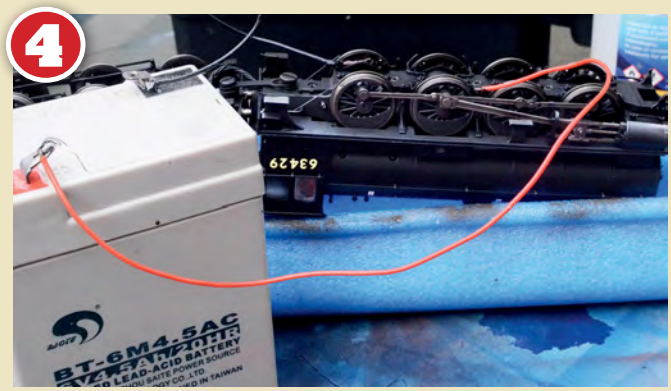
1 As a pre-grouping design found only in a very specific part of the country, Hornby's Q6 is as niche a ready to run product as you're ever likely to find. The different models feature some intriguing detail variations, such as the two kinds of tender seen on the early and late-crest versions.

2 On my final visit to Tyne Dock shed in September 1967 I was surprised to see one of the last active 'Q6s' looking unnaturally clean after attention from the North East Locomotive Preservation Group. This schoolboy shot was the inspiration for my portrayal of 63443.

3

I airbrushed the underframes with an assortment of shades blended from three complementary Lifecolor products – old favourites Frame Dirt (UA719) and Burned Black (UA736) along with a touch of Wood – Warm Base Coat (UA714). Each colour is thoroughly stirred for a couple of minutes with a battery-powered paint mixer. Poor paint preparation, especially with acrylics, is one of the main reason your airbrush becomes blocked.

4



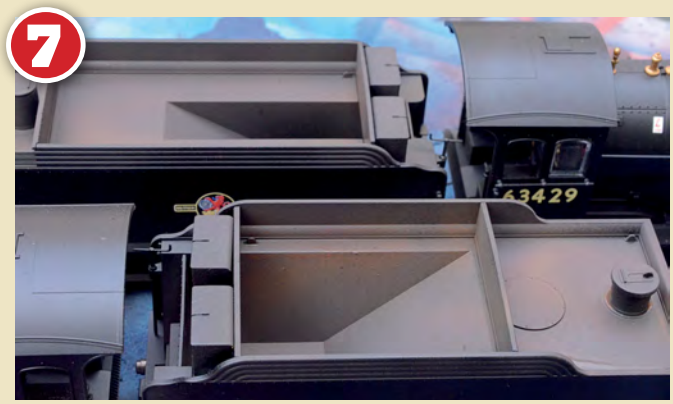
Between each pass with the airbrush you'll need to turn the wheels round so you don't get a 'paint shadow' behind the coupling rods. I use a couple of leads from a 6v battery. The locomotive can stay inverted in a foam cradle throughout the process of weathering the underframe.

5

Adding detail weathering to areas such as the front steps. Lifecolor UA714 is virtually interchangeable with Humbrol's No 62 Matt Leather. This kind of close-quarters work is only possible with a quality airbrush – at least when done freehand, as here.

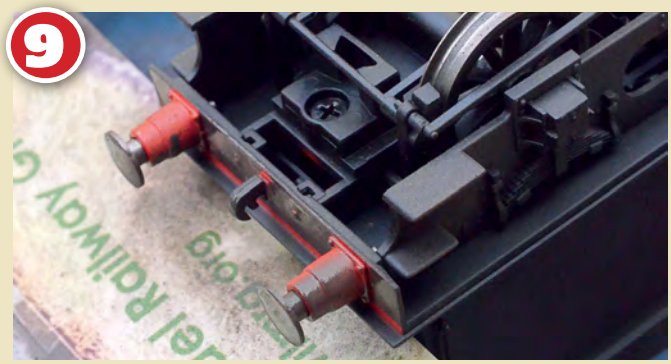
6

While the more orangey blend was in the colour cup, I added some basic rust discoloration to the tender tops. The differences between the two designs are readily apparent in this view.



7 When covering large areas, the strident tones of rust-coloured paint are best knocked back using an overlay of a darker colour, in this case Burned Black (UA736).

8 The smokebox is the hottest part of the boiler and the paintwork invariably exhibits a much warmer tone than the rest of the locomotive. I mixed a suitable shade from Burned Black (UA736) and Wood – Warm Base Coat (UA714) and airbrushed it on, using a card as a makeshift mask. Even though the weathering process is barely under way, the immaculate red buffer beams are starting to look a bit unreal.



9 That's soon dealt with! In the North East they had their own version of buffer beam red, which was more of a buffer beam black. Be sure to weather the underside of the buffers, by the way – on far too many models (including some of my own) spraying from above leaves bright red patches where the weathering paint can't reach!

10 I treated the running plates on both 'Q6s' to a blend of Lifecolor Sleeper Grime (UA721) and Worn Black (UA736). This harmonises perfectly with the LifeColor weathering shades I used earlier.

11 Real-life weathering doesn't look airbrush-smooth – it has all kinds of random marks and patterns, recreated here on the cab sides by dabbing with a piece of kitchen roll dipped in thinners.

WHAT WE USED

Paint	Manufacturer	Cat No.
Fuel Stains	AK Interactive	AK025
Engine Grime	AK Interactive	AK082
European Earth powder	AK Interactive	AK3004
Wood warm base colour	Lifecolor	UA714
Frame Dirt	Lifecolor	UA719
Sleeper Grime	Lifecolor	UA721
Burned Black	Lifecolor	UA736
Rainmarks Effects	MIG AMMO	208
Matt Leather	Humbrol	No. 62
Satin Black	Humbrol	No. 85

12 Once the tender sides have been lightly misted with similar blends of colour, the two locomotives are starting to look the part. At this point I usually put down my airbrush and go over to hand finishing. This is also the stage at which weathering with acrylic paint largely gives way to enamels.

WEATHERING 'Q6S' TO CREATE DETAIL DIFFERENCES

13 The boiler of a steam locomotive quickly becomes encrusted with a rich deposit of sooty ash which is gradually washed down its sides until the whole boiler is covered in it. Engine Grime from AK-Interactive (AK082) is a great starting point. Brush it on liberally but try to keep it from spattering on to adjacent areas such as the running plate. Use a broad, flat brush for this work.

USEFUL LINKS	
AK Interactive	www.ak-interactive.com
Lifecolor	www.airbrushes.com
MIG AMMO	www.migjimenez.com
Humbrol	www.humbrol.co.uk

14 To recreate the characteristic fine streaking, gently stroke the Engine Grime down the boiler and at the same time try and remove as much of it as possible using a flat brush – a clean, newish one this time – lightly moistened with white spirit.

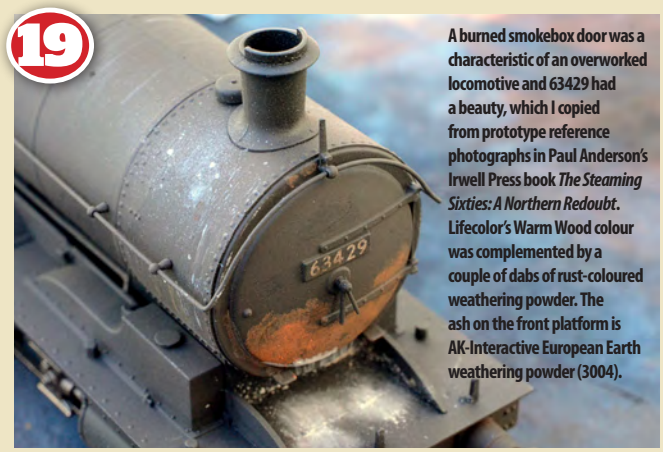
15 Pictures of the real 63429 show what appear to be rubbing marks on the bottom of the boiler – possibly from fitters' shoulders as they work on the inside motion while kneeling on the running plate. I recreated this effect by stabbing away at the nearly-dry Engine Grime with a stiff, cut-down brush.

16 The outcome is a subtle, understated exercise in texture that exactly mirrors the prototype. Nothing on a locomotive wants to be too extreme.

17 The next stage was to add a second level of streaking. I got this under way with MIG Ammo's Rainmarks Effects (208), a thin creamy-beige colour applied with a fine brush. Obviously it's not meant to look like this on the finished locomotive.

18 I've put on a further airbrushed coat of Burned Black to tone down the Rainmarks and blend them in with the existing layers of boiler weathering. So small is the amount of paint used, you can carry on this process of paint/tone down paint/tone down almost indefinitely until you have the effect you want.

Intermediate
Beginner SKILL LEVEL Advanced



19 A burned smokebox door was a characteristic of an overworked locomotive and 63429 had a beauty, which I copied from prototype reference photographs in Paul Anderson's Irwell Press book *The Steaming Sixties: A Northern Redoubt*. Lifecolor's Warm Wood colour was complemented by a couple of dabs of rust-coloured weathering powder. The ash on the front platform is AK-Interactive European Earth weathering powder (3004).

20 I hand-painted the mysterious graphics on the leading sandbox, while the curious white spatters below the chimney (pigeon droppings?) were airbrushed on at very low pressure. The streaks were represented by dragging Humbrol Satin Black (85) over a patch of rust-coloured weathering powder. All these highly individualised effects were faithfully copied from a good close-up photograph.

21 A single, solitary dribble has run down from one of 63443's washout plugs. Otherwise, this particular 'Q6' is in reasonably good condition for a hard-working mineral engine. Note the scuff marks on the running plate (European Earth again) as well as the oil on the motion, from AK-Interactive Fuel Stains (AK025). Alan Whitehouse's reference photographs came in very useful here.

22 The two 'Q6s' side by side, showing the very different patterns of discoloration, rust and weathering. The boiler on the right-hand locomotive (63443) is significantly blacker and shinier than that on 63429.

23 The variations between the two locomotives aren't vast – they wouldn't be on two locomotives working in the same area on the same kind of heavy mineral traffic – but are sufficient to differentiate between the two.

24 It's a similar story at the back end – similarities and differences. One engine clean-ish, the other not so. The 'early' crest didn't disappear as soon as the later version came out in 1956, and the two could be seen side by side.

25 A touch of MIG Gunmetal weathering powder on the handrails, some corrosion on the brake blocks and for this particular 'Q6' the job is virtually done.

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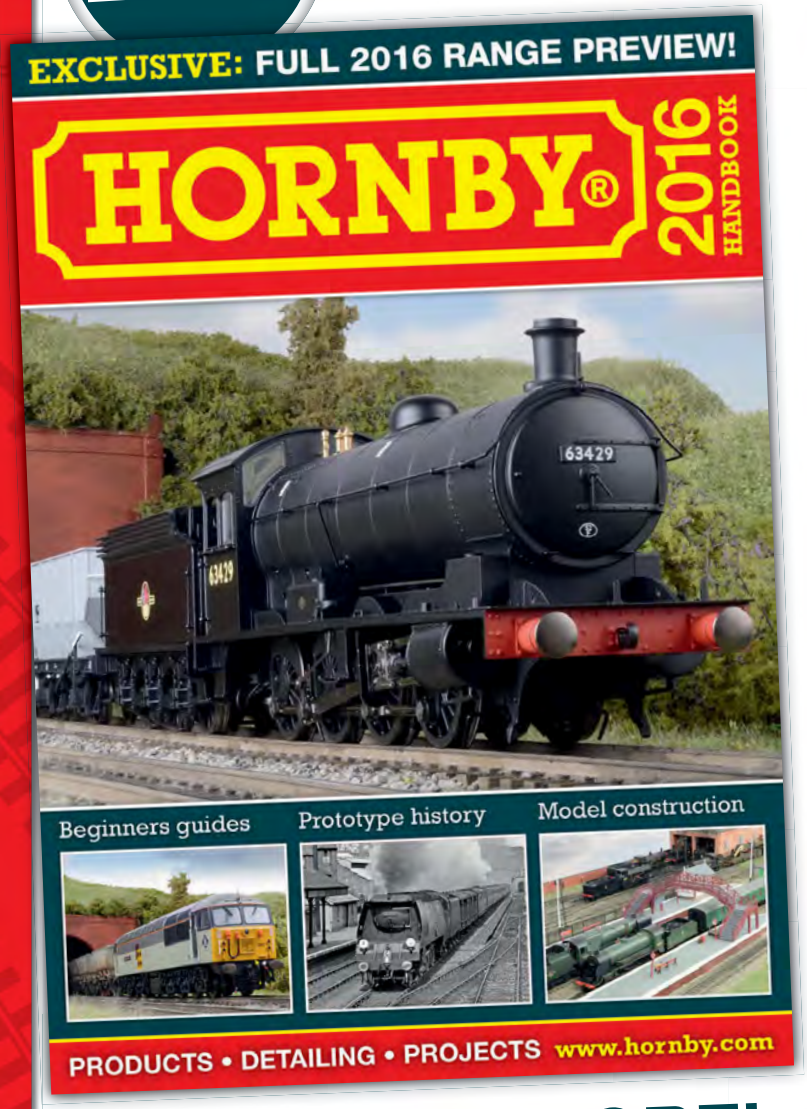

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Dressing LOCH DHU

During the construction of the distillery buildings, **NIGEL BURKIN** completes the exchange siding scene of the 'OO' gauge Loch Dhu Distillery micro-layout by detailing the scenery.

LARGE IN SIZE and scope for such a small layout, the distillery buildings were always going to be time consuming to complete for the Loch Dhu project.

As light relief from styrene card structure modelling, I made progress on the exchange siding scene located on the opposite side of my double-sided compact layout design.

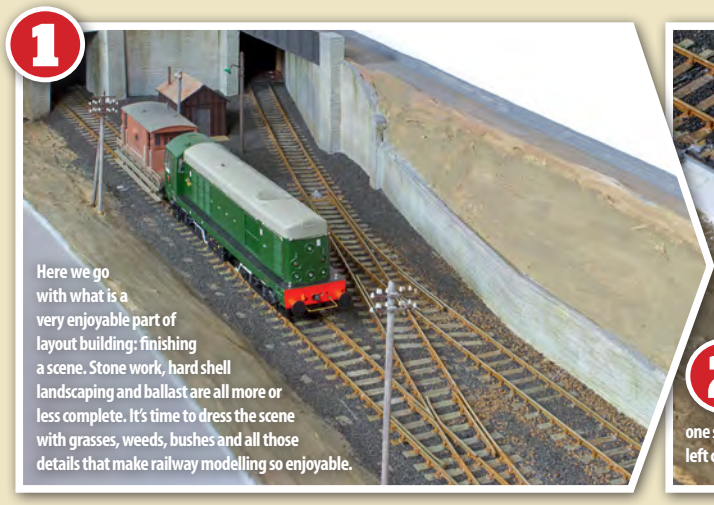
The scene needed to be dressed with a smattering of details and scenery items that had been prepared on the workbench. The aim was to create the impression of a run-down railway prior to full closure which was slowly becoming overgrown and unkempt. Such a location could not afford to be over-detailed.

Whilst every detail applied to a micro-layout has to work hard for the space allocated to it this does not mean that a scene such as this should be crammed with details. Neutral space still has an important role to play and that has been the aim in this project - not to over use any area of space around the railway.

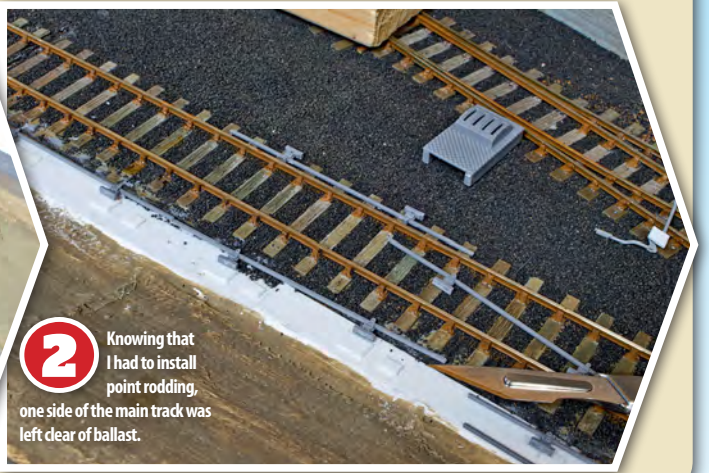
STEP BY STEP **LAYOUT DRESSING AND SCENERY DETAIL**

Intermediate
Beginner SKILL LEVEL Advanced

1



Here we go with what is a very enjoyable part of layout building: finishing a scene. Stone work, hard shell landscaping and ballast are all more or less complete. It's time to dress the scene with grasses, weeds, bushes and all those details that make railway modelling so enjoyable.



2 Knowing that I had to install point rodding, one side of the main track was left clear of ballast.

The process of adding ground cover, trees, shrubs and scenic details to a layout is often called 'dressing the layout' because, in a similar manner to set dressers in the film industry, that is exactly what you will be doing to finish the scene.

THE PROCESS

So, how was the scene completed once hard shell landscaping, structure modelling and track ballasting was complete? I am always keen to progress a layout in a given order of work to avoid damaging previously applied scenery and details. It is a great idea to scribble down a list of tasks that need to be completed and order them before reaching for the scenery glue. For example, I did not install or paint the point rodding until all of the static grass work was complete and excess grass fibres removed from the layout. There's the danger of crushing grass down during the fitting of such details. However, it is preferable to fit some detail after grass application than before – because removing stray grass fibres from fine scenic details is not that easy!

The last thing you wish to see is hints of white plaster hard shell peeking through your ground cover. It is always advisable to paint it with a pigment which will soak into the surface. I usually use Woodland Scenics C1229 Earth Undercoat pigment which is diluted equally with water and applied in several coats. It is sufficient to cover the white plaster completely, allowing the first shot of static grass to be applied.

Static grass is one of those new modelling technologies (I say new, but the idea has bounced around for years) which has supplanted ground foam for ground cover. Apply it in layers starting with short grasses, usually green in colour and work up to a second and even a third thin layer of dead-coloured grasses.

The first shot I applied was made over a coating of craft glue called 'Mod Podge', diluted »

GENERAL TOOLS
■ Plastic pipettes for applying glue
■ Wooden lolly sticks
■ Various plastic food dishes and trays
■ A range of fine paintbrushes from size 00 to size 2 for fine detail
■ Flat paintbrushes
■ Low cost hobby brushes for rough painting
■ Noch static grass applicator
■ Modelling tools including modelling knife, tweezers, pliers and files
■ CA glue applicators (Z-ends)
■ Twist drills and pin vice.

sufficiently to apply with a brush, but with a consistency that would not run off the steeply inclined embankment to the rear of the scene. It consisted of short green fibres of either 2mm or 4.5mm length over which bushes, bracken and light applications of longer dried grasses will be applied. The late summer season means that many wild flowers will have gone to seed long ago – don't be tempted, when modelling September, to throw flowers around too much.

On the permanent way, the base layer of ground cover required to represent weeds encroaching over the cess is Woodland Scenics fine turf. This was covered with a fine layer of Early Fall and Short Hay grasses by Mini-Natur, mixed in the static grass applicator.

WEEDS AND SHORT GRASSES

Weeds are represented by the odd spot of ground foam whilst short grasses were introduced to the permanent way, particularly the siding, using static grass tufts prepared earlier at the workbench. The method I use to make my own grass tufts was described in an earlier edition of *Hornby Magazine* using a metal plate, Mod Podge glue and my Noch applicator. I made so many at the time that there was sufficient for this project after using them on two scenic dioramas.

To use the clumps, I simply placed a spot of glue on a dish and dipped the bottom of each clump in it before applying to the desired spot on the layout. Tweezers are very useful in these instances.

BUSHES

Very effective bushes can be made with three materials: Woodland Scenics Poly Fibre, fine turf and dilute craft glue such as Mod Podge. The glue is prepared by mixing it with water so it is thinned sufficiently to be applied through a hand pump spray. Poly fibre is torn into small pieces and sprayed with dilute glue until it is soaked but not flattened.

Lightly sprinkle fine turf ground foam such as Woodland Scenics T44 green grass over the Poly Fibre until it is covered throughout with a thin layer of leaves. Place to one side to dry. Mix and match foliage colours to suit your season and the desired texture. For example, with the late summer season, some 'bushes' were coated with olive-coloured Noch leaves to show the start of leaves beginning to turn colour with autumn approaching.

The bushes were further cut and torn apart before being applied to the layout with white craft glue. They were applied over the first shot of static grass and the edges blended in with a small quantity of coarse turf and longer static grass. The foliage on the bushes can be carefully topped up if some has been lost during planting. The final touch was to dry brush a hint of orange and yellow acrylic paint on to some of the foliage to suggest the start of autumn colours and leaf fall.

A signature plant I wished to represent on the layout is the all-invasive bracken, a successful fern which loves to inhabit the acidic soils of northern Scotland (as well as many other places in the UK). Whilst Scottish estates go to a great deal of trouble to eliminate bracken, I wish to do the opposite and plant some groups of it on the layout. Etched brass bracken (Scale Link) won't spread like the real thing, so I am pretty confident of keeping it under control!

The etched bracken frond sheet by Scale Link is very nicely modelled and can be used in a variety of ways. I chose to cut each stem of fronds from the etch, bend them to shape and paint using Tamiya olive green followed up with a light green by Vallejo. Once dry, they were planted in a group on the embankment using neat craft glue - not an easy task as the etched fronds are not flexible and frequently caught each other. Patience soon sees the bracken in place ready for a final colour touch using yellow red rust colours to show it starting to die back with the approach of autumn.

Spare bracken fronds left over on the etched sheet can be used to create the »

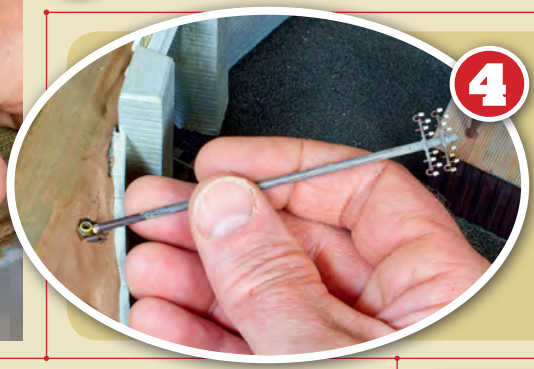
PROJECT LIST

- Prepare small details such as roadside fencing, oil drums and track tools at the workbench
- Paint the hard shell landscaping
- Weather in stonework and ballast
- Make provision for fitting telegraph poles so they can be removed
- Complete preparation for point rodding
- Apply static grass – first shot
- Make and apply bushes and shrubs
- Second shot of grass – light application of longer dried grasses in thin swathes
- Apply weeds and grass tufts along the permanent way
- Build a ground frame and install point rodding
- Paint and apply a small number of figures
- Make up and paint bracken using etched foliage by Scale Link
- Install trees and etched foliage details such as ferns and bracken
- Blend the scenic elements together with hand-applied long grasses, grass tufts and flowers
- Clean away stray scenery materials

A delivery of covered hoppers has been made for the collection of by product from the distilling process.

Intermediate
Beginner SKILL LEVEL Advanced

3 Brass tube was inserted in the hard shell landscape to accommodate removable telegraph poles which would get in the way of layout photography if left in place.



4 The telegraph pole located on top of the overbridge is also fitted to brass tube to allow its removal for photography and repairs.

5 Final colouring of stone bridge walls and abutments was completed using dry brushing techniques together with tan coloured acrylic paint.

6 Water staining and algae has also left its mark on the structure. Brushing with Tamiya Olive Green (XF-58) acrylic paint is very effective at creating algae trails.

7 Prior to the first shot of static grass, the track was protected from glue and stray grass fibres. Masking tape applied to retaining walls and the track usually does the trick.

8 Pieces of cardboard are effective at preventing glue and scenery material from becoming glued in areas where they are not wanted.

9 With protective coverings in place, the static grass can be shot onto the layout using either a static bottle applicator or a more sophisticated electric method such as a faithful Noch applicator.

10 Static grass is applied to a diluted layer of white glue or craft glue such as 'Mod Podge'.

11 The first shot of 4.5mm tall Mini Natur grass fibres is now complete in this view. It is given a further spray of diluted scenery glue to seal it in place before the second layer is applied.

12 It was during a photographic session that I noted the abutment of one of the bridges was out of true. This was removed before further progress was made on ground cover and adjusted. It turns out that the inner bridge wall was also out of true.

more rosette shape of different fern species, painted light green over grey primer and planted under trees and in shady corners.

It's then back to static grasses and separate grass fibre products from Woodland Scenics (FG171 natural straw field grass) to create the longer, dried out grass stalks that grow above the base layer of grass. Use them to blend in the edges of bushes and to grow amongst the bracken fronds too.

SCENIC DETAILS

Finally, with all of the scenic elements in place and the excess vacuumed or brushed away, the time for the scenic details has arrived. I glued the bothy in place, adding some of the detritus of railway operations around it including oil drums, track tools and various other bits and bobs. I raked around in my spares box to find useful items which were prepared and painted at the workbench before being added to the layout. Also fitted at this stage were the telegraph poles, painted figures, ground frame and a few other small details. Keep an eye on such details while glue is setting – figures have a nasty habit of leaning over just at the critical moment when your back is turned!

Take photographs of the layout at each stage of construction. I naturally do this when planning to write up a project for my blog or the magazine anyway, but have found it a useful technique to check progress on any given scene. One of the images taken after completing the hard shell landscaping revealed that the overbridge concealing the main line's exit to the staging area was out of true (see image 2) – something I had not previously noticed. When you come across something which really jars like that, be prepared to rework the area and as soon as possible, before continuing with the project.

There's no loss of kudos in doing so; the review of your work as you make progress down your to do list is a great technique. Mobile phone cameras make this process so much easier too.

WHERE NEXT?

As far as the Loch Dhu Distillery project is concerned, I have numerous structures to complete for the distillery scene which is opposite the exchange siding scene featured here. One challenge is to make up the large number of wooden casks found in the typical distillery yard and in some of the open wagons of the time. Another is to create the stone colours and black fungus staining typical of distillery structures too. Not all distilleries were pristine ready for visiting tourists!

PARTS AND MATERIALS

- Scale Link SLF040 etched bracken fronds
- Mod Podge craft glue
- White carpenters' glue
- Tacky glue for crafting
- Cast metal figures
- Express Models telegraph line poles
- A selection of Evergreen styrene strip and rod
- Off-cuts of styrene card from 10-, 20-, 30- and 40-thou thick sheets
- Zap-a-Gap CA glue
- CA glue accelerator
- SSMP202 Wills dressed stone sheets
- SS89 Wills point rodding kit
- SS91 Wills ground frame kit
- Lifecolor paint; Rust and Dust
- Lifecolor paint; Shades of Black

Mini-Natur static grass

- 002-29 Short Hay (2mm)
- 004-23 Early Fall grass (4.5mm)
- 004-24 Late Fall grass (4.5mm)
- 006-33 Early Fall grass (long 6.5mm).

Tamiya acrylic paint

- XF-20 Medium Grey (for concrete and stone)
- XF-52 Flat Earth (weathering and stonework)
- XF-55 Deck Tan (concrete and stone colour shades)
- XF-57 Buff (stone colour shades)
- XF-58 Olive Green (algae and water staining)

Woodland Scenics

- T44 Burnt grass fine turf
- T45 Green grass fine turf
- F51 Light green foliage
- FG171 Natural straw field grass
- FP178 Poly Fibre
- S191 Scenic Cement
- C1229 Earth Undercoat pigment

STEP BY STEP LAYOUT DRESSING AND SCENERY DETAIL

Intermediate — Beginner — SKILL LEVEL — Advanced

13

Bushes were made up of Woodland Scenics Poly Fibre covered with green turf scatter or Noch leaves secured with scenic glue or hair spray.

14

Scale Link foliage etchings were used to create the ever-present bracken which thrives in the mild damp climate of the Scottish Highlands.

15

Individual stalks of bracken are created by cutting each frond set from the etch and bending it to shape. Once painted and planted, quite thick areas of bracken growth can be created.

16

Pulling the scenic details together after assembly and painting at the workbench. They include figures, foliage features, oil drums, telegraph line poles and tools.

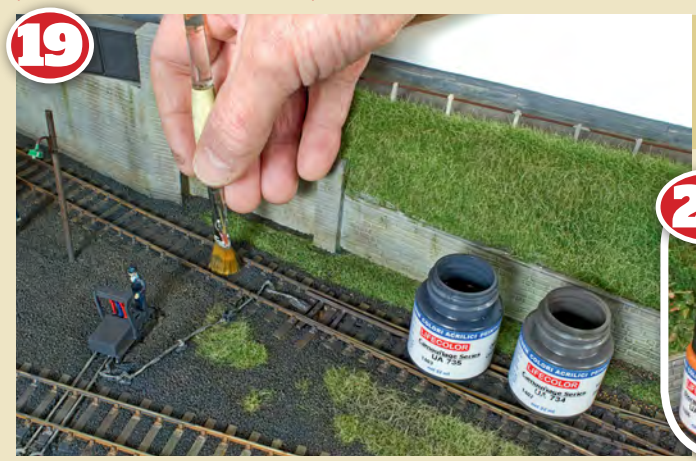
17

Having corrected the bridge walls, the dirt track on the top can be treated to a growth of short grasses and some weeds courtesy of the static grass applicator.

18

Bushes and bracken are applied to the embankment to the rear of the scene. The post and pole fence marks the edge of the local road.

19

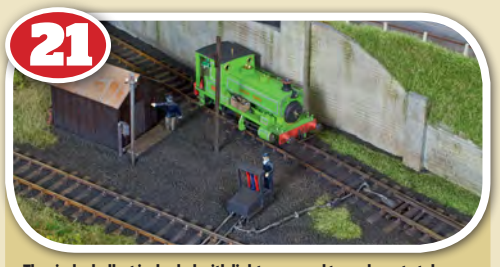


The track where locomotives stand for any period of time is weathered with a variety of shades of black but not pure black – that would be too stark. The paint is applied using dry brushing using an old paintbrush.

20

The layout is modelled in September when trees are beginning to turn for autumn and bracken is taking on an edge of yellows and rust colours. I used rust colours by Life Color to dry brush foliage and leaves to change the colours to a more early autumn appearance.

21

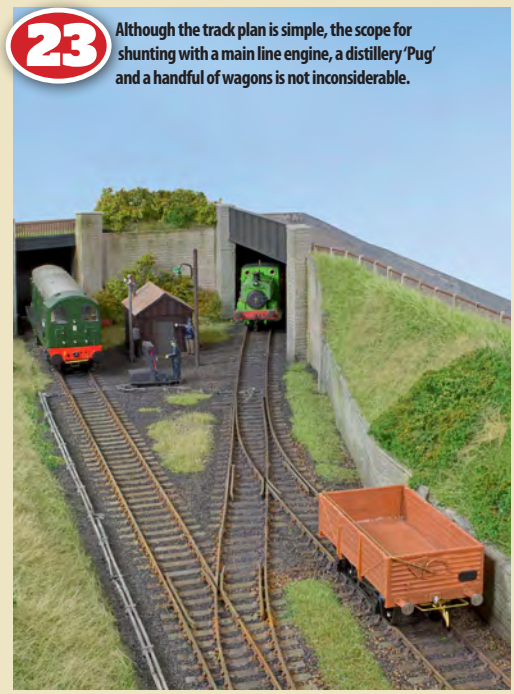


The cinder ballast is shaded with light greys and tan colours to take away its stark appearance.

22

Note how some leaves on the bushes are turning orange and yellow whilst the remaining green leaves have taken on a tinge of olive colour. The autumn colours are rust shades dry brushed on to the foliage.

23



Although the track plan is simple, the scope for shunting with a main line engine, a distillery 'Pug' and a handful of wagons is not inconsiderable.

Left: **A view down the length of the layout showing simple detailing. Note the bracken to the right of the picture which is slowly turning orange and yellow as it dies back.**

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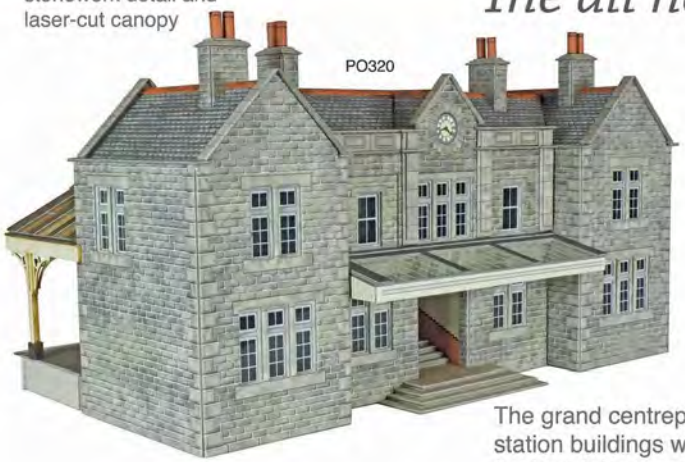

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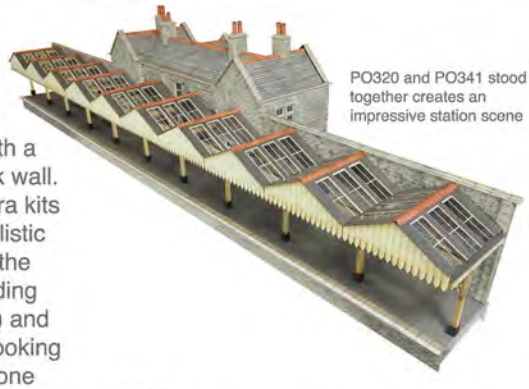

PO320 and PO341 stood together creates an impressive station scene

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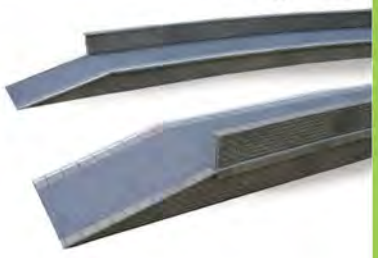

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When you have covered every type of traffic, may I suggest that you consider publishing the series as a standalone paperback publication, please? I am sure that having such a volume will address many arguments about prototypical operation among modellers!

I sometimes run a green era Diesel Multiple Unit (DMU) with a cattle wagon or fruit van carrying produce from local market gardens on the tail end. When doing so, I am usually challenged by other rail enthusiasts and modellers on the legitimacy of such a train formation.

The prototype for that formation was the late afternoon all-stations stopper, our school train, from Kingswear to Exeter in Devon. In both steam and DMU days in the late 1950s and early 1960s that train regularly had a van on the back conveying local produce to market. I well remember sitting in the rear seats of the then brand new DMU watching the van bounce along behind us along the sea wall between Teignmouth, where I attended school, and Dawlish where I lived. I've also seen a photograph of one of the single car parcels railcars in green livery with 'speed whiskers' leaving Paddington in the 1960s with a maroon BR Mk 1 full brake in tow. I guess that there were more parcels that day (pre-Christmas?) than the DMU alone could handle!

Mark Collier, by e-mail.

Proving there is a prototype for everything, Class 128 Diesel Parcels Unit M55995 provides unusual motive power for a ballast working on the Cambrian route at Bow Street on July 22 1984. John Chalcraft/ Railphotoprints.co.uk.

We need ScotRail Mk 3s please

We have a subscription with you and I was delighted when this month's issue dropped onto the doormat, to see my layout Kittyfuters featured in the reader's layouts section. Thank you for featuring that.

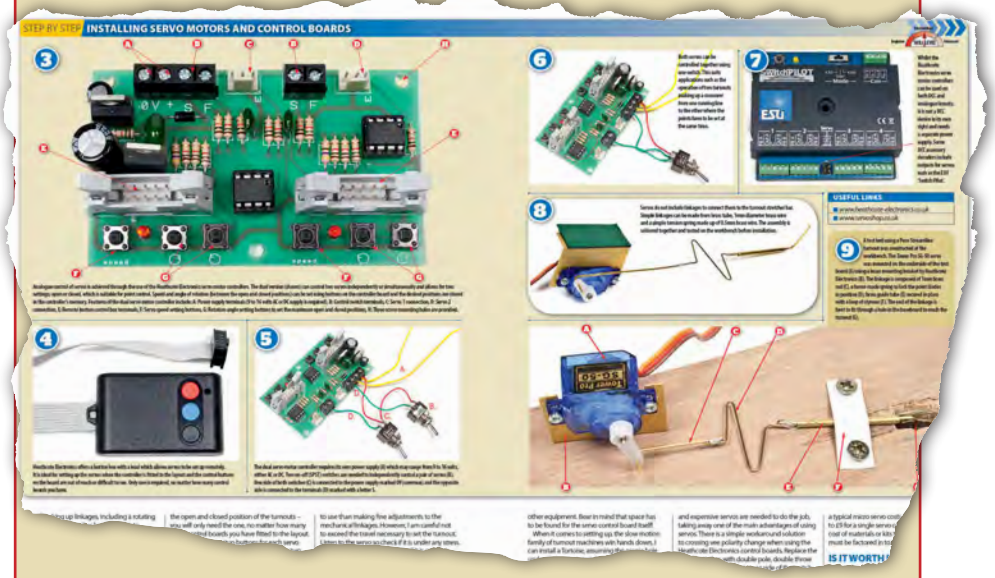
I am also impressed with Dave Watson's Dean Park which I have been following on YouTube for quite some time.

I'm hoping that Hornby may issue Mk 3 coaches in 1980s ScotRail livery in the near future as well, as Lima is still the only ready-to-run manufacturer to have ever released correct length versions, over a quarter of a century ago!

Thanks for the great magazine.

Andrew Barnes, by e-mail.

MERG offers support for servos



I am an advocate of using servos for model railway applications, and was pleased to read HM113's feature about the control of points using servos.

However, contrary to what the article suggests I have found that even micro servos provide more than enough torque to operate one or more micro-switches in addition to move point blades.

The Model Electronic Railway Group (MERG) has published information about servo use. It has developed kits and controllers for everyday use with model railways. For example, there are MERG servo controller kits and kits to adapt servos mechanically for different applications. You can use servos not just for points operation but also signals and, for example, working level-crossing gates. The MERG servo mounting cradles are designed also to accommodate up to four microswitches operated as the servo performs its task. Readers can visit the MERG website *www.merg.org.uk* to find out more about the range.

Jon Summers, Tiverton, Devon.

PRICE RISES!

WHY THE DISPARITY IN MODEL PRICES?

Additional to letters in your November edition (HM113) about the cost of models, can anyone explain why an 'N' Gauge GWR 'B-Set' (two coaches) is priced at £26.00 (£13 per vehicle) when a single BR Mk1 also costs £26 and there are suggestions that the 'Birdcage' stock could cost a lot more.

Does it really cost so much more than to manufacture a 'Birdcage' compared with a B-Set vehicle or, as Mr McKie surmises, are manufacturers pushing prices ever upward in an experiment to see how much we are ready to pay? If so, I'd say the limits have been reached for the majority, and further increases will be counter-productive.

To echo Mr McKie one last time, many a wallet will soon be closed at these prices.

Greg Heathcliffe, Swindon, Wiltshire

MODELLERS ARE NOT MONEY PITS!

I have been following the comments regarding the rising cost of railway models. Who would have ever dreamt ten years ago that the cost of a tank engine would be more than £100 in 2016?

The new Heljan GWR '1361', £124 from Hatton's, Bachmann SR 'Birdcage' coaches more than £50 - even the Hornby Railroad range is starting to rise. Manufacturers have got to realise that modellers haven't got a bottomless money pit!

David Brierley, Harrogate, North Yorkshire

PRAISE FOR GREAT SERVICE

In the past you have carried letters from readers praising good service from suppliers. I would like to add one – *Hornby Magazine*! I had been trying, without success, to locate a back copy for a project I am undertaking. While at the Great Electric Train Show (Sunday), I visited the *Hornby Magazine* stand and spoke to Tom Lee who said he would try and help me in my efforts. On the following Wednesday, the missing copy dropped through my letterbox. First Class service indeed – and a great show to boot!

Alan Carpenter, Brierley Hill, West Midlands.

PECO DESERVES CREDIT FOR SERVICE

I would like to tell of the out of this world service and support that has been received by myself and colleague from the staff at Peco.

We communicated directly with Peco where we were treated with respect and offered support. It transpired that there was a technical problem which the Peco staff resolved to everyone's satisfaction.

It has been a great pleasure to have resolved the problem even though we are 'Down under' 12,000 miles away and know that a product manufacturer goes out of their way to support their product irrespective of location.

Donald Burte, Auckland, New Zealand

WHERE ARE 'SULK' SPRINGS?

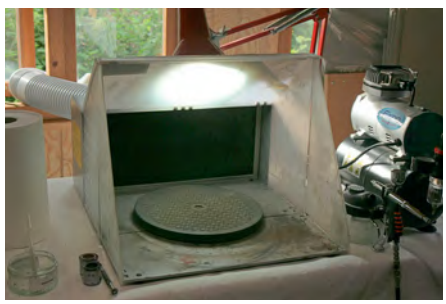
For a number of years I worked as a BR Wagon Examiner, seeing wagons mainly from track level. I know for a fact that in the 1960s, four-wheeled oil tankers were fitted with leaved 'Continental Suspension Springs' which, especially under load, formed a reverse camber, i.e. a downward 'sulk' instead of the usual upward 'smile'. I followed the invitation of Revolution Trains to inspect its new Class B tankers online, offering two possible suspensions, and still there were no downward curving springs. Am I right in assuming no-one has produced such a noticeable detail in their models?

Roger Phillips, by e-mail.

GREAT ADVICE

Thank you so much for the invaluable advice on spray booths. Without the feature in HM113 I would never have realised how important such things are for one's health! The hobby store I used happily sold me an airbrush, but without any further advice on maintaining a safe working environment. I subscribe to the iPad version of the magazine and greatly enjoy the format, navigation and ability to zoom in on photographs.

Paul Jessen, by e-mail.



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N GAUGE

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OO GAUGE

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PECO HORNBY HELJAN dapol Lenz GRAHAM FARISH by BACHMANN METCALFE

Kingsbury

With a long history of 'OO' gauge exhibition layouts, Barnhill Model Railway Club decided to look to a larger scale for its latest project. **EDDIE MICHEL** *reveals the story of this fascinating 'O' gauge exhibition layout set in Bristol around the time of nationalisation.*

PHOTOGRAPHY, TREVOR JONES.

BACK IN 2010 as a group of modellers we were still very much into producing our 'OO' gauge railways and Kingsfield, our large 'OO' exhibition layout (HM30) was still very much on the exhibition circuit (and still is). We have been producing 'OO' gauge layouts since Barnhill MRC evolved in the early eighties and the only deviation was an 'N' gauge exhibition layout called Chipbury. However, a couple of members in the group had quite fancied the move up into the larger scales for some time, so we felt the time was now right to have a go.

As with all things you have to start somewhere and we thought if we were to do this, it would be best if we started building/collecting stock first before even entertaining building a layout. I am a keen Great Western Railway (GWR) follower and decided that I would like to build stock from the latter end of the GWR period and Phil, another club member, was slightly more interested in early BR Western Region steam. So a plan evolved that we would try to concentrate on items from the period 1947 to 1950.

Stock building started in earnest and within a few years we had produced quite a few items that we could run. In 2013 it was felt that we might now be able to progress towards a layout, so I put together some plans for a new 'O' gauge layout. As always the location would be fictitious but would try to be prototypical of the period/location.

The first design that we started was much larger than Kingsbury and it soon became apparent that we would not be able to build this as our clubroom was mainly my conservatory during the winter months and a gazebo in the garden during the spring and summer. Sometimes we »

STATISTICS

Owner:	Barnhill MRC
Scale:	'O'
Length:	45ft
Width:	3ft
Track:	Peco code 124 bullhead
Control:	Analogue
Period:	Great Western Railway, 1947-1950

1 Collett 'Grange' 4-6-0 6876 *Kingsland Grange* arrives with a mixed stopping freight bound for Bristol.

Collett '14XX' 0-4-2T 1466 waits patiently in the bay for the arrival of a Midland stopping train in the hands of Stanier 'Black Five' 4-6-0 4760. The Midland also shares the shunting duties with 'Jinty' 7156 on shift.

were fortunate and had an extension to the 'clubroom' in the form of another gazebo.

The eventual design we decided on was to have a country station just bordering on the edge of the suburbs of Bristol. So our fictitious plan was for a single track branch line with a passing loop, a bay platform (to serve a second route), a few sidings, a small engine shed and something we always try to include into a layout - some water. This was to be the canal that runs for 20ft along the front of the layout.

To enhance the appearance of the layout we laid the track so that it flows with gentle curves as if following the lie of the land.

The single station platform was made on a slight curve to allow the track to move from the rear towards the front of the boards. The size of the layout is 45ft x 3ft wide and is constructed on eight 5ft x 3ft baseboards with two small end sections. As this was an exhibition end-to-end layout we decided early on that we did not want to waste any public viewing space at the front, so the scenery runs the whole length of the board except for the two small end sections. These small end sections actually support the pivots for the traverser.

CONSTRUCTION

Building started in late 2013 with the boards being constructed from 4in deep side battens, cross-members and MDF tops, which can be heavy but are very robust. The layout is supported with the same legs as used for our previous layouts. All the track on the layout is Peco and the live frog points are powered by Tortoise point motors. The track is laid on cork with the track pins inserted through a hole drilled through the chair bolt hole, so no fixings are visible. Dropper wires were then added for all the electrical connections. The track was then ballasted by Brian who has had the thankless task of ballasting all our layouts, but as usual he did a great job.

The layout is analogue and power to the track is supplied by a Morley twin controller that has the additional facility of being able to add handheld plug in units. This is then mounted in a purpose built panel with an aluminium top section which has the track diagram and all the relevant switches and buttons to operate the layout. Light Emitting Diodes on the panel identify point position and live track sections for ease of operation. Wiring on the layout is conventional with isolated sections, although each board can be plugged into the panel independently to test, which made building a lot easier.

Dingham couplings are used on the rolling stock. They are operated by an electro-magnet under the track, and buttons are mounted on the panel for the operator at various locations on the layout.

The storage yards at each end are 8ft long pivoted traversers which can hold a three or four-coach train depending on the locomotive hauling it. They are hidden from view to the public by large scenery sections and have six roads on each so quite a few different trains can be set up at the start of a show. Originally, when the layout first appeared in April 2015, the storage yard was operated by using removable cartridges. However, it became apparent that these were really awkward to move due to train lengths and took longer to set up for each train. There was also the fear that when moving them someone may drop one which could be rather expensive. »

3 **A view past Kingsbury church as LMS Fowler 'Patriot' 4-6-0 5524 departs with a stopper for Bristol, and Peckett 0-4-0ST 1152 takes wagons into the private siding.**

4 **Peckett 'E' 0-4-0ST 1152 (ex-Swansea Docks) moves wagons in the private siding. A barge slowly passes by on the canal heading for home.**

STRUCTURES

Buildings on the layout are a mixture of scratchbuilt and kit bashed. The main station building and canopy is made from Skytrex parts, and has been modified to resemble a typical GWR station. The main goods shed was built by Phil from our own plan and is an MDF structure with beamed roof, plasticard covering on the walls and individual tile and planking strips. A small canopy is fitted to the front and there is a crane mounted inside. A large Skytrex crane also complements the goods shed on the end of the platform.

The engine shed is a Skytrex kit but has a scratchbuilt water tower mounted over the small office at the rear of the shed. Phil, who built this, had many wonderful hours putting the rivets on the water tank, which he enjoyed immensely as they were stick on strips supplied by Archer which mostly stuck to his fingers at every opportunity. Brian stepped up to the challenge of building and painting all the low relief Skytrex houses and shops. The shops are yet to be fitted out inside, but they already complement the layout greatly. There are also other various buildings and a bottle kiln with its associated outbuildings.

Scenery on the layout was done with a view that the countryside was obviously there first, so we have a nice gentle sweep to the land as if the railway sits between two higher land masses. The foundations of the scenery are polystyrene blocks, shaped and then covered in plaster soaked cloths with added brown poster paint. Once set all the scenery sections were covered in various types of flocks. Once dry a layer of different static grasses was added. This gives volume and a nice base below the longer grass. Bushes were constructed from rubberised horse hair teased out and covered in flocks and then pinned and glued in place. The trees on the layout are actually from another 'O' gauge layout and are on loan to us from Ian Atkinson, who is one of our members and lives just outside Blackpool. We will eventually have our own but these are very nice and finish the countryside scene well.

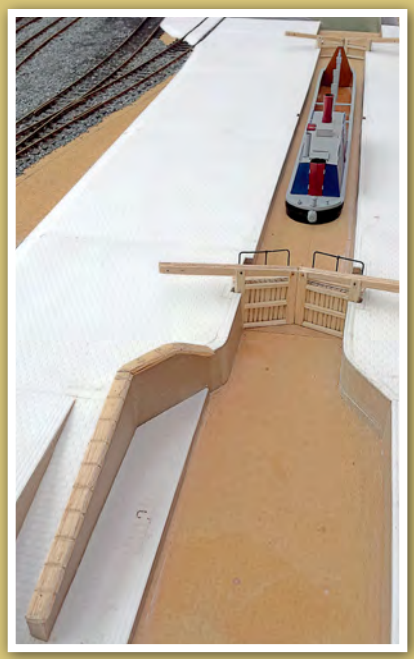
The canal dominates the front of the

5 A busy scene at Kingsbury as 'Grange' 4-6-0 6876 *Kingsland Grange* waits to depart and the railcar waits for any last passengers bound for Rogersfield. The autotrain working waits to shunt to the platform.

layout with its lock. The design was taken from one of our local locks in Bristol, so is true to the area. The water in the canal is a mixture of various Humbrol paints mixed to get that still water canal colour. Some other colours were added whilst the paint was still wet to add depth and movement. Once dried a final coat of gloss marine varnish gave it that feel of real water. A couple of cranes are mounted on the canal side for unloading with various loads scattered about between the trackside and the canal side. Two canal boats were constructed by Brian from Skytrex kits.

Signalling on the layout has only been added this year and had its first appearance on the layout at the 2016 Bristol model railway exhibition. The signalling diagram was completed first, then designs done for the signals. All the signals are built from brass, with various SME and Scale Signal Supply parts. They are on their own brass bases with servo motors underneath. These then plug into the layout and are controlled by a lever frame mounted on the panel with power fed through Heathcote electronics servo controllers. The signals were all made detachable from the layout as previous experience has shown that they can become easily damaged and are very difficult to fix. The whole signalling system can also operate independently from the layout so can be used for different layouts in the future. »

Kingsbury in construction

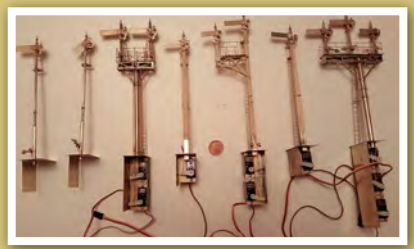


The canal lock is based on a prototype in Bristol and features fully detailed wooden lock gates.

Construction in the summer months was tackled under a gazebo.

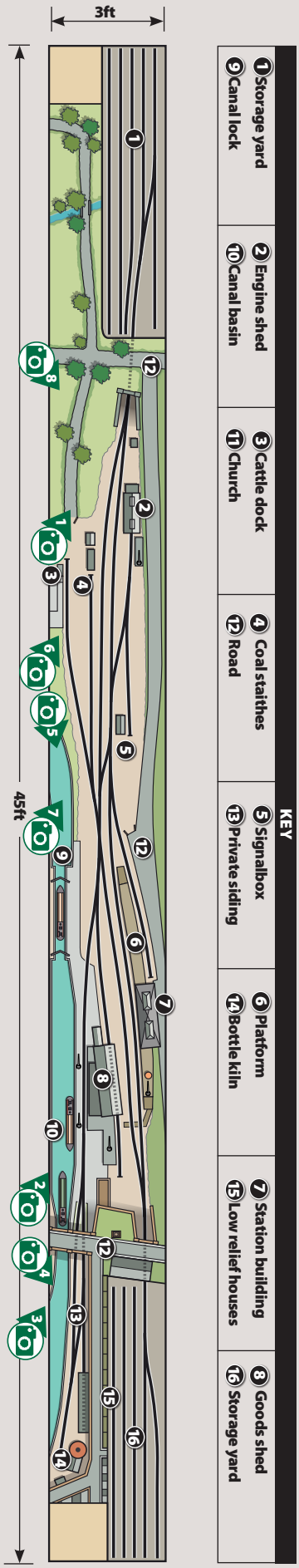
Skytrex buildings dominate the backdrop above the stone retaining walls.

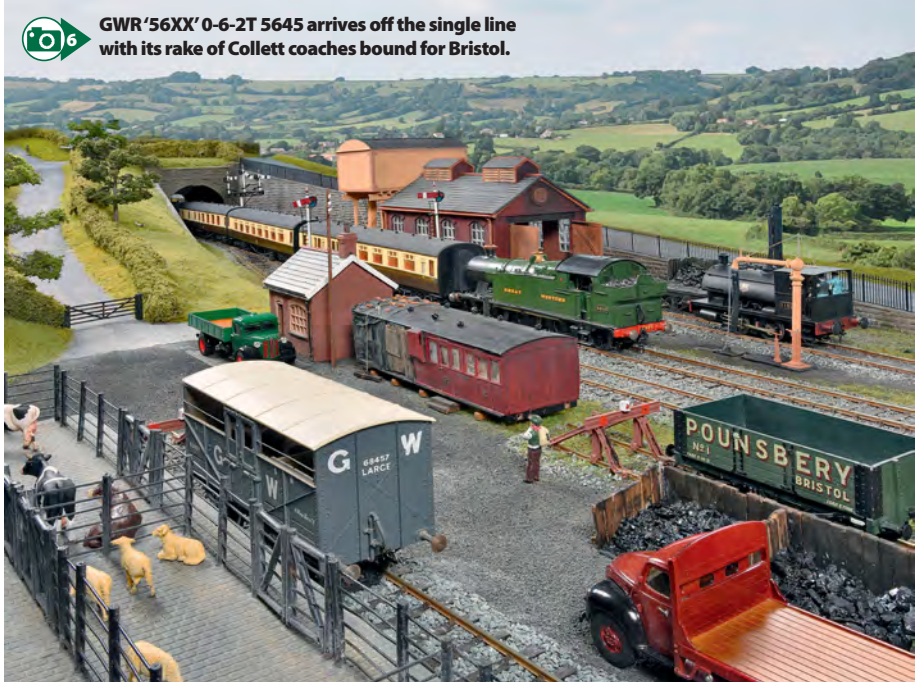
Scratchbuilt wooden goods shed for the canal-side sidings.



Signalling was added in 2015 – and is fully operational.

KINGSBURY TRACK DIAGRAM (Not to scale)





6 GWR '56XX' 0-6-2T 5645 arrives off the single line with its rake of Collett coaches bound for Bristol.

ROLLING STOCK

Stock on the layout is a mix of GWR, very early British Railways and London Midland & Scottish Railway (LMS) liveried classes. A few lines had joint running over different sections and we thought that it would give us more scope to the trains we run. Fortunately, Ian is an LMS man and has numerous amounts of suitable 'O' gauge stock so it was great that we can have that mix. I aim to base my collection of Great Western engines from around the Bristol area. Two locomotives that operate on the layout are 6876 *Kingsland Grange* and 7801 *Anthony Manor* (supplied by FineScaleBrass). Both of these locomotives were Bristol engines in 1948, so they fit our fictitious location and the type of line well.

We are fortunate to have a number of locomotives that are available to run and can vary what is used to haul the train. All coaching stock and wagons are from the pre-nationalisation era. Some are built by members and some bought, for instance Western Wagon Works supplied some of the Great Western Railway coaches.

When we run the layout we do not run to any form of timetable, but we try to run trains that were prototypical for the period and entertain the public. It can be difficult having something running all the time with a single line, but someone can operate the yard independently accepting, shunting and forming up trains to keep things busy. As the name on the station suggests, you change at Kingsbury for Rogersfield, and this also provides us with small branch trains for the bay platform. Rogersfield is another fictitious small harbour layout to be built in the future and will hopefully connect with Kingsbury, so watch this space.

As with many layouts there are always bits still to be added or sometimes finished. The signalbox still needs its lever frame

7 'Manor' 4-6-0 7801 *Anthony Manor* passes through the crossover with the milk train bound for Bristol while '57XX' 0-6-0PT 7738 shunts in the sidings.

8 'Pannier' 8763 in early BR lined black livery arrives with a stopping train bound for Bristol, whilst '4575' 4590 stands at the board with a freight waiting for the single line.

Kingsbury has two storage yards – one at each end – and covers a 45ft x 3ft footprint.

and point rodding, more people need to be added, shops need interiors and so on, but I think that is the great thing about our hobby - you can always find something more you can do and, as in everyday life, things change.

This has been a great experience for us moving up from 'OO' as it has furthered our modelling skills and most of us currently have an 'O' gauge project on the go now too. We hope that this furthers the cause in what is a great scale to work in. Thanks also goes to you the modellers out there for your interest and we hope to see you at a show sometime soon. Hrn

If you want more details on our layout or would like us to appear at your show please contact by e-mail at *edd0963@googlemail.com*

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HORNBY'S LNER 'B12' debut

EXCLUSIVE FIRST REVIEW

The Great Eastern section has gained great momentum in ready-to-run locomotives over the past two years – and the latest arrival is Hornby's spectacular 'OO' gauge model of the 'B12/3' 4-6-0. **MIKE WILD** takes an exclusive first look at the soon to be released production model.

THE GREAT EASTERN RAILWAY (GER) was hardly the largest company of the pre-grouping period. Operating out of London Liverpool Street to locations in Suffolk and Norfolk including Ipswich, Harwich, Norwich and the North Norfolk coast, it later became part of the London and North Eastern Railway (LNER) before becoming part of British Railway's Eastern Region in 1948.

The GER, like all pre-grouping railway companies, had its own works and developed motive power specific to its requirements and a range of quality machines were turned out from its Stratford Works including the 'S69' 4-6-0 which later became the 'B12' under the LNER for grouping of the railways in 1923. You can read more on the story of the 'B12' in Reality Check on pages 66-69.

The Great Eastern's motive power has seldom been chosen for ready-to-run products, not least because of its limited operational sphere. But, on a more positive note, the tables have been turned as the new Hornby 'B12/3' 4-6-0 is the third locomotive class from the region to be released as a brand-new item by the Kent based manufacturer in two years. It joins the Worsdell 'J15' 0-6-0 (HM93) and the Holden 'D16/3' 4-4-0 (HM101) which arrived through Hornby in 2015.

THE MODEL

Hornby revealed that it would be producing the 'B12' as a new item for 2016 at the Warley National Model Railway Exhibition in November 2015. This class has a longstanding history with the company as the first version was produced in the 1960s. Through various revisions that model survived until around 2012 when its last iteration came through in the 'East Anglian' train set. Long in the tooth it certainly was, but now – with modern

manufacturing techniques and the latest in chassis design – Hornby had a chance to make the 'B12' shine again in its extensive range.

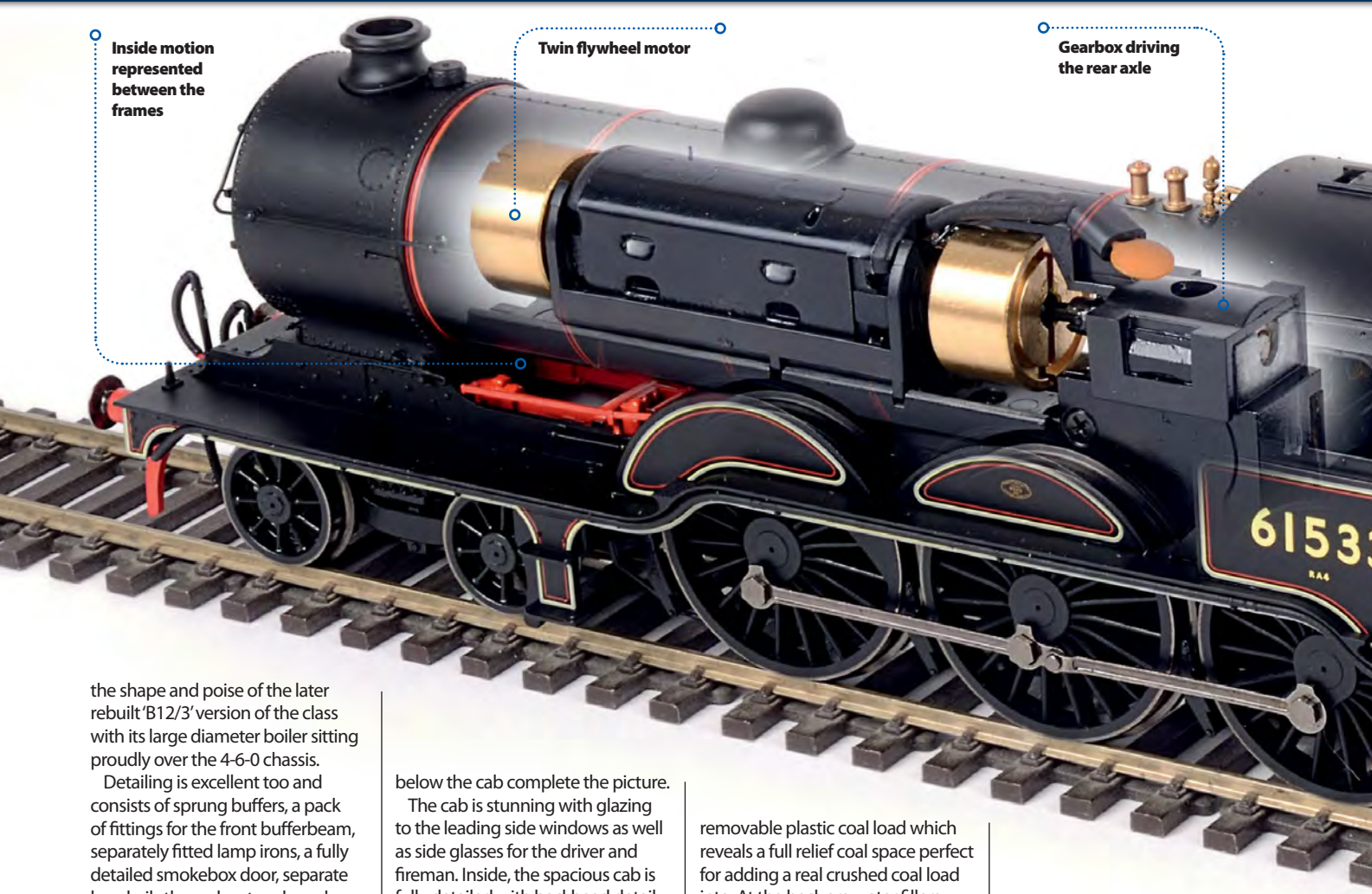
Docking during November, 12 months after announcement, are three versions covering 8572 in LNER lined apple green, 61580 in BR lined black with late crests and, the subject of our review, 61533 in BR lined black with early crests.

Fortunately Hornby has been able to enlist the support of the North Norfolk Railway's locomotive department for production of this new model. This heritage railway is home to the sole-surviving 'B12' 61572 which, at the end of October, was making a rare visit away from home to the Bluebell Railway in Sussex. Using 61572, the Hornby team has been able to ensure that all the principal dimensions are accurate while using archive sources to further enhance their abilities to produce a detailed model of this class.

The 'B12s' inside cylinder format on a 4-6-0 was a rare design on British main line locomotives, but one which will certainly stand out in model form. Hornby has done a superb job of capturing »

THE DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	R3431
Description:	LNER 'B12/3' 4-6-0 61533, BR lined black
Scale:	'OO'
Price:	£159.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

Finished in BR lined black with early crests, Hornby's 'B12/3' really looks the part.



the shape and poise of the later rebuilt 'B12/3' version of the class with its large diameter boiler sitting proudly over the 4-6-0 chassis.

Detailing is excellent too and consists of sprung buffers, a pack of fittings for the front bufferbeam, separately fitted lamp irons, a fully detailed smokebox door, separate handrails throughout and much more. Look below the boiler and you will see representation of the inside motion while the driver's side has a neatly moulded reversing rod together with an excellent air pump too – a feature that the 'B12' wouldn't be right without. The braking system is modelled in full with rigging supplied separately for customer installation. Sandpipes, finely moulded spoked wheels with the correct flare to the central bosses and neat injector pipework below the cab complete the picture.

The cab is stunning with glazing to the leading side windows as well as side glasses for the driver and fireman. Inside, the spacious cab is fully detailed with backhead detail and reflects the real locomotive down to a tee; a crew is all that is needed to finish this area.

Completing the ensemble is a standard Great Eastern Railway tender. These short wheelbase vehicles aided the real locomotives in being able to fit onto short GER turntables. Hornby is well versed at this design as similar styles have been produced for the GER 'B17' 4-6-0s and 'D16' 4-4-0s from the manufacturer. It includes a removable plastic coal load which reveals a full relief coal space perfect for adding a real crushed coal load into. At the back are water fillers each side while you will also find a fire iron tunnel (with superbly fine supports) to one side and a pair of toolboxes at the front.

Decoration of our BR lined black sample of Ipswich (32B) allocated 61533 was excellent. Highlights include full tri-colour BR mixed traffic lining, perfectly printed cabside and smokebox numbers, and excellent builders plates, boiler lining and large BR early period crests on the tender.

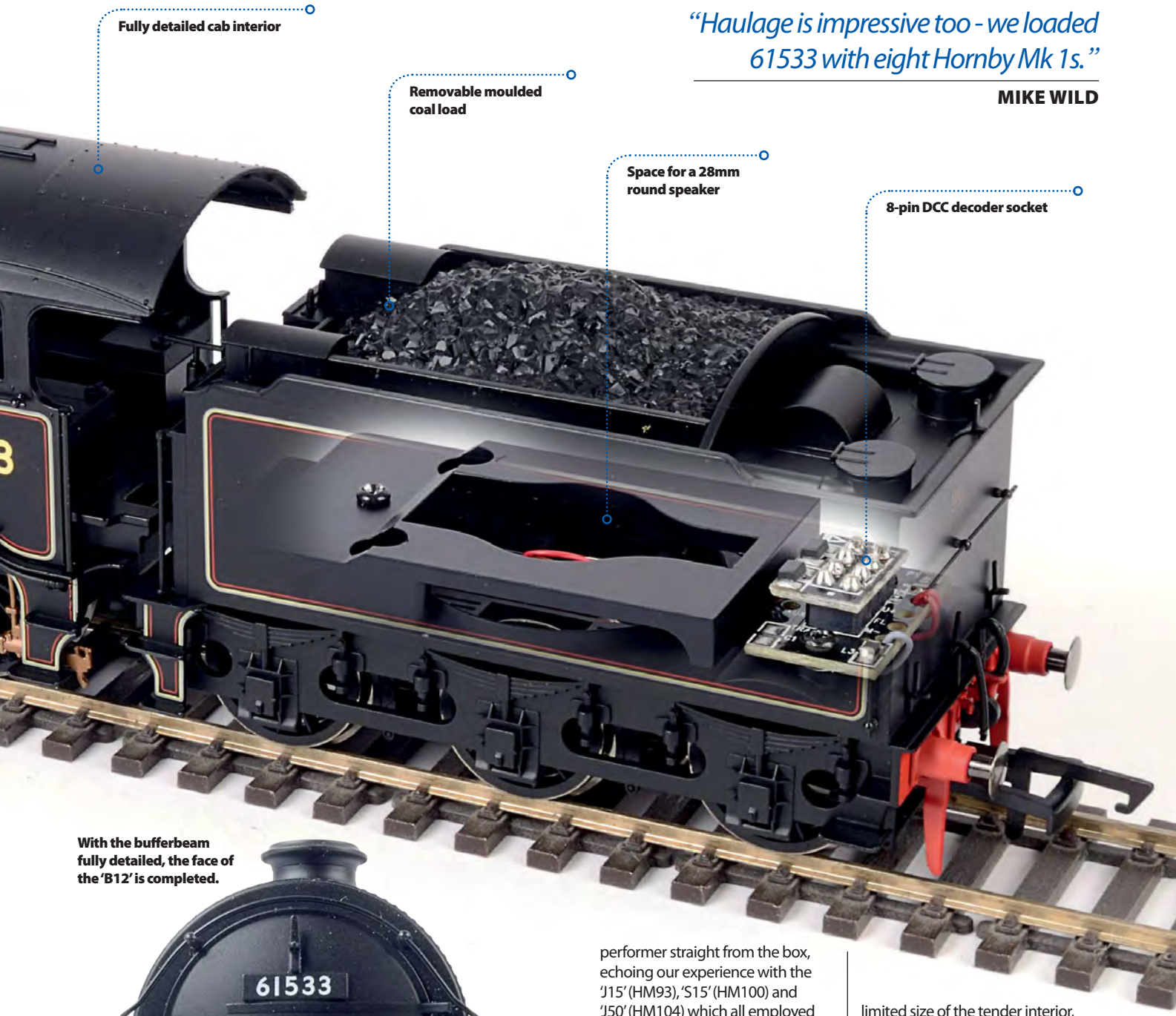
PERFORMANCE

The 'B12' uses the latest generation of mechanism from Hornby which first appeared with the astoundingly good running 'J15' 0-6-0 in 2015. This consists of a five pole motor with twin brass flywheels set in the boiler driving the rear axle through a cardan shaft and worm via a gearbox. The result is a mechanism which boasts supremely smooth operation and plenty of power.

Our sample of 61533 was a perfect

"Haulage is impressive too - we loaded 61533 with eight Hornby Mk 1s."

MIKE WILD



With the bufferbeam fully detailed, the face of the 'B12' is completed.

performer straight from the box, echoing our experience with the 'J15' (HM93), 'S15' (HM100) and 'J50' (HM104) which all employed the same style drive system. After running in it settled down even further to become virtually silent and comfortably operated through a range of pointwork.

Haulage is impressive too – we loaded 61533 with eight Hornby Mk 1 coaches, an ample load for this size of 4-6-0 which it handled with absolute ease. In fact, even running it with a rake of eight Hornby Pullmans, which have more rolling resistance and therefore a greater trailing weight, the 'B12' showed no signs of slipping on level track.

For those intent on converting the 'B12' to Digital Command Control operation, an 8-pin decoder socket is provided in the tender together with a compact space designed to accept a 28mm round speaker. This combination will make digital and sound fitting straightforward, but due to the limited size of the tender interior, careful positioning of components and wiring will be necessary.

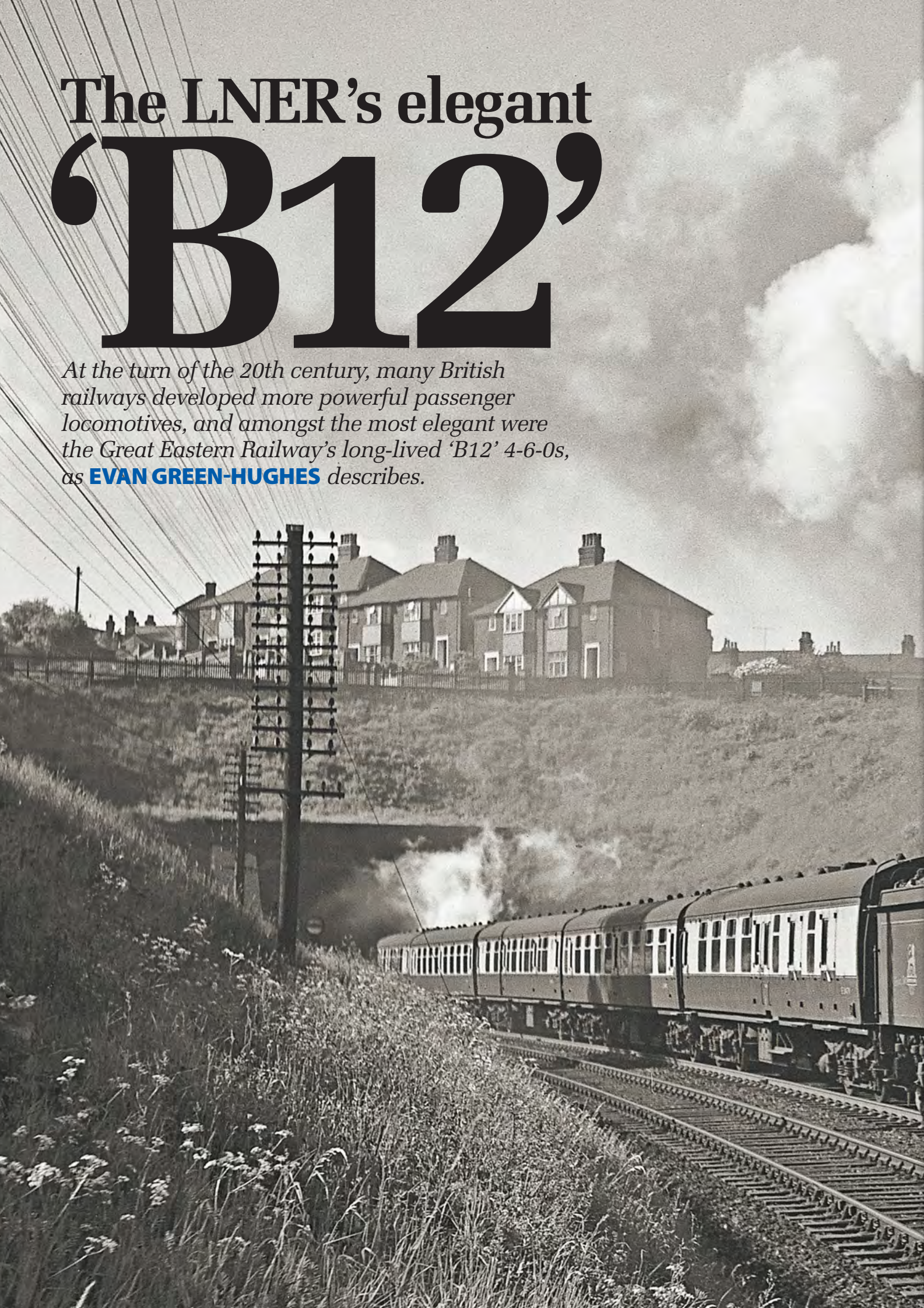
OVERALL

The introduction of the 'B12' is great news for Great Eastern section modellers, but it shouldn't be forgotten that these engines strayed away from their native routes too. Appearances on the East Coast Main Line were frequent in the 1950s.

Having spent plenty of time around the preserved example at the North Norfolk Railway, the 'B12' is high on my personal hit list of locomotives to own and Hornby has done a sterling job of recreating this attractive class in model form. Alongside the 'J15' 0-6-0 and 'D16' 4-4-0 the 'B12' is a perfect addition for Great Eastern layouts. As a strong performer with good looks and exquisite detail, we couldn't ask for more, could we?

The LNER's elegant 'B12'

At the turn of the 20th century, many British railways developed more powerful passenger locomotives, and amongst the most elegant were the Great Eastern Railway's long-lived 'B12' 4-6-0s, as **EVAN GREEN-HUGHES** *describes.*



'B12/3' 4-6-0 61571 leaves Ipswich tunnel with the 3.14pm Yarmouth South Town to Liverpool Street train on May 22 1957. Ken Cook/Rail Archive Stephenson.

THROUGHOUT the Victorian era the 4-4-0 had proved to be the most popular design for express passenger work, but by the turn of the century any further increase in power for this type was hampered by the need to keep within the loading gauge and permissible axle weights allowed by the civil engineer.

One solution was to add more axles while keeping to the basic design of the existing engines and one company that took this course was the Great Eastern Railway (GER) which developed its excellent 'Claud Hamilton' 4-4-0 into a 4-6-0, known as the 'S69', later to become the London and North Eastern Railway (LNER) 'B12'.

Design work started in 1908 under the guidance of F.V. Russell, who was then in charge of locomotive design at Stratford Works, but construction of the first example did not take place for three years due to pressure of other work. The new 'S69s' were equipped with the largest boiler that could be squeezed into the loading gauge, and this required the driving wheels to be reduced in size from the 7ft of the 'Claud Hamilton' to 6ft 6in while the cylinders were increased in size to 20in x 28in. The new locomotive was also designed with a very short wheelbase which assisted with route availability, this feature being enhanced by the fitting of bearings with 1½in side play on the rear axles, a feature that was incorporated from new from the fourth engine onwards and then retro-fitted to the first three engines. They were also distinctive in being the only 4-6-0s with inside cylinders on the main line.

Unusually for locomotives of this period a roomy cab with two side windows was provided and this had a generous roof between engine and tender which tended to make the class look much bigger than it actually was. A pleasing appearance was also enhanced by the decorative valances over the driving wheels which were originally picked out with ornamental brass beading.

AN INSTANT SUCCESS

From the outset, the new engines proved very successful and further batches were ordered over following years. Stratford Works built 70 examples between 1911 and 1920 with a further 20 built under contract by Beardmore and Co of Glasgow in 1920-1921 due to a lack of capacity at the GER's works. A final batch of 10 was added in 1928 when the LNER found itself short of motive power and decided to commission locomotives from Beyer, Peacock and Co of Manchester. These differed slightly from the originals in that they were equipped with Lentz valve gear, the decorative framing over the driving wheels was omitted and the side play feature of the rear driving axle was not fitted.

When new the 'B12s', as they later became, were put to work on the Great Eastern's prestige services between London, Colchester and Norwich and they also hauled boat trains to Parkeston Quay. They remained on these duties for some years »

Carrying an interim British Railways livery, 'B12/3' 61565 leaves Grantham with the 5pm stopping train for Peterborough on June 29 1950 during the class's period working on the Great Northern Main Line. Gordon Hepburn/Rail Archive Stephenson.

until replaced and supplemented by still larger locomotives in the early 1920s.

After the grouping the LNER was anxious to try locomotives from one region against others and so the 'B12s' were trialled on the Leeds to Doncaster route but it was felt that they were not suitable and so they were returned to the GE section. In 1926 tests took place with 8526 on the former Great North of Scotland lines and it was found that the locomotive was an ideal replacement for the elderly 4-4-0s that had monopolised services there for many years.

Consequently, in 1931 when new 'Sandringham' 4-6-0s arrived on the GE section, a number of 'B12s' were transferred to Scotland where they found work on Aberdeen to Elgin services, initially on goods and fish trains but later also on passenger duties. During the summer season some were loaned to Eastfield shed for use on excursion trains to Oban and while they were in the lowlands they were tried on some expresses, but were found lacking and subsquently returned to the north of Scotland.

WARTIME STALWARTS

The 'B12s' continued their express and secondary work until the Second World War at which point they were allocated to heavier wartime trains with some success. One feature of their design which was to prove particularly useful was that they were fitted with train air brakes and the conflict saw several allocated to American ambulance trains as a result. These trains travelled all over the south east, taking the 'B12s' to many areas where they had not been seen before.

At this time loads of 500tons or more were common but the locomotives earned a reputation as good performers under difficult circumstances. Following the conflict all returned to their home territory but the arrival of more modern locomotives such as the Thompson 'B1' 4-6-0s saw most English-based 'B12s' allocated to Stratford where they were mainly used on semi-fast Southend trains.

A steady decline followed as more new motive power became available with the first withdrawal, 8534, taking place in June 1945 and with the class seeing out its days on services between Norwich and Cromer. At nationalisation in 1948, 72 of the original 80 survived to pass into British Railways ownership and these were renumbered 61500–61580. This numbering followed the intended 1945 LNER scheme but not all locomotives had received these numbers so some went directly from their 1924 guise to their BR identity.

Withdrawals continued, and all were gone by the end of 1961.The final example was 61572 which was retained as something of a celebrity engine and was often used on Yarmouth to March parcels trains as well as railtours in its final years. It was withdrawn in 1961 and has since been preserved at the North Norfolk Railway.

UPGRADES AND CHANGES

As with many other types of locomotives the 'B12s' were extensively modified during their lifetimes with the most obvious changes relating to the use of a larger boiler and the removal of the ornamental valances.

One of the first modifications came in 1926 when the LNER used the class for experimental work with feedwater heating and to this end 8509 was fitted with Worthington-Simpson apparatus on the left hand running plate while no fewer than 50 of the class were fitted with the ungainly French ACFI feed water heating apparatus between 1927 and 1937. This involved a small tank and pipework perched on the boiler top between the chimney and the dome but was not very successful, any savings in fuel being offset by increased maintenance costs.

In the same year 8516 was fitted with Lentz oscillating poppet valve gear, being only the second such installation in the country at that time, and this resulted in an improvement in performance and economy. 8525 was similarly fitted in 1928 and Lentz valve gear was then specified for the 1928-built Beyer Peacock batch from new. However, subsequently major problems with the cam boxes, which were integral to the cylinders, caused Lentz-equipped locomotives to be rebuilt from 1931 onwards with new long travel valves instead.

This final batch of locomotives also incorporated other modifications; these included an extended smokebox and alterations to the boiler causing a reduction in the heating surface. The ornate valances were omitted from this batch and the water scoop was worked by hand, rather than by air as on the earlier engines.

In 1932 8579 emerged from Stratford fitted with a larger boiler of 5ft 6in diameter and with a redesigned front end. The new boiler was similar to that fitted to the 'Sandringham' class and had a Gresley round topped firebox. There were also modifications to the valve gear and new long travel valves were fitted. This became the standard for all rebuilds and was known as the 'B12/3' and its adoption saw the disappearance of the ACFI apparatus and the Lentz valve gear from the class.

The rebuilt 'B12/3s' were heavier than the original machines and unsuited to work in Scotland and so, in 1943, the LNER embarked on a different modification to produce the 'B12/4'. In this variant a more modern boiler of 5ft 1in diameter was used in which the barrel was rolled from a single plate and the tubes were arranged differently, cutting down on weight. These locomotives were around six tons lighter than the 'B12/3s'.

All the 'B12s' were equipped with the same type of tender but those working on the Midland and Great Northern and Great North of Scotland sections were fitted with tablet changing apparatus. Some of the Scottish allocation were given tenders from 'B17s' in their later years, as the 'B17s' had been provided with bigger tenders.

'WANDERING 1500'

Following main line service lasting for half a century only one of the 'B12s' made it into preservation. Following its period as a celebrity engine and mascot at Norwich 61572 was bought by the M&GN Joint Railway Society and in 1963 embarked on the 260-mile 'Wandering 1500' railtour. It then went into storage before being taken to the North Norfolk Railway at Sheringham, along with 'J15' 65462. By then the locomotive was in poor condition. In 1977 an appeal for its restoration was commenced

LNER 'B12' FACTS AND FIGURES (AS BUILT)	
Designer:	S D Holden
Built:	1911-1928
Withdrawn:	1945-1961
Builders:	GER Stratford, Wm Beardmore and Co, Beyer, Peacock and Co
Purpose:	Express passenger
Wheel arrangement:	4-6-0
Weight (locomotive):	63tons 0cwt
Weight (tender):	38tons 6cwt
Bogie wheel diameter:	3ft 3in
Driving wheel diameter:	6ft 6in
Wheelbase:	48ft 3in
Boiler diameter:	5ft 1in
Boiler pressure:	180psi
Cylinders:	Two inside, 20in x 28in
Tractive effort:	21,969lbs
Total in class:	80

'B12/1' 8568, fitted with an ACFI feed-water heater, passes Manningtree North Junction with an Ipswich to Liverpool Street slow in 1937. George Grigs/Rail Archive Stephenson.

but the work was plagued with problems, so much so that the locomotive was shipped out to Kloster Mansfeld near Leipzig where a traditional steam era workshop was still in existence. Unfortunately a change of management at that plant resulted in a dispute, by which time the locomotive was in pieces, and this meant that work was not completed until December 1994.

The sole-remaining 'B12' finally re-entered service in 1995 and commenced an illustrious career on the North Norfolk Railway, where it is the line's flagship engine. It has carried a number of liveries during this time, including LNER apple green, unlined black and BR lined black. It was rebuilt once more over five years between 2007-2012, but with much more success than the first time and since that time the locomotive has appeared at the 'Steam on the Met' event and has made guest appearances at many other premier heritage lines in the UK.

Considering that the 'B12s' design was so constricted by outside factors such as available turntable length, restricted axle loading and overall size the class turned out to be highly successful. They proved themselves quite capable of working not just in their native East Anglia, but in the more severe terrain of the north of Scotland too. It is a testament to their design that only eight of the class failed to make it into British Railways ownership and that today one survives to haul trains on one of our heritage railways.

Resplendent in LNER lined apple green 'B12/3' 8546 approaches Westerfield with a down express from London Liverpool Street in 1937. George Grigs/Rail Archive Stephenson.

'OO' GAUGE

Original Network SouthEast livery

IN THIS 30th anniversary year, it is fitting that BR's Network SouthEast (NSE) era should be remembered with some stand-out model releases, including this eye-catching 'OO' gauge Class 50 in the sector's red, white and blue livery from Hornby.

Representing 50026 *Indomitable*, the model carries original NSE colours with upswept lining and white cab window surrounds which it carried from 1986 until withdrawal in 1990 - albeit with black front cab window refinements in its final year. Hornby's detailed model features opening cab doors, adjustable engine room louvres, neatly appointed cab interior, metal handrails and sprung metal buffers. A separate static roof fan is visible beneath the grille.

Application of the bright blue, red, white and grey colour scheme

'OO' GAUGE

Departmental 'J50'

- **Price:** £93.49
- **Cat No:** R3406
- **Site:** *www.hornby.com*
- **Era:** 5

Hornby's 'OO' gauge Gresley 'J50' 0-6-0T (HM104) returns this December in non-revenue form for its latest appearance.

It is finished in BR black with late crests as Departmental No. 14.

With a 36-year career that turned full circle, this particular 'J50' 0-6-0T ended its days at its birthplace, Doncaster Works, when it was selected for departmental use in 1962 following withdrawal from service. It remained in use at the works until displaced by diesel shunters in 1965.

Hornby's latest issue appears with standard coal bunker and filled in raves together with a wealth of separately fitted detail including smokebox door dart, lamp irons, metal grab handrails, sand pipes, steps and more.

Inside you will find the same smooth running mechanism as the first batch together with an 8-pin Digital Command Control decoder socket. You can even squeeze sound into this chunky tank engine, as shown in our step by step guide in HM106.

Diminutive, different and delightful. (MC)

for Hornby Class 50

- **Price:** £170.49
- **Cat No:** R3471
- **Site:** *www.hornby.com*
- **Era:** 8

is very good with a high-quality satin paint finish with well-defined colours throughout, together with crisply printed lettering and small details such as NSE lozenges on the former headcode boxes.

A smooth and powerful performer capable of handling a 10 coach train, it also features an 8-pin Digital Command Control (DCC) decoder socket and directional lighting. A separate pack of small parts contains bufferbeam pipes and small tension lock couplings.

A colourful and welcome release which is due to arrive in the shops during the first week of December. (MC)

ALL SCALES

Albion Alloys Maquett plastic profiles

- **Price:** from £2.40 per length
- **Site:** *www.albionhobbies.co.uk*

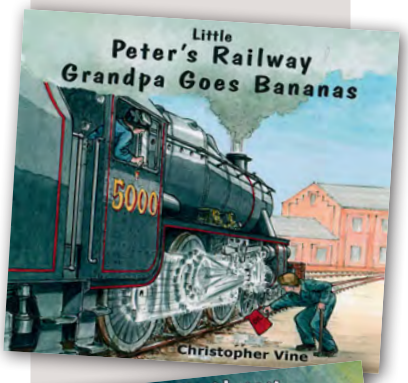
Albion Alloys hobby section has begun supplying the Maquett range of plastic profiles and sheets offering a new source of materials for scratchbuilders. The range comprises angle, 'I', 'L', and 'H' section as well as tube, channel, triangle, square and rectangle section – all in a variety of sizes.

All are supplied in 330mm and 1,000mm lengths and in addition there is a large range of plastic sheet materials covering plain and embossed finishes. For review we received a range of tube, angle, flat and channel section. All were equally well created through extrusion processes and offered clean cutting with a suitable craft knife.

This collection of plastic materials offers great value in its variety for modellers in all scales. (MW)

RECOMMENDED READING

Peter's Railway titles for Christmas



Author:	Christopher Vine
Publisher:	Christopher Vine 2016
Website:	*www.petersrailway.com*
Title:	Grandpa Goes Bananas
ISBN:	978-1-9088970-60
Title:	Rain, Steam and Speed
ISBN:	978-1-9088970-77
Price:	£2.99
Spec:	32 pages, paperback

JUST ADDED TO Christopher Vine's range of delightful Peter's Railway books are these two new titles, Grandpa Goes Bananas and Rain, Steam and Speed. Each aims to spark the imagination with a fun and exciting adventure or story. Grandpa Goes Bananas is from the Little Peter's series aimed at 3-6 year olds and is set in a railway museum, while Rain, Steam and Speed is aimed at 6-12 year olds, set on the East Coast Main Line. With easy to follow text and beautifully illustrated with watercolour artwork, they are sure to make perfect stocking fillers this Christmas. (MC).

'OO' GAUGE ● **Price:** £175.99 ● **Cat No:** R3479 ● **Site:** *www.hornby.com* ● **Era:** 9

Unique Drax colours for

HORNBY'S high-fidelity Class 60 receives an eye-catching makeover for its latest outing as 60066 in Drax Powering Tomorrow silver livery.

Repainted in 2013, the prototype received the standout livery to match the new biomass liveried bogie hopper wagons built by WH Davis for use on new fuel flows to Drax Power Station in North Yorkshire.

Having produced a pair of 'OO' gauge biomass bogie hopper wagons exclusively for Drax (HM104), it was only natural that we should see Hornby's Class 60 appear in due course. A standout feature of this model is the see-through nature of the etched grilles at one end with exquisite engine room detail and, together with separately fitted windscreen wipers, lamp irons, well-detailed underframe and bogie detail, you can see why this model is so well regarded.

Decoration is excellent, just as we would expect from Hornby with a neat, even silver paint finish to the sides and cab window surrounds, with a lower grey bar running along each side. Numbering and Drax branding finishes the model off with the Drax logo appearing particularly effective with its graduated colour matching well against the prototype.

'OO' GAUGE ● **Price:** £181.99 each ● **Cat No:** R3408-R3410 ● **Site:** *www.hornby.com* ● **Era:** 3-5

Hornby delivers a trio of 'Kings'

A new batch of GWR 'King' 4-6-0s has been released by Hornby covering three distinct periods in this express locomotive's careers. New in are 6016 *King Edward V* in GWR lined green with monogram logos (R3408), 6002 *King William IV* in BR lined green with late crests (R3409) and 6025 *King Henry III* in the striking BR lined express passenger blue livery of the early 1950s (R3410).

All three are superbly appointed with intricate detail differences including correct buffer shank styles across all three locomotives, differing lubricator positions on the running plate, smokebox door fittings and more.

Decoration and performance are equally excellent with the BR lined blue livery of 6025 looking particularly attractive. A powerful motor is positioned in the boiler driving the rear axle giving these high profile locomotives ample capacity to lift an eight coach train. Add in an 8-pin Digital Command Control decoder socket and space for a 28mm round speaker in the tender and these models have plenty to offer.

Plus, if you fancy one with sound already fitted, a new version with Hornby's Twin Track Sound decoder has also been released as 6006 *King George I* in BR lined green with late crests (R3384TTS) priced at £209.99. (MW)

Hornby '60'

With a heavy diecast chassis aiding its impressive tractive ability, together with a smooth running five-pole skew wound motor, 8-pin decoder socket and directional lighting, this is another super release from Hornby. (MC)

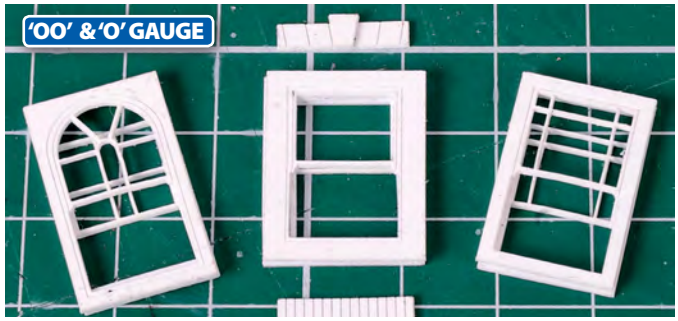
Metcalfe's glue applicators

- **Price:** £3.75
- **Site:** *wwwmetcalfemodels.com*
- **Era:** Any

When constructing card kits it is always important to regulate the amount of glue required to prevent damaging the finish.

Metcalfe's useful pack of ultra-fine tip glue applicators are designed to direct glue precisely where it is required. Suitable for use with PVA or solvent-free glues, these are effective tools which do the job they are designed for well. Simply decant the glue into the applicator bottle, replace the top and use.

Supplied in a pack of three applicators, each features a fine pin which aims to prevent the nozzle from clogging. (MC)



Wonderful windows

- **Price:** £6.00 ('OO'), £7.50 ('O')
- **Site:** *www.yorkmodelmaking.co.uk*
- **Era:** Any

York Modelmaking's range of building materials includes these fine laser-cut 4mm and 7mm scale three-piece sash windows.

Each window is formed of three laser-cut acrylic pieces and they can be assembled open or closed. Brick and stone headers to suit, together with matching window aperture templates are also available.

Useful scratch-building aids. (MC)

'OO' GAUGE • **Price:** £154.99 • **Cat No:** R3412 • **Site:** *www.bachmann.co.uk* • **Era:** 4

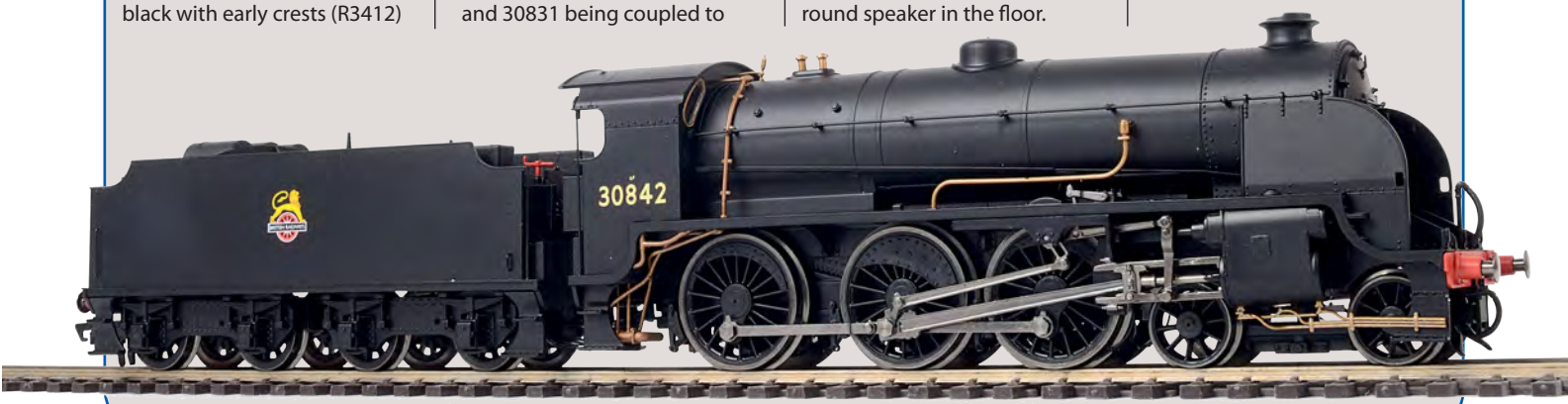
Freight power for the Southern

Hornby's 2015 introduced Maunsell 'S15' 4-6-0 is back for a second outing offering a new choice of freight and mixed traffic motive power for layouts set on the former Southern Railway's territory.

New in are 30842 in BR black with early crests (R3412) together with 30831 in BR black with late crests (R3413) and 827 in black with Bulleid sunshine lettering on the tender (R3411). Our sample of 30842 is the only one of the three new additions to be paired with the straight sided tender – 827 and 30831 being coupled to the flare sided bogie tender.

The 'S15' has a stunning mechanism offering excellent slow speed control and faultless smooth running capabilities. An 8-pin Digital Command Control decoder socket is provided in the tender plus space for a 28mm round speaker in the floor.

The livery choices might be limited for the 'S15', but Hornby has done a fine job in applying the BR black colour scheme together with all the little details and accents which finish it off. Excellent and available now. (MW)



Weathered finish for Bachmann's '64'

- **Price:** £105.95
- **Cat No:** 31-638
- **Site:** *www.bachmann.co.uk*
- **Era:** 5

The GWR '64XX' 0-6-0PT is the latest model to get a factory weathered finish in the Bachmann 'OO' gauge portfolio. Modelling Tondu (86F) allocated 6419 the model carries lined BR green with late crests and all the filth and grime you'd expect for a 1960s 'Pannier'.

The muted tones consist of an overall spray of weathered black colouring which is heavier on top of the tanks to suggest soot build up. The cabside numberplates, although printed, have been left clean suggesting that the crew has made the effort to keep them visible.

Factory fitted with a 6-pin DCC decoder socket and NEM coupling pockets, this smooth running new issue is a sure fire winner for Western Region branch line modellers, although the £105 price tag might be something of a surprise for this size of locomotive. (MW)

Passengers for suburban Mk 1

- **Price:** £34.95
- **Cat No:** 34-630A
- **Site:** *www.bachmann.co.uk*
- **Era:** 4

Bachmann's first factory-fitted 'populated' 'OO' gauge carriage has arrived from its 2016 range.

This BR Mk 1 57ft suburban Brake Second, M43226, is fitted with 12 seated passengers shared between six passenger compartments. Each figure is painted with a selection of different poses visible through the glazed compartment windows. Application of the BR lined maroon colour scheme is up to Bachmann's usual high standard, with a uniform satin paint finish with crisply printed lettering and lining, together with grey roof. The addition of passengers might add to the cost, but it does enhance this long standing model. Excellent and available now. (MC)

'Covhop' returns in weathered guise

- **Price:** £27.95
- **Cat No:** 38-501A
- **Site:** *www.bachmann.co.uk*
- **Era:** 7

Bachmann's delightful 'OO' gauge 24ton covered hopper wagon ('Covhop') returns in Soda Ash form as B886096 in weathered BR grey.

Labelled for use on services to/from Northwich in Cheshire, the model bears the hallmarks of previous releases with fine handbrake levers, roof hopper loading doors, walkways, underframe spring detail, metal buffers and turned metal three-hole wheels.

Application of the distressed BR grey paint finish is effective and includes rust patches and an overall dusting of light brown weathering. Legible labels and lettering are printed on both sides, the distinctive unloading instructions appearing particularly striking on this release.

Bachmann continues to refine its weathering techniques and with the different effects on each side of this model it shouldn't be too difficult for a non-uniform rake to be formed with a bit of planning. (MC)

Bachmann adds separate coal load

- **Price:** £16.50
- **Cat No:** 37-091
- **Site:** *www.bachmann.co.uk*
- **Era:** 3/4

The latest Railway Clearing House (RCH) seven-plank open wagon from Bachmann is the first to feature a separate coal load. The 'OO' gauge RCH coal wagon is neatly painted in the grey and black colours of Tredegar Iron and Coal Company, with white rimmed spoked metal wheels.

The new coal load measures 62mm x 28mm, and has a realistic-look while a slightly larger foam sheet base aids its snug fit within the wagon. Wagon loads make a big difference to open wagons and Bachmann has done a smart job of creating this new addition to its range. (MC)

New 'OO' gauge grain hoppers

- **Price:** £26.50/£27.95
- **Cat No:** 37-604/38-602A
- **Site:** *www.bachmann.co.uk*
- **Era:** 5 and 5/6

Bachmann's 'OO' gauge 21ton grain hoppers have gained new identities for their latest release in pristine Worthington grey livery and weathered BR bauxite.

Both represent welded examples and feature detail differences between vehicles, including new tooling options for the Worthington liveried model with its roof-mounted walkway along one side and hopper discharge handles on both sides of the wagon underframe. Other detail differences between models include axlebox arrangements and buffer shank styles.

Decoration includes an impressive weathered BR bauxite finish for one which consists of rust patches, data panels and a dusting of weathered brown paint. Meanwhile, the Worthington example has a fresh allover grey body colour accented by Worthington script and legible Chas Roberts of Wakefield Ltd builder's plates.

Finely moulded ladders, turned metal three-hole wheels and small tension lock couplings in NEM pockets complete these accomplished wagons. (MC)

Wickham Trolley is a tiny MARVEL

The Wickham trolley might not be a first choice as a ready-to-run model, but Bachmann has created a beautiful model all the same. **MARK CHIVERS** runs the rule over this miniature Type 27 variant.

IT MAY HAVE BEEN A LONG time in development but Bachmann's 'OO' gauge model of the diminutive Wickham railway trolley is here.

The first examples were built in the 1940s and more than 600 trolley cars were built by D. Wickham and Co. Ltd. They were used primarily for transporting engineering staff and materials to and from engineering possessions. Whilst there were many versions manufactured over the years, Bachmann's new model is based on the prevalent Type 27 variant, as operated on BR metals.

THE MODEL

For review we received two examples in BR maroon and BR engineers yellow, both based on 1950s prototypes. A third model in BR engineers yellow with 'wasp stripes' (Cat No. 32-993) is also available.

On removal from its packaging you are instantly struck by this model's tiny size in comparison to most 'OO' gauge models. Of course, this is as it should be but it's even more amazing to think that this model is also motorised. As suitable space within the personnel carrier is effectively non-existent, Bachmann's engineers have developed a small motorised mechanism housed within a permanently coupled trailer which features an ample ballast load, disguising the inner workings below.

Given its size, close inspection reveals an impressive level of detail for such a small model with glazed cab windows, grabrails, handrails, running boards, bench seats, wooden plank-effect flooring, moulded headlamps and realistic rolled-up side curtain detail. Look closer and you'll discover foot pedal controls, engine cover, handbrake lever and even a gearstick. Underneath, exquisitely moulded brake shoes sit in line with the minute wheels

The Wickham trolley is a tiny model, but it runs superbly thanks to its coreless motor.

The motor is contained in the ballast trailer leaving the trolley free for full interior detail.

THE DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	32-991
Description:	Wickham Trolley Car B30W, BR maroon
Cat No:	32-992
Description:	Wickham Trolley Car TR23, BR engineers' yellow
Scale:	'OO'
Price:	£79.95
Era:	4/5 and 6 respectively
DCC:	No fittings provided
Couplings:	None

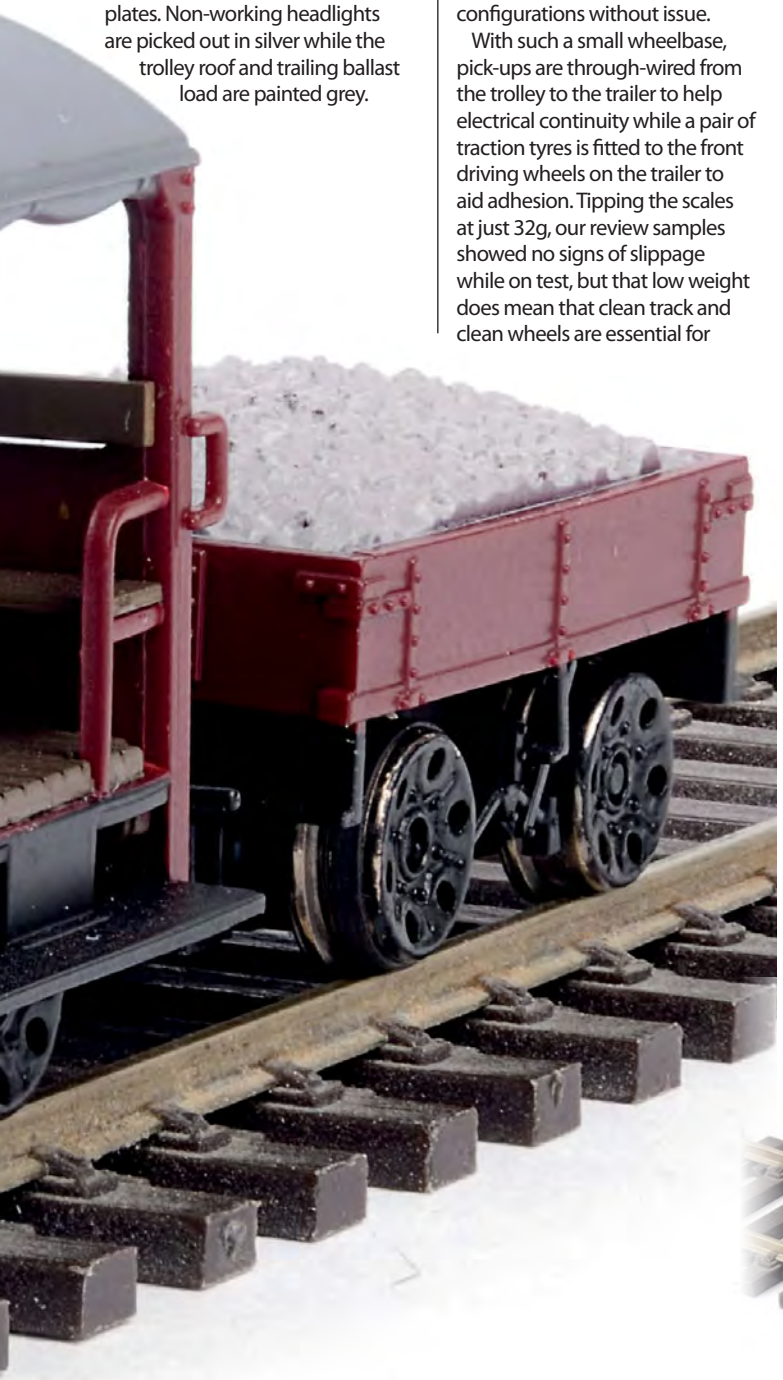
while fine (and delicate) plastic bumper bars sit across each end.

Finished as B30W in BR maroon and TR23 in BR engineer's yellow, decoration is up to the high standards we've come to expect from Bachmann together with crisply printed lettering, numbers and neatly applied legible builder's plates. Non-working headlights are picked out in silver while the trolley roof and trailing ballast load are painted grey.

PERFORMANCE

Naturally we were eager to see how this tiny model would run and it was set to work on *Hornby Magazine's* office test layout immediately. As we hoped its performance was exemplary with our review samples running smoothly and quietly through a series of track configurations without issue.

With such a small wheelbase, pick-ups are through-wired from the trolley to the trailer to help electrical continuity while a pair of traction tyres is fitted to the front driving wheels on the trailer to aid adhesion. Tipping the scales at just 32g, our review samples showed no signs of slippage while on test, but that low weight does mean that clean track and clean wheels are essential for continuous electrical contact. A separate pack containing two spare traction tyres is also included.



One area of compromise, if you can call it that, is the lack of Digital Command Control (DCC) provision on this model, it being suitable for analogue control only. Not only that, Bachmann recommends within the instructions that it should not be operated as an analogue model on DCC systems which allow this type of operation, due to the nature of the motor used; it being fitted with Bachmann's coreless motor. Whilst understandable with space at such a premium, adding DCC to this model is an area we intend to return to in a future issue of *Hornby Magazine*.

OVERALL

So, has the wait for the Wickham Trolley been worth it? Absolutely! This is a stunning example of something a little different which is sure to grace many layouts. The fact that it runs as well as it looks, too, sets it in good stead for further detailing projects populated with engineers on the way to their next possession of line inspection. Sensational. (MC)

Sound and passe

- **Price:** £269.95
- **Cat No:** 32-290DS
- **Site:** *www.bachmann.co.uk*
- **Era:** 8

FOR ITS LATEST OUTING, Bachmann's 'OO' gauge BR Class 101 two-car Diesel Multiple Unit (DMU) carries BR Network SouthEast (NSE) livery, but making this model really stand out are the addition of digital sound and a collection of passengers too.

Announced as part of its 2016 range, this is the first of Bachmann's 'OO' models to feature seated passengers and it represents a Cambridge area unit from the late 1980s. Comprising Driving Trailer Composite with Lavatory (DTCL) 54068 and Driving Motor Brake Second (DMBS) 51444, the unit carries Cambridge and Royston destination blinds. Each vehicle is populated with a dozen neatly painted seated passengers, some of which can be seen reading newspapers. These figures are particularly effective in disguising the Digital Command Control (DCC) sound and speaker installation within the DMBS.

Application of the vibrant NSE colour scheme is up to Bachmann's usual high standards with silver-painted buffers, black roof and red bufferbeams adding the finishing touches.

Performance was smooth and quiet throughout, but what

NSE Anniversary Commuter Pack

- **Price:** £209.95 ● **Cat No:** 30-430 ● **Site:** *www.bachmann.co.uk* ● **Era:** 8

Bachmann's well-regarded 'OO' gauge Class 416 2-EPB Electric Multiple Unit (EMU) forms the centrepiece to this striking BR Network SouthEast (NSE) 30th Anniversary train pack.

Launched in June 1986, British Rail's NSE business sector set about improving the quality and perception of passenger services in London and the South East (HM109).

Bachmann's eye-catching pack contains 2-EPB 6414 in late 1980s condition together with resin Scenecraft art deco low-relief suburban station building and two platform sections.

Whilst NSE livery has adorned Bachmann's 2-EPB previously (on a Bachmann Collectors Club limited edition), this latest version comes without cab front headlights and has detail differences such as white grabrails and NSE lozenges on each cab front together with a black roof. The unit is DCC ready with a single 21-pin decoder required to power the train on digital layouts.

Bachmann's art deco low relief station appears in NSE white and red with appropriate signage while the platform sections are weathered brown.

Delve deeper beneath the polystyrene packaging and there's also a limited-edition certificate, set of five NSE themed postcard prints, a reproduction Network Card and NSE plastic ticket wallet. Both the packaging and postcards feature artwork created by the late Edward Pond, who designed the distinctive prints that appeared within NSE's rolling stock and on publicity material - a neat touch.

A colourful and well thought out package. (MC)

ngers for NSE 101

really brings this model to life is its DCC sound capability which completes the 'bells and whistles' feel. Featuring a six-function ESU LokSound V4.0 decoder, it offers an impressive suite of sounds as well as directional and interior illumination which are controlled by Function 0 - interior lights can also be turned on/off manually using the switch on the underframe.

Engine startup (F1) is impressive and features the distinctive revving sound of the engines at start-up. A manual start for each engine is also offered. F2 and F3 control the two-tone warning horns. Other sounds include air build-up, door slams, brake application sounds, engine coasting and a useful 'right away' sequence including guard's whistle, driver's buzzer and warning horn. An automatic uncoupling cycle (F15) which sees the model shunt forward briefly and then back – ideal if you have the capability for auto-uncoupling – is also included.

With so much detail and functionality at your fingertips, Bachmann have delivered a stunning model which not only looks good, it also runs well and sounds great too. (MC)

West Anglia Mk 1 RMB

- **Price:** £39.95
- **Cat No.** 39-265
- **Site:** *www.bachmann.co.uk*
- **Era:** 8

New from Bachmann is this 'OO' gauge BR Mk 1 Restaurant Miniature Buffet (RMB) in BR Network SouthEast (NSE) livery. A small number of these vehicles carried the vibrant colour scheme for use on West Anglia locomotive-hauled services from London Liverpool Street to Cambridge and King's Lynn in the late 1980s.

Bearing the hallmarks of previous releases and finished as BR Mk 1 RMB 1865, application of the blue, white, red and grey livery is crisp and matches the prototype well – even its revised coach number position on one side has been replicated.

Although the prototype had a limited sphere of operation in this livery, it is sure to prove popular amongst modellers of the Network SouthEast era. (MC)

BLACK LABEL Gresley 'A4'

EXCLUSIVE FIRST REVIEW

Dapol is set to release one of its boldest new models this winter. **MIKE WILD** takes an exclusive and detailed look at the finish and capabilities of the stunning Black Label Gresley 'A4' 4-6-2 for 'OO' gauge.

THE READY-TO-RUN market is incredibly competitive today. New locomotives are regular rather than rare events and over the past decade standards of detail and performance have continued to rise. We've seen an increase in digital sound from the factory; most recently the abilities of that system have been pushed further bringing features which were once the preserve of aftermarket decoders to the masses.

Enter Dapol and its revolutionary concept for a new model of the Gresley 'A4' 4-6-2 for 'OO' gauge. Nothing special? Just another 'A4'. Surely we don't need another one? Well, by the time you have found out what this model can do, your shopping list is likely to be one model longer.

The concept was revealed at the Warley National Model Railway Exhibition in November 2015 where a subtle announcement through a poster and first sample gave a taste of what was to come. The specification included a die-cast body, powerful motor, fine detail throughout and digital compatibility, but digging deeper showed that Dapol had much more to offer than just 'another' 'A4'.

Also on the list for the inaugural Black Label product were factory fitted sound, a lightweight chassis design which would make way for a fan driven smoke generator and facility to offer working headlamps and firebox flicker.

THE MODEL

This first batch of Black Label 'A4s' models Sir Nigel Gresley's famous streamlined 'Pacifics' as they were in and around 1936, shortly after their introduction in 1935. That means original condition with valances and a choice of non-corridor and corridor tenders in London and North Eastern Railway (LNER) garter blue, LNER silver and LNER lined apple green.

In total six different locomotives are being produced with each limited to 320 units, except for 4468 *Mallard* which will be limited to 400 pieces. *Mallard* is also the only version with a double chimney. The other five identities chosen are 2510 *Quicksilver* and 2512 *Silver Fox* in silver, 4467 *Wild Swan* and 4464 *Bittern* in garter blue plus 4482 *Golden Eagle* in apple green. All the garter blue models are coupled to non-corridor tenders, while 2510 and 2512 are paired with 1935 streamlined corridor tenders. 4482 comes with a 1928 corridor tender modified to operate with the 'A4's.

The external appearance of the Dapol 'A4' is impressive with the die-cast body giving a true metallic feel that a steam locomotive should have. This is helped by the gloss finish (although Dapol has informed us that the gloss effect will be reduced on the production models) which further accentuates the quality of the moulding which has been produced for these models.

Details include sprung buffers, a fully detailed bufferbeam, a metal framed front bogie, separately fitted handrails plus individually installed lamp irons and whistle. Importantly, considering the smoke generator, the chimney – like the body – is die-cast too making it resistant to continuous use.

Below the body the brake rigging, wheels and motion are superbly finished with polished rims around the red centre wheels on our sample of *Mallard*. The tender underframe is equally well detailed both above and below the frames.

THE DETAILS	
Manufacturer:	*www.dapol.co.uk*
Description:	Gresley 'A4' 4-6-2 4468 *Mallard*, LNER garter blue
Scale:	'OO'
Price:	£399.99
Era:	3
DCC:	DCC sound fitted, 21-pin socket
Couplings:	Small tension locks in NEM pocket (tender only)

The gloss finish on 4468 *Mallard* looks superb. This is the only double chimney version.

Just as we would expect with a high-end production like this, the cab interior is fully detailed with backhead pipework, gauges and crew seats all superbly done. Added to this an open firebox door – to allow the flicker light to shine through – and this area is right up there with the best. All it needs is a driver and fireman to complete it.

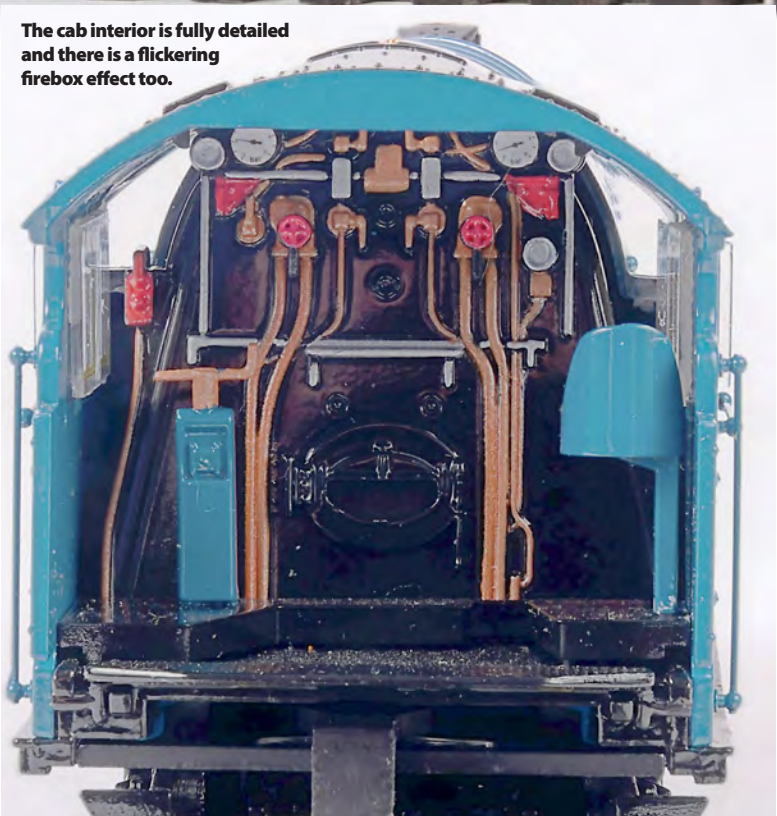
With this model, you also get etched metal nameplates, an optional weather sheet to fit between the cab roof and tender, a real coal load and the choice of either floating Cartazzi rear pony truck for operation or a fixed version for display or wide radius curves.

PERFORMANCE

The external appearance of this 'A4' is just a part of the story as Dapol has really gone beyond what is normally expected for its Black Label range when it comes to performance. All versions are sound fitted and there is no conventional Digital Command Control (DCC) ready version without a decoder. Don't be despondent though – this is an excellent step forward in our view as it shows the progression of digital in model railways. And for those operating on DC, it will still operate and give you basic sound and smoke generator operation too.

The sound files have been recorded from preserved 'A4' 4464 *Bittern* – and very good they sound too. The speaker system chosen is strong and gives a rounded sound - not too harsh and not muffled either through a combination of speakers in the locomotive and tender while the exhaust beat is synchronised with the wheel revolutions. Better still at slow speeds the synchronisation with the smoke generator is clear too. Impressive.

The decoder is NMRA compliant and includes standard CV settings »



The cab interior is fully detailed and there is a flickering firebox effect too.

Fan driven double chimney smoke generator

Smoke generator has enough capacity to run for 30 minutes.

Flywheel fitted powerful can motor

Sprung rear driving wheels

for the motor control which we tweaked to get the best out of the coasting sounds for our particular style of driving. This involved changing CV4 to 125 which gives a sufficiently long deceleration time to allow coasting sounds to be effective. Like all sound fitted locomotives, getting used to its abilities takes a little time, but that is more than worth it.

A range of functions are built into the decoder – 20 in total - including a number of whistles, coal shovelling - which also turns on the firebox flicker LED, safety valves lifting, lamp control and a selection of speech from the driver giving instructions to the fireman.

The fan driven smoke generator gives an excellent flow of smoke and can be turned off and on digitally using Function 7. In addition there is the option to control this through a switch underneath the locomotive for analogue layouts. The generator has a large capacity – enough for 30 minutes running from full to empty – and smoke emits from both exhausts on the double chimney locomotives. This all adds greatly to the 'play' value of the Black Label model.

Actual running qualities are excellent. The motor is as near silent as possible and, should you wish to increase the model's haulage capacity even further, a replacement set of rear driving wheels is included in the box with traction tyres fitted. These have been included to allow the Black Label model to haul heavy brass carriages as well as conventional plastic bodied ready-to-run models.

Our tests were carried out with standard wheels fitted and our sample had no issue at all in handling a 10-coach train of Hornby Pullman carriages. It also ran smoothly through all the pointwork on our office test track aided in part by the fact that the rear driving axle is sprung.

This standard of performance is echoed in analogue mode

Opening vents and finely produced safety valves complete the cab roof

Real coal load in the tender

Control board takes care of all the digital functions in both DCC and analogue operation

Tender mounted speaker is one of two in the locomotive

Optional fixed Cartazzi truck is included in the box

Optional weather sheet enhances the model's appearance

where the 'A4' still provides acceleration and coasting sounds together with full operation of the smoke generator.

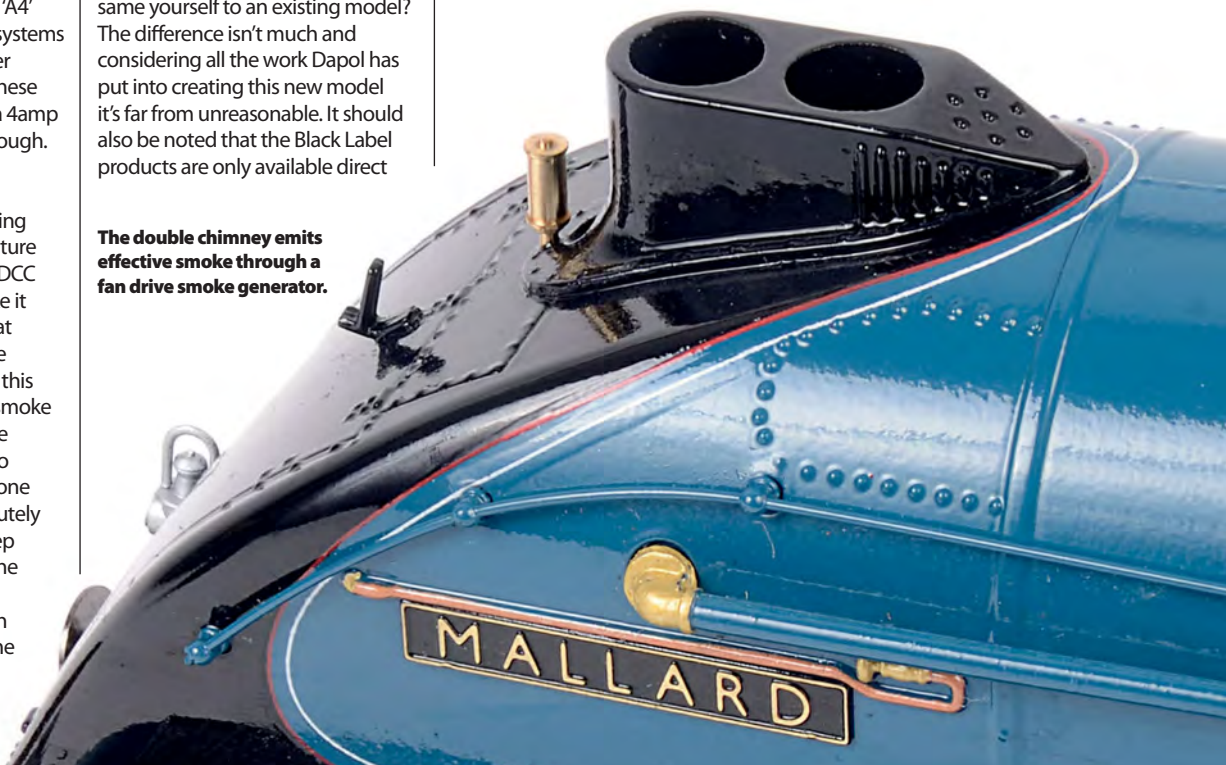
One point to be aware of with this model is that because it is so feature intensive it draws a lot more current than most conventional models – especially with the smoke generator on. Dapol has measured up to a 1.2amp current draw from its 'A4' during tests, so some digital systems might be reaching their upper limit with more than one of these locomotives in service. With a 4amp system we had no trouble though.

OVERALL

The Black Label 'A4' is a stunning model and an exciting adventure for Dapol. Its credentials as a DCC sound fitted only model make it a bold statement and one that shows Dapol's support for the ever-increasing popularity of this sector. The added feature of smoke propels this into a new league which takes us a step closer to realism in miniature. Driving one of these locomotives is absolutely enthralling, and a massive step closer to getting the 'feel' of the real thing in miniature. We've had plenty of experience with smoke generators through the locomotives we have converted for *Hornby Magazine's* exhibition layouts, but none can run for anywhere near the 30 minutes of this 'A4' without a top up.

So now the big question – how much does it cost? The price tag for this model is £399.95 which might seem high, but first consider this: how much would it cost to do the same yourself to an existing model? The difference isn't much and considering all the work Dapol has put into creating this new model it's far from unreasonable. It should also be noted that the Black Label products are only available direct and expressions of interest are still being taken by contacting Dapol. Gresley's 'A4' 4-6-2s were sublime examples of 1930s engineering and the golden era of rail travel. Dapol's model revives that era and gives us a brand new and enticing model of a class which brought even more glamour to the East Coast Main Line. This is a stunning new addition to the range of ready-to-run 'OO' gauge locomotives and, for our personal taste, we hope it leads onto a BR era version in the future too.

Just like the prototype it is based on, this is a ground-breaking product that is set to have a profound influence on future generations of models. Absolutely superb.



The double chimney emits effective smoke through a fan drive smoke generator.

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CASH ONLY

Digital diesels for 'N'

Sound in 'N' gauge has traditionally been a tricky installation – but are things changing? **PAUL CHETTER** assesses how easy it is in Graham Farish Class 24 and 66 models.

Opportunities for installing sound in 'N' gauge are on the increase and *Hornby Magazine's* Barrenthorpe demonstrated a number of locomotives at the Great Electric Train Show. Here a newly fitted out Graham Farish Class 66 leads a cement train under the bridge at Barrenthorpe.

THE ASPIRATIONS OF 'N' GAUGE modellers for Digital Command Control (DCC) sound are being seriously addressed. This is through a combination of willingness from manufacturers to allow for adequate space at the product development stage and by decoder manufacturers in creating small format but fully featured sound decoders.

One result of these trends is the comfortable relationship between Graham Farish Class 66 and Class 24 locomotives and Zimo's 2016 introduced MX649N sound decoder. This decoder is amongst the smallest sound version on the market measuring just 23mm x 9mm and only 4mm deep.

Though not close enough to be regarded as a 'plug and play' solution, installing Zimo sound in these locomotives is a relatively straightforward affair requiring only minimal modification to one cab interior and the ability to solder wires to a speaker in each case.

In both models, the body can be lifted clear of the chassis after the lower body sides have been gently prised outwards to release the retaining lugs. This reveals that a 6-pin decoder socket is provided on the main Printed Circuit Board (PCB) and that there is sufficient length and depth of clear space to accommodate an MX649N direct 6-pin decoder. Both offer roomy cabs which have adequate dimensions to accept an 8mm x 12mm cube speaker if the cab inner mouldings are removed.

On close inspection of the Class 66 it becomes apparent that complete removal of this moulding would seriously disrupt the manufacturer's arrangements for external lighting at that end. The light sources are inboard, the light being transmitted via clear plastic light pathways which are part of the cab floor, and retaining points on each side hold both the cab and the lighting PCB in place. This is the major difference between the installations as the Class 24 cab interior moulding causes no problem for the lighting provision.

Careful measurement of the Class 66 moulding reveals that if the seats and other protrusions rising from the cab floor are removed or reduced in height the cube speaker can be fitted with the remaining portion of the cab moulding in place, retaining the light transmitting and component fixing functions in full.

The cab moulding can be unclipped and removed from the chassis to allow work to be undertaken away from the chassis and other components. Use a miniature file or a cutting disc in a mini-drill to remove the required amount of material, checking the fit of the speaker regularly. I also made a notch at cantrail level in each side of the cab rear bulkhead to allow speaker wires to pass from the decoder to the speaker. With these wires trimmed to length and soldered to the speaker, the decoder can be plugged in and the body refitted to the chassis to complete the installation.

The Class 24 is one of the most straightforward and the quickest sound installations I have completed in any gauge. Separate the body from the chassis and remove the cab moulding from the roof fan end. It simply pulls out - there's no adhesive used.

Extract the 6-pin blanking plug and tidy any errant wiring to create as much space as possible. Cover exposed or potentially exposed metal with insulating tape. The purple speaker wires can then be trimmed to length and soldered to an 8mm x 12mm cube speaker, which tucks under the free end of the decoder. They can be fixed together with Blu Tack or similar before plugging in the decoder. Be careful that the speaker does not distort the lighting contacts on the chassis. It only remains to replace the body to complete the task.

The decoders for each model were loaded with the relevant versions of my custom 'ActiveDrive' sound projects, available as usual from Digitrains, for Zimo decoders. These projects have all the regular features, such as working brakes, dynamic inertia, heavy train/light engine modes, coasting key and 'power boost key' which are available for the larger scales, but optimised for 'N' gauge models too.

The result is a pair of 'N' gauge locomotives which now have the drivability and sound package which was once only available to larger scales. And the situation is only set to improve as Bachmann's new Graham Farish 'Castle' 4-6-0 and Class 40 for 'N' gauge are being designed with sound in mind from the start including provision for installing a 'sugar cube' speaker and a Next18 socket to connect the decoder.

'N' gauge and sound have a bright future.

WHAT WE USED

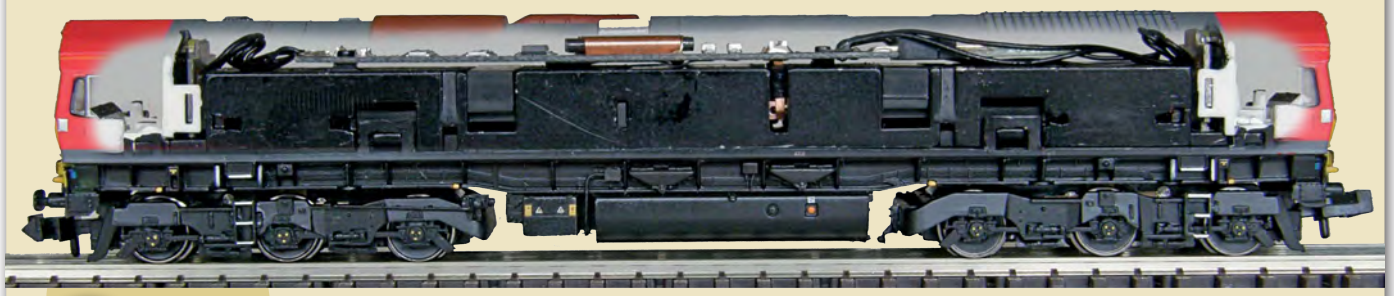
Product	Supplier	Price
Zimo MX649N sound decoder	*www.digitrains.co.uk*	£96.00
Zimo 8mm x 12mm cube speaker	*www.digitrains.co.uk*	£9.00

PLEASE TURN FOR STEP BY STEP GUIDE

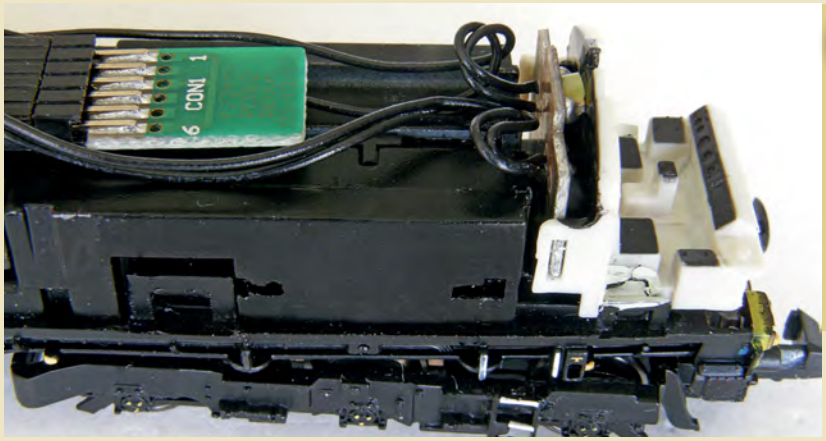
STEP BY STEP

INSTALLING DCC SOUND IN A GRAHAM FARISH CLASS 66

Beginner — Intermediate — Advanced — SKILL LEVEL

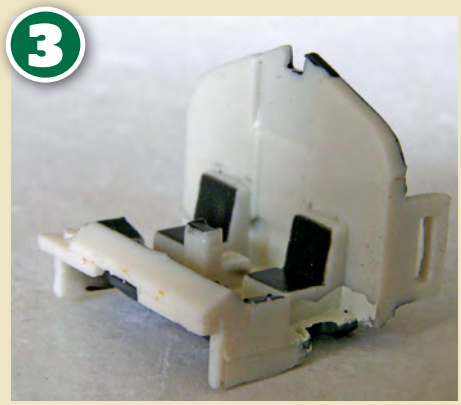


1 The cutaway picture shows that there is sufficient space for a suitable sized decoder but not a great deal of room above the chassis in the 'hidden' portion of the long Class 66 body. The large cab could potentially accommodate a small cube speaker.



2 After the body has been removed, by gently prising its lower edges outwards to release the fastening lugs and sliding it upwards, the general arrangements can be seen. The blanking plug shown was replaced with a direct 6-pin Zimo MX649N sound decoder which fits neatly in the space provided.

3



The inner cab moulding includes light paths for external lamps and the clips hold it and the lighting PCB in place, so it must be retained, albeit in a slightly modified form.

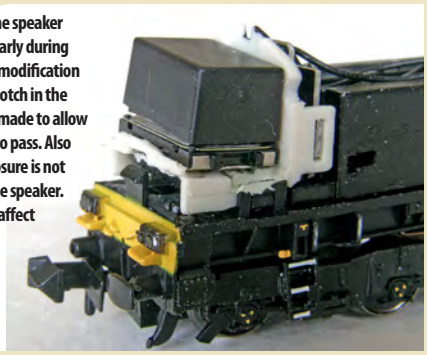
4

The seats, driving desk and console protrude into the space required for the speaker, but the clear plastic light pathways are part of the lower section.

5

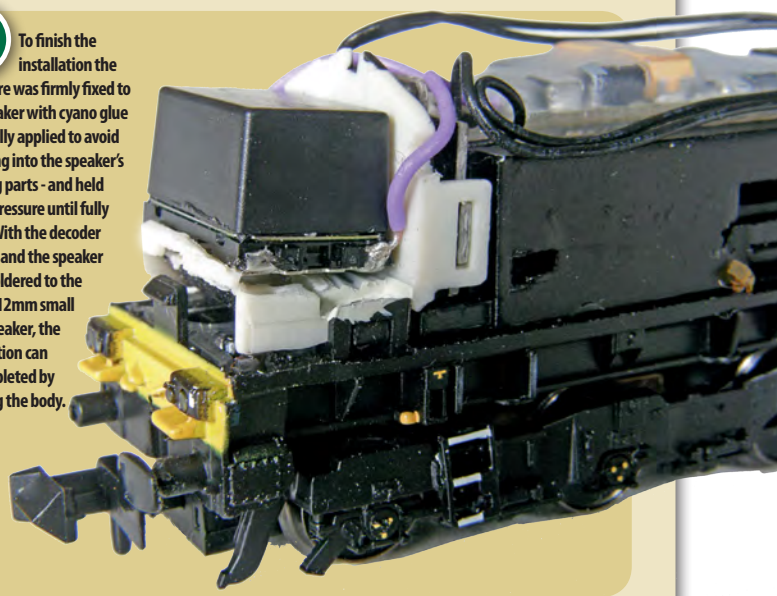
These moulded details should be removed, approximately to the level shown. The base of the cab moulding needs to be retained as delivered.

6 Check the speaker fit regularly during the cab modification process. Note the notch in the cab rear bulkhead made to allow the speaker wires to pass. Also note that the enclosure is not securely fixed to the speaker. This will adversely affect performance if operated in this way.



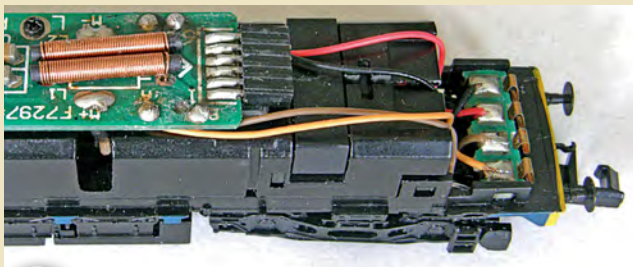
7 The MX649N decoder was prepared by cutting the purple speaker wires to length, and the six direct pins trimmed by a couple of millimetres for a close fit in the DCC socket.

8 To finish the installation the enclosure was firmly fixed to the speaker with cyano glue - carefully applied to avoid it getting into the speaker's working parts - and held under pressure until fully cured. With the decoder in place and the speaker wires soldered to the 8mm x 12mm small cube speaker, the installation can be completed by refitting the body.

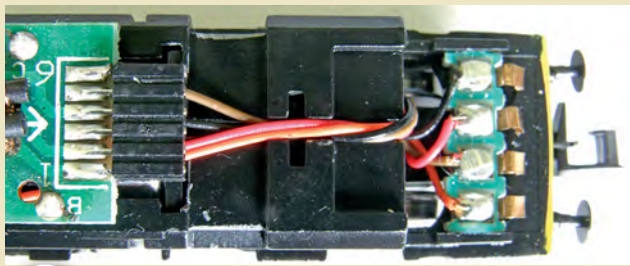


STEP BY STEP INSTALLING DCC SOUND IN A GRAHAM FARISH CLASS 24

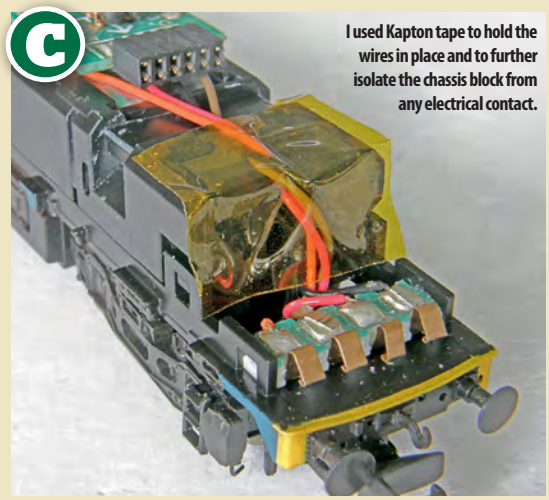
Intermediate
Beginner SKILL LEVEL Advanced



A Turning to the Class 24, the body is removed in the same way as the Class 66. With the body removed and blanking plug extracted from the DCC socket, the lighting circuit wires can be seen to compromise the space allocated to the decoder.



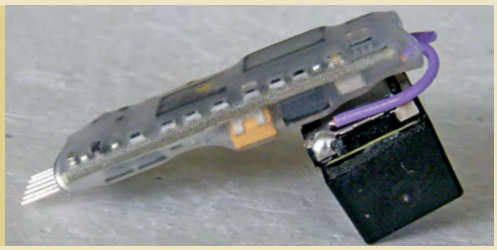
B I twisted these wires together and teased them into the gap between the chassis halves, being careful not to damage their insulation.

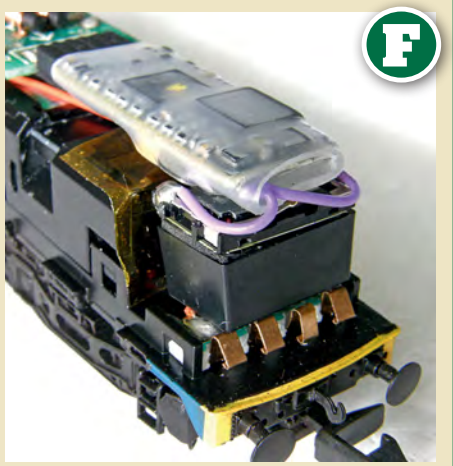


C I used Kapton tape to hold the wires in place and to further isolate the chassis block from any electrical contact.

D I prepared the decoder by trimming 2-3mm off the ends of the six connecting pins and cutting the speaker wires to the required length.

E After soldering on the speaker wires, the speaker was fixed below the decoder with a spot of Blu Tack.

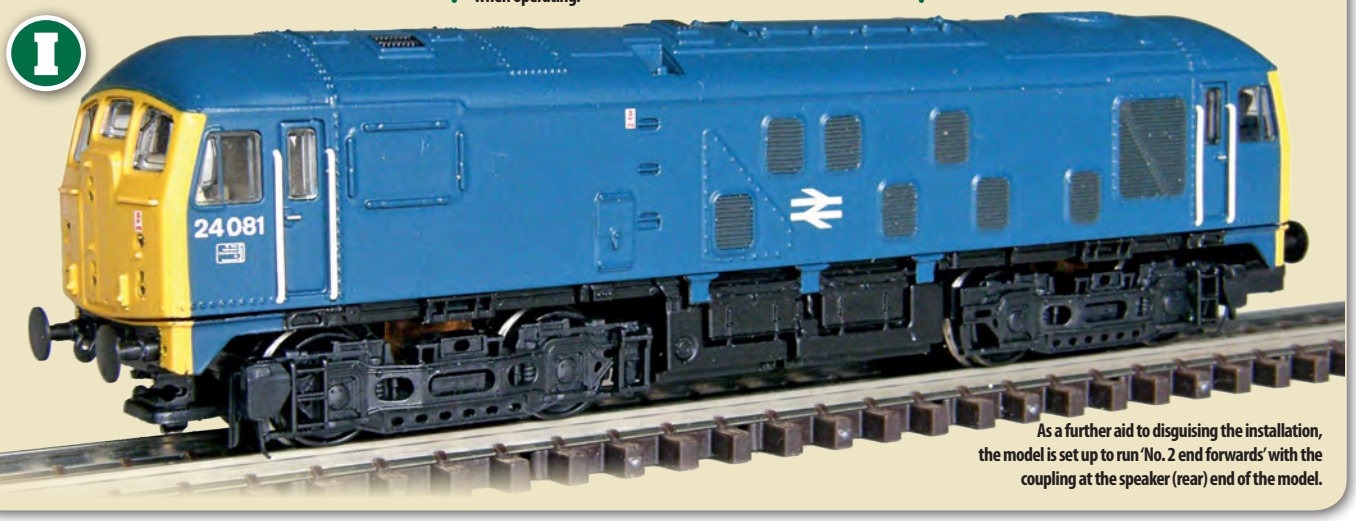




F The decoder was plugged into the DCC socket and the inverted speaker positioned behind the springy metal lighting contacts.

G Though not essential, I covered the end of the decoder and the purple wires with matt black paint to help disguise their presence when operating.

H When the body is refitted, the presence of the speaker is not at all obvious at normal viewing angles and distances.



I As a further aid to disguising the installation, the model is set up to run 'No. 2 end forwards' with the coupling at the speaker (rear) end of the model.

Outon Road

Built by Cavan Millard, and now owned by Bruce Duncan, this 'OO' exhibition layout captures the modern railway scene to brilliant effect.

PHOTOGRAPHY, MIKE BISSET.

STATISTICS

Owner:	Bruce Duncan
Builder:	Cavan Millard
Scale:	'OO'
Length:	8ft (scenic)
Width:	18in
Track:	Modified Peco code 75
Control:	DCC, Gaugemaster Prodigy Advance
Period:	Post 2000, Cumbria

Above: **The engineering building is built from foamboard overlaid with Scalescenes brick textures.**

Left: **A Direct Rail Services Class 20/3 shunts engineers wagons at Outon Road while a Class 153 waits for a clear path into the single platform station.**

BRUCE DUNCAN from Stenhousemuir in central Scotland is a long-time stalwart of Bonnybridge Model Railway Club and, as such, has been involved in the building and operation of the club's many fine exhibition layouts.

Like his club members, he always had the wish to have a home layout to which he could have access at any time. However, Bruce faced the problem encountered by so many other modellers - a lack of space. The only option open to him was to use the attic, but that in itself presented another problem. As he would wish to exhibit the layout, the baseboards would have to be small enough to fit through the attic hatch and light enough to carry up and down the ladder.

While still contemplating his next move, Bruce was browsing through model railway forums online when he came across an interesting layout advertised for sale. Outon Road was a compact modern image layout, clearly built to a high standard. Crucially, the small, lightweight baseboards could be manoeuvred easily in and out of his attic.

Whilst Bruce, with his undoubted abilities and experience, could easily have built a compact exhibition layout, he saw Outon Road as an opportunity to have a superb ready-made layout which met all of his criteria and give him an ideal testbed for his ever expanding fleet of sound fitted diesels. And so, in 2013, with the purchase completed, Outon Road moved from Chesterfield to Scotland.

MICRO CHALLENGE

Outon Road was built in 2010 by Cav Millard of Chesterfield. His idea to build a compact layout, based on the area around Carlisle, coincided with the 2010 Micro Layout Challenge on a forum to complete an operational layout within the constraints of a maximum size of 2,010 square inches. Outon Road falls well within that limit.

The two 4ft x 18in scenic baseboards »

Above: **Colas Rail Freight's 60008 ticks over in the sidings alongside the industrial estate.**

Left: **153324 departs Outon Road. Note the lineside detailing and the discarded traffic cone on the retaining wall.**

are built with a 6mm plywood top on a softwood frame and the raised track level has been built up with insulation foam. The track is Peco Code 75 on which a number of sleepers have been removed with the remaining ones spaced out to create a more realistic appearance.

The plan consists of a single track through line feeding a single platform station. To make things interesting there are sidings in front of this allowing all manner of engineering stock to be displayed and shunted during an operating session. The main running line passes through road bridges at each end of the scenic section allowing through operations to take place. There is also the suggestion of a passing loop at the left hand end of the scenic area, although only the points next to the station have been modelled with the storage yard providing 'off scene' arrangements to complete the loop. This type of subterfuge is a great way of maximising the operational potential of a compact layout.

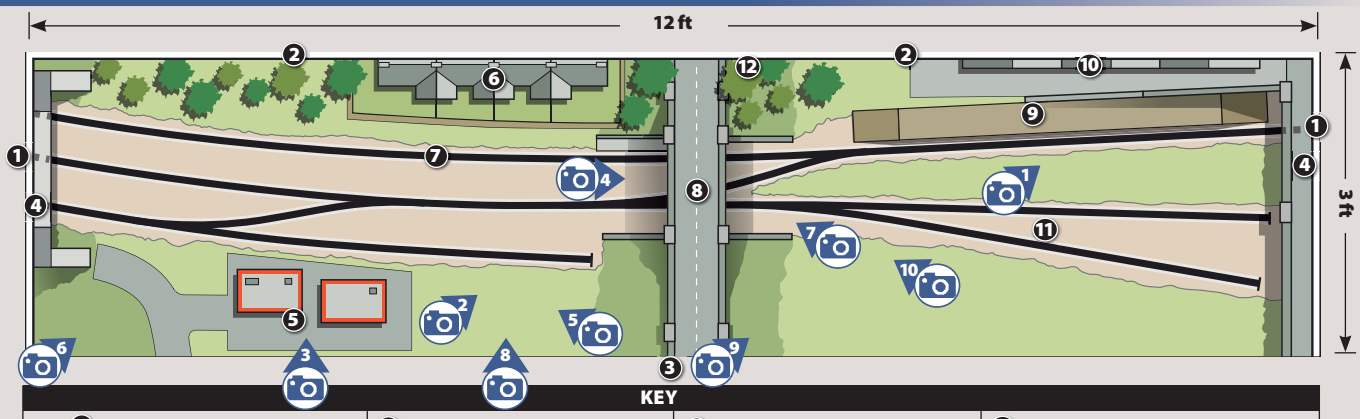
The points have been built from C&L components and are operated by servo motors. Track ballasting has been carried out with a selection of 'N' gauge ballast from Green Scene, set in place with the traditional method of diluted PVA glue.

The layout has full operational signalling. Most of the working colour lights are from the Berko range, but the feather is scratchbuilt. Illumination of the signals is by grain of wheat bulbs which do not display the harshness of LEDs.

LOW PROFILE

For the buildings, Cav made expert use of low relief structures for the rear of the layout creating a perceived depth with part width buildings. For their construction he departed from his usual favoured material, embossed plastic sheet. For speed, he decided to use cardboard for the retaining walls and most of the buildings, finishing them with Scalescenes brick papers. Being thoroughly satisfied with the results, it is a method which he would happily use again. The main bridge also features Scalescenes products. The bridge kit has been altered »

OUTON ROAD TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To storage yard	4 Bridge	7 Main line	10 Low relief factory
2 Backscene	5 Industrial estate	8 Road bridge	11 Engineer's sidings
3 Viewing side	6 Terrace houses	9 Platform	12 Tree line

5 Left: **Northern Belle liveried Class 47 47790 *Galloway Princess* leads a rake of DRS liveried Mk 2s towards the station.**

6 Below: **A pair of DRS Class 20/3s lead a nuclear flask working through Outon Road.**

and combined with the retaining wall kit to raise the bridge height to allow for the potential of overhead wires.

The factory behind Outon Road station has a core of 5mm foamboard which again is finished with Scalescenes brick paper. The factory drainpipes were assembled from the plastic tubing stems of cotton buds. The same foamboard has been used for the station platform, and Photoshop was used to create a custom finish for the platform top surface, on which sits the station shelter produced from etched brass. The station lamps are scratchbuilt, as is the fencing around the industrial units. Modified Metcalfe kits have been arranged to create the row of cottages. The careful weathering ensures that they are not instantly recognisable as off the shelf products.

Ground cover is a combination of hanging basket liner and static grass. The culvert features foamboard covered with DAS modelling clay to represent concrete while the water in the stream is clear nail varnish. Rocks and stones have been produced from pieces of insulation foam which were given a coat of matt black paint, followed by further coats of varying shades of brown and beige. Natural bristles from a nail brush form the reeds.

THE DETAILS

Close inspection of Outon Road reveals a host of fine detail to enhance the sense of reality. The overgrown sidings draw the eye immediately, but look for the floral gems which seem perfectly at home in the cracked concrete around the station. Discarded oil drums, bits of random machinery, old gas bottles, a rusty relic of a Volkswagen and traffic cones which have attracted the attention of the local drunks all add credibility to the overall scene. There is even a tyre swing in one of the large trees.

Completing the picture is a considerable collection of figures. These are mostly from Preiser and Bachmann and have the »

DIRECT RAIL SERVICES
20309
73419
73418
LIEBHERR

7 Above: **DRS Class 37/4 37425 restarts from the loop with a permanent way train after being passed by a Class 153.**

8 Above: **Framed by a Stobart Rail digger, EWS 66135 rumbles towards the sidings.**

9 **Class 20/3 20312 ticks over in the yard as a Northern Rail Class 153 departs.**

10 **Class 153s pass under the arch of the central road bridge at Outon Road.**

advantage of freedom of movement. They all have pins inserted into one leg. These pins fit into holes on the layout, virtually invisible to the onlooker, allowing the figures to be regularly moved to alternative positions to create a variety of scenes.

When Bruce took possession of Outon Road, the layout featured catenary and overhead wires, but it was not long before this suffered some damage. As Bruce had already considered the catenary to be obtrusive, he took the step of removing them altogether. Outon Road could keep its Cumbrian heritage by simply moving the location from close to Carlisle to somewhere along the Cumbrian Coast.

This change in traction type sees an entirely diesel based fleet operate on Bruce's version of Outon Road. The roster includes numerous Class 153 Diesel Multiple Units in appropriate north western liveries plus a charter rake of Mk 2s repainted in Direct Rail Services (DRS) colours. The majority of the stock is freight and permanent way orientated and being a modern scene there is a variety of bright colour schemes to admire including DRS blue, Colas orange and yellow, EWS maroon and gold and even a Northern Belle liveried Class 47.

DIGITAL TAKE OVER

Bruce has no regrets over his decision to purchase a ready built layout. Outon Road has certainly met his expectations. Controlled by a Gaugemaster Prodigy Advance Digital Command Control system, it has considerable operator interest and is ideal for testing the locomotives as and when they are fitted with sound from South West Digital, Olivia's Trains or Zimo.

Only two improvements are planned: extension of the storage yards and replacement of the point servos with the Tortoise motors to suit Bruce's personal tastes.

Under Bruce's ownership, Outon Road has already appeared at Model Rail Scotland and the Perth and Ayr exhibitions. Hopefully it will soon be seen south of the Border. HM

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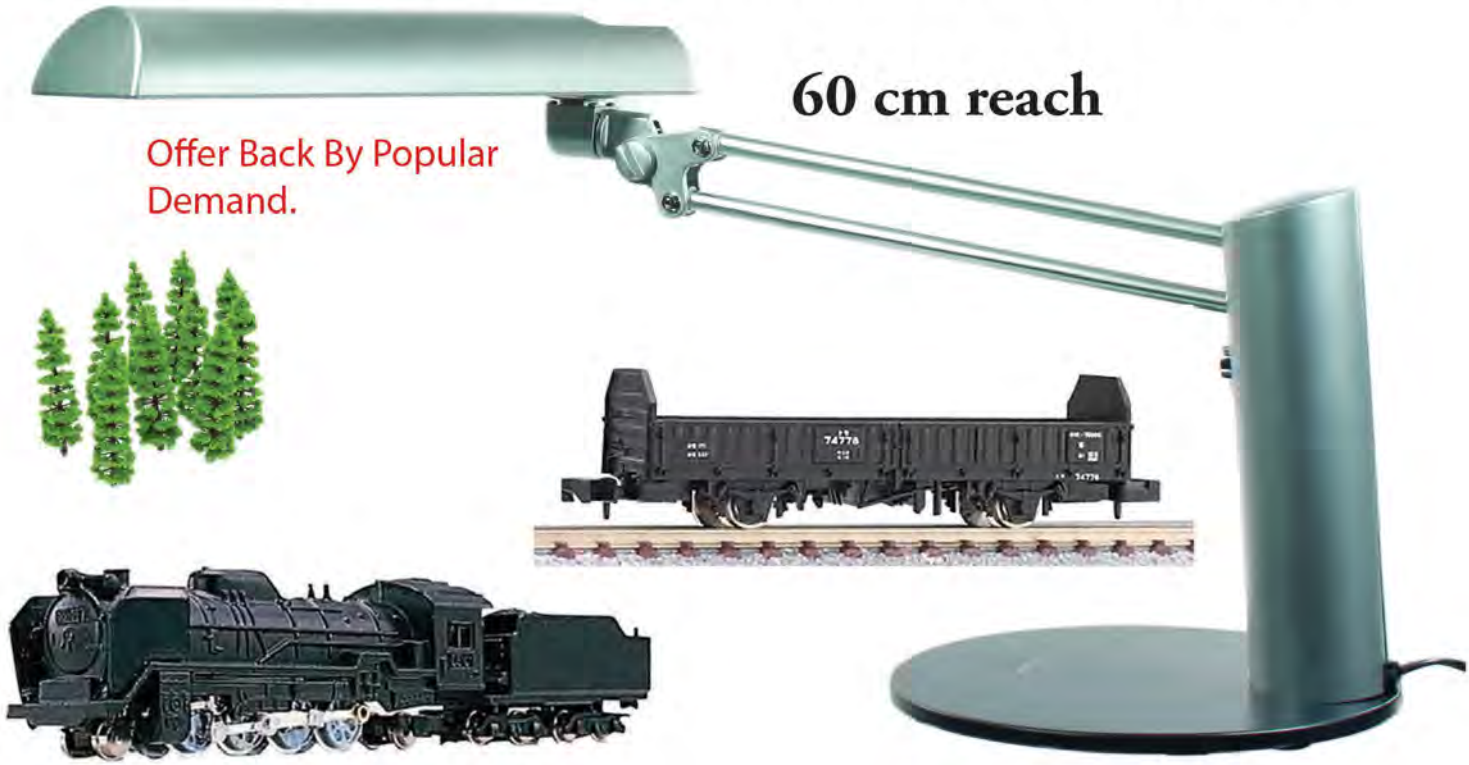

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LEEDS HOLBECK SHED

During the transition era locomotive sheds were often a delightful blend of the old and the new, few more so than Leeds (Holbeck), a location that was on the 'must do' list of every 1960s enthusiast, as **EVAN GREEN-HUGHES** *remembers.*

Right: **Smartly presented Royston allocated 'WD' 2-8-0 90650 raises steam inside Leeds Holbeck in 1965.** Railphotoprints.co.uk.

Below: **Taken on a Sunday morning in September 1967, a 'Jubilee' catches the shafts of light falling through the roof. The Stanier 4-6-0s had been kept immaculate for use on reliefs over the Settle and Carlisle line through the summer and were something of a signature of Holbeck shed.** Tim Shackleton.

NO TRAIN SPOTTERS' proudly proclaimed the faded sign that faced anyone at the entrance to Holbeck Shed. You couldn't miss it. It was right in front of your face as you turned into a little pedestrian alleyway. That alleyway must have been designed by the same bloke who worked out the defences of medieval castles, because it was the only way in. It had two right angle turns and there was no cover as you came out of the entrance at the other end, just near the shed office. The only things missing were arrow slits and a place where the shed foreman could pour hot tar down on your head as you attempted to enter.

Nevertheless attempt to enter we, and countless other enthusiasts, did. Usually we failed but once or twice we did get permission to have a look round, but only if someone in authority was with us. Others, I am told, gained entry by scrambling through cast iron window frames at the rear of the shed, but we were never that brave. Shed foremen were ferocious people at the best of times and it seems that the most grumpy of them were at Leeds Holbeck.

Despite all the aggravation this shed was one that you just had to get around. Not only did it contain many of the latest diesels but it was also one of the last bastions of steam, and sometimes tucked away in dark corners there were very rare 'cops' to be had of the kind that you just couldn't get elsewhere. The problem was that there was very little that you could see from the road outside.

A large brick wall separated railway property from the rather insalubrious surrounding area and there was no convenient high ground from which the site could be viewed, except for a railway bridge that rather annoyingly wasn't at the right angle for number collecting. Inside this brick wall the real treasures could be found in a massive Victorian roundhouse equipped with two turntables which might once upon a time have been made of brick but which looked as though it was »

'Jubilee' 4-6-0 45593 *Kolhapur* stands at Holbeck shed on September 30 1967 - the official last day of steam at Holbeck. Kenneth Field/Rail Archive Stephenson

now constructed from solid soot deposits. Getting numbers in there was difficult because the only illumination came from rooflights, which long ago had become encrusted with dirt. Fortunately some assistance was given during daylight hours by the light that poured through holes in the roof, providing shafts of light that then reflected on the puddles of water which prevailed on the uneven shed floor.

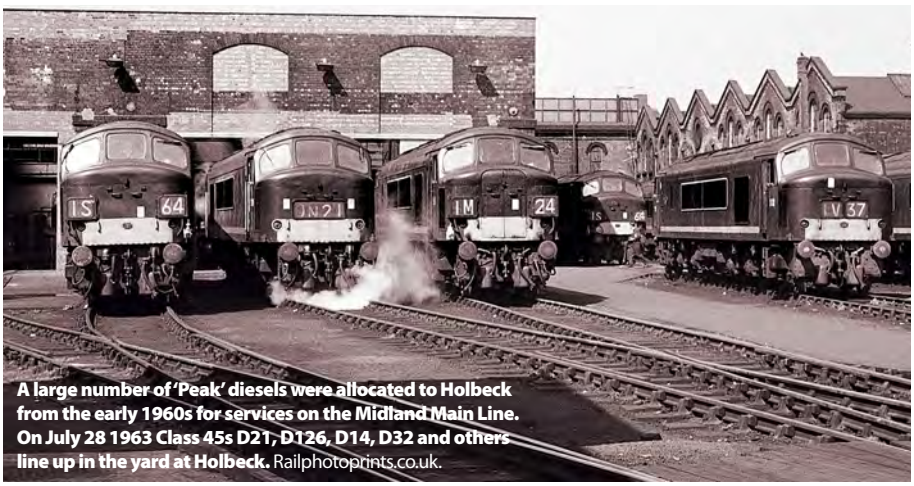
The roundhouse seemed mainly to contain steam engines but on a couple of visits there were diesels in there, but as befits the way that British Railways was run at that time they were just as dirty as the steamers. These were, however, the smaller Type 2s rather than the top-link machines.

The bigger diesels were lined up outside on parallel roads and they used to congregate alongside and in front of a building that had been converted from a repair shop into a three-road diesel shed which was parallel with the boundary wall. For some reason shed tours used to be terminated before we got to the diesels and numbers had to be got from a distance - perhaps the old steam men at the depot were ashamed of them?

A PROUD HISTORY

Leeds Holbeck Shed was a creation of the Midland Railway and was opened on May 9 1868 to replace a 16-road roundhouse which had served Leeds Wellington station since the company had arrived in the city in 1846. This shed was immediately to the south of the station and the site was wanted for expansion, in particular for the approach lines for the adjacent Leeds (New) station which was being built by the London & North Western Railway (LNWR).

Consequently a completely new site was obtained around a mile away on the line towards Normanton and a much larger roundhouse erected. In its very early days the shed provided traction not only for the Midland's expresses running south from Leeds but also for its network of local and suburban passenger services. Not surprisingly it also had a great deal of freight work, particularly to and from the many collieries which had been established on the coalfields around Leeds and towards Wakefield.



A large number of 'Peak' diesels were allocated to Holbeck from the early 1960s for services on the Midland Main Line. On July 28 1963 Class 45s D21, D126, D14, D32 and others line up in the yard at Holbeck. Railphotoprints.co.uk.

A STAGING POST

With the opening of the Settle-Carlisle route in 1876 Holbeck became a very important shed as it was then situated at the halfway point for trains travelling from Scotland to London and, as Leeds was a location where the train had to change direction, it was customary for engines to be changed there too. Those coming up from Scotland would visit Holbeck for servicing while the shed had its own allocation of

express locomotives to work the route.

The shed enjoyed steady expansion throughout the 19th century and provided considerable employment. By this time the city had a number of other major sheds. The North Eastern Railway had Neville Hill, the Great Northern had Copley Hill and the London & North Western had Farnley Junction. There were also smaller sheds at Ardsley and Stourton.

As a major shed on the Midland Railway, Holbeck - as might have been expected - was allocated some of the best traction available. As befitted the Midland's 'small engine' policy the shed was home to several classes of 4-4-0s, including the compounds, and it had examples of the standard 0-6-0 freight engines and 0-4-4T passenger classes. After the 1923 grouping the shed became home to a more varied selection and in 1933, for example, it still had its Midland Railway 4-4-0s but was by then hosting former LNWR 'Claughton' 4-6-0s, the more modern 'Patriots' and mixed traffic designs such as the 'Crab' 2-6-0.

In later London Midland & Scottish Railway (LMS) days, Stanier's 'Jubilee' and 'Royal Scots' had taken over the prestige work while the shed had 'Black Fives', 'Crabs' and British Railways '5MT' 4-6-0s for mixed traffic duties. However, even as late as 1955, there were still four compound and two '2P' 4-4-0s on the books, as well as a few 'Jinty' 0-6-0Ts. By this time the freight work had mainly gone over to LMS 2-8-0s but there were still some LMS 0-6-0 tender engines about. Improvements around this time included the erection of a massive standard No. 1 concrete coaling tower that could hold around 300tons of coal and which dwarfed most of the other buildings on the site.

Those seeking numbers at this site could also hope to see other 'foreign' engines. British Railways '9F' 2-10-0s were frequent visitors from the Midlands and 'Britannia' class 'Pacifics' began to appear in the late 1950s. As a sign of things to come the depot pilot became a Class 03 Drewry shunter, with D2271 occupying the position for many years.

There were interesting changes in 1960 when the shed received a number of Gresley's famous 'A3' 4-6-2s which had been displaced from the East Coast Main Line and which were then allocated to Holbeck to work trains between London and Scotland via the Settle-Carlisle. These included 60070 *Gladiateur*, 60080 *Dick Turpin* and 60088 *Book Law*. At around this time the shed was also allocated 'Britannias' of its own, including 70044 *Earl Haigh* and 70054 *Dornoch Firth*.

THE DECLINE BEGINS

Throughout the late 1950s Holbeck had been losing its local passenger work to Manningham-based Diesel Multiple Units and in the process had lost some of its 2-6-2 and 2-6-4Ts but the depot itself had remained unchanged. However in 1962 British Railways began rolling out its 'Peak' diesels on the Midland Main Line and it was announced that a large number would be allocated to Holbeck.

The former No. 1 and No. 2 machine shops were converted into a diesel shed and eventually 120 diesels were allocated to the site. Most of these were 'Peaks' of both Class 45 and 46 but there were also a large number of British Railways Type 2s (mainly Class 25s) and also some Class 31s from Brush. The shed then had a few wonderful years when it housed large numbers of both steam and diesel locomotives but during which it lost first of all its express steam allocation and then the more mundane mixed-traffic locomotives. The last steam engine was transferred away from the shed on October 2 1967, less than a year from the end of steam traction.

A NEW LEASE OF LIFE

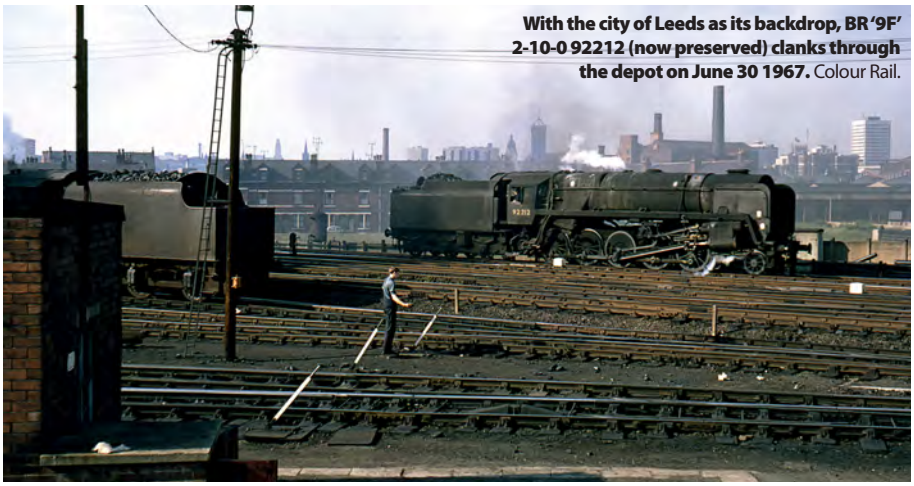
Unlike many other depots though Holbeck didn't die with the end of steam. Its 'Peaks' and Type 2s were soon bolstered by a fresh allocation of Brush Class 47s and Class 08 shunters as well as some English Electric Class 37s. To make room for these the roundhouse building was demolished in 1970 and some more plain tracks put in while the coaling tower made way for a diesel fuelling point. The depot remained very busy during the 1970s and the early 1980s but much of the freight work had by this time gone to newer depots such as Healey Mills and Knottingley while changing traffic patterns meant that demand for traction was not as heavy as it had once been, in particular for the Settle-Carlisle which was at that time being run down and was slated for closure.

In April 1986 the remaining crews were transferred to Leeds station and 47425 was named *Holbeck* in recognition of this event. From this point onwards Holbeck became a fuelling point but was often used for storage and stabling. The maintenance facility remained open, too, and in 1987 25912 achieved fame when Holbeck adopted it as a training locomotive and turned it out in two-tone green, numbered D7672 and named *Tamworth Castle*.

Locomotives continued to be stabled at Holbeck but in recent years the site has found more use as a base for permanent way machines, but it has also housed stored multiple units. Today there are far fewer buildings than there once were and the depot is largely underused but now a new future beckons, for the area is due to be revamped as a stabling point for multiple units, a move that will see brand new CAF trains mixing with 30-year old 'Sprinters'.

Holbeck was one of those sheds that had a very special atmosphere and at which you could always be sure to see an interesting and varied selection of traction. Those brought up on the antiseptic world of steam preservation can only dream of depots of this size but would recoil with horror at the poor working conditions and general decay of the railways of the late steam era.

Having said that, I doubt that there is anyone out there who wouldn't relish the chance to have a go at that elusive corridor with that 'No Trainspotters' sign and in the process to witness the memorable sights that once were Holbeck shed, 55A.



With the city of Leeds as its backdrop, BR '9F' 2-10-0 92212 (now preserved) clanks through the depot on June 30 1967. Colour Rail.

Barrenthorpe makes its DEBUT

With one last big push in the run up to the Great Electric Train Show, Barrenthorpe was completed just in time to make its debut. **MIKE WILD** profiles the layout with new images and a full trackplan.

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

MIKE WILD

After Barrenthorpe's debut Mike had 10 minutes off before digging into completion of the *Hornby Magazine Yearbook* project layout. See it at Warley in November.

MARK CHIVERS

Following his Great Electric Train Show purchases, the first of Mark's fleet of Dapol 'OO' gauge Class 73s has received digital sound and a few custom tweaks.

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

On shed a Stanier '8F' stands with a 'Jinty' and a BR '5MT'.

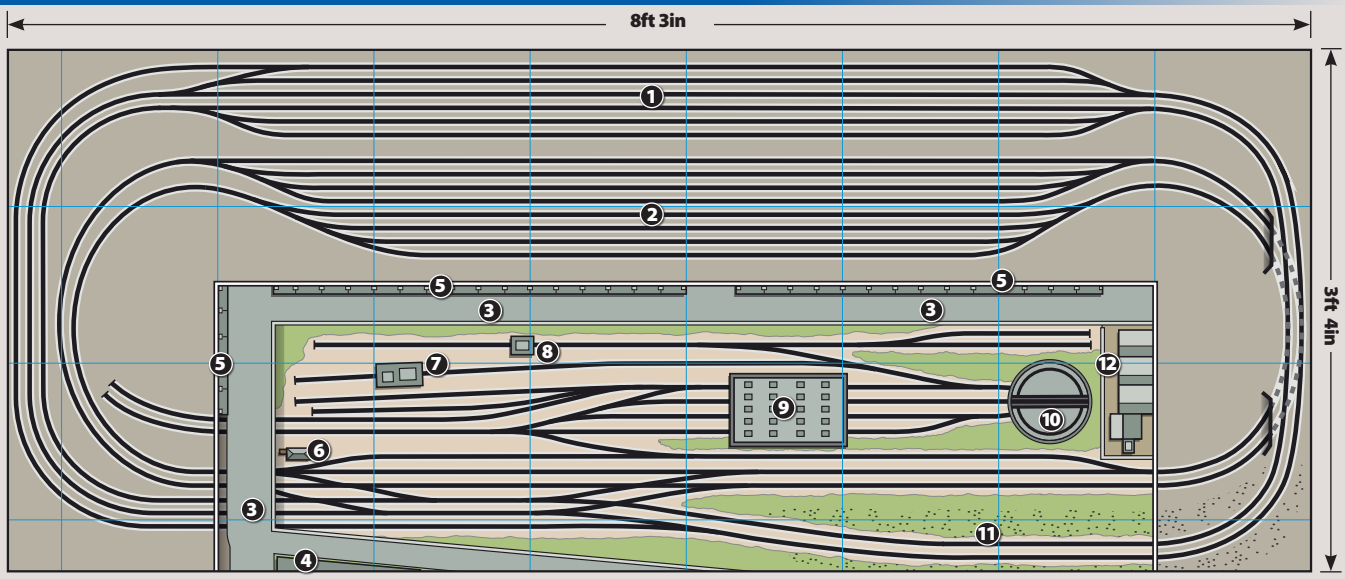
Below: **A BR '9F' 2-10-0 leads a loaded coal train through on the main line while an Ivatt '2MT' 2-6-0 waits in the goods loop.**

IT MADE IT – JUST. It was Thursday afternoon when everything finally came together to allow Barrenthorpe to be packed up and loaded into the van ready to take part in the following weekend's Great Electric Train Show on October 8/9. This 'N' gauge layout has had a long gestation as it was originally started back in the spring of 2012. Then it was just an 8ft x 2ft layout with a double track main line and depot, but the final version is much more enthralling and, happily, it provided great entertainment for operators and visitors alike during its debut show appearance. In fact, we were delighted with its performance. The first couple of hours saw the main lines used in isolation as we ensured that everything ran smoothly. A couple of points needed cleaning and there was some mismatched stock, but once these teething issues (common on all exhibition layouts) had been overcome, we started to use more of the layout's capability.

The goods loops were introduced next, although a little extra cleaning was needed here, followed by the crossovers until we had the full main line scheme operating just the way we wanted it to. There is something quite magical about watching one of the long freights weave from one line to the other through the crossovers – and all controlled beautifully through the DCC Concepts Alpha system panel that we built for HM111.

Using this panel in full service at an exhibition really showed its value for a digital layout, but also showed a shortcoming in my own build style. It should have been bigger to make it easier for new operators to come along to the layout and take over. That said, at least it made it interesting for the team when they stepped in to run the layout and with experience of exhibition situations we now plan to build Alpha panels for the next project too. »

BARRENTHORPE TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 Upper storage yard	4 Low relief factory	7 Coal tower	10 Turntable
2 Lower storage yard	5 Low relief houses	8 Ash plant	11 1-in-30 gradient
3 Road	6 Signalbox	9 Engine shed	12 Factory

FINISHING UP

Reaching the exhibition debut took a lot of work as outlined in HM113's Staff Projects section, but it was all thoroughly worthwhile. Even after we had closed HM113 for press, more work was done to make it even better.

First a set of shelves was built to go over the running lines behind the road bridge end backscene. These were useful for storing stock, tools and cleaning materials, but also provided a dark area for trains to disappear into as they left the scenic section. Fascia panels around all four sides really enhanced the layout's presentation too and we plan on following the standard laid down by Barrenthorpe for future layouts too – no bare wood in the storage yard for our layouts. The choice of 3mm MDF for the fascia panels also helped reduce the overall weight of the layout. One final task which we squeezed in was »

A Brush Type 4 crosses the main lines with a long rake of Presflo cement hoppers. On the left a Class 108 is waiting for a clear path on the slow line.

The turntable is occupied by a Thompson 'B1' 4-6-0 which is being readied for its next duty. The factory behind is a Kestrel Designs plastic kit.

With an eight-coach train behind, a Stanier 'Duchess' takes the 1-in-30 at the junction as a Sulzer Type 2 slows to a stop in the goods loop with empty coal hoppers.

A Stanier 'Jubilee' is checked over by its driver on the coal road as a Fowler '3F' 0-6-0T propels full wagons through the ash tower. Both buildings are Bachmann Scenecraft products.

BARRENTHORPE ON SHOW

Barrenthorpe looked a lot bigger in the office than it did at the Great Electric Train Show. It still drew a crowd throughout the weekend though.

Mark Chivers takes control of the layout and its intensive 14 track storage yard.

adding point motors to the depot area. I had always wanted to bring this area into working order again – or at least part of it – but didn't expect to be able to fit in the work required.

Happily a couple of hours came up which were used to add eight new point motors to the depot allowing full control of the entire layout from the Alpha panel. There are a couple of points which weren't done at the back of the depot, but these have been turned into overgrown stock sidings during the scenic treatment.

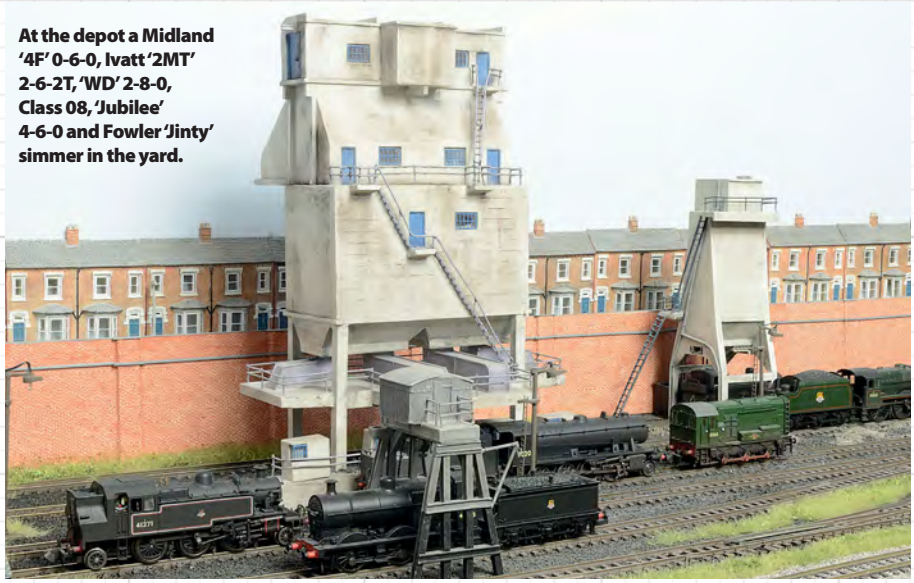
SOUND INTRODUCTION

We've started to see the potential of digital sound in 'N' gauge over the past few months. The arrival of Bachmann's Class 108 with factory sound (HM112) raised this further in our plans so we took the plunge and introduced a handful of locomotives to Barrenthorpe's roster.

On the list for the first show with sound were a pair of Class 20s, a Class 24, a Class 37 and a Class 108 which had the decoder from the Bachmann sample transplanted into a BR green unit for the weekend. We also took along the Graham Farish 'Merchant Navy' from HM102 to operate on the layout and, even though it was 'off-region', it went down a treat.

All were fitted with Zimo MX649 decoders with the majority using the tiny but mighty 8mm cube speaker from the same manufacturer. The volume was suitably tamed on all models to reflect their actual size and it was pleasing to see how many visitors were surprised and impressed by the sound quality of the models.

We were pleased with the performance of all of them and, as you might expect, have plans to add more sound decoders to the fleet in the coming months including more steam sound too.



At the depot a Midland '4F' 0-6-0, Ivatt '2MT' 2-6-2T, 'WD' 2-8-0, Class 08, 'Jubilee' 4-6-0 and Fowler 'Jinty' simmer in the yard.

NEXT STEPS

No layout is ever complete and that is certainly true for Barrenthorpe. It is now back in its usual spot in the *Hornby Magazine* office serving its purpose as a test track while also being used to test and prepare the 1980s period rolling stock which will be going out with West Riding Power to the Spalding Model Railway Exhibition on the weekend of November 12/13.

There is more planned though. Modifications to the depot trackplan are still on the to do list to enhance the way that area operates, while we are also considering adding some subtle weathering to the new retaining walls as well as the track formation. Not too much though - the fresh and clean look of the layout works well for us and particularly for photography.

Then of course there is a huge list of locomotives which need weathering, detailing and fettling to really push the layout forward, but that will be an ongoing process.

We plan to take Barrenthorpe out on the road again in 2017 and as soon as we know when and where we will let you know through the Staff Project pages.

BARRENTHORPE IS SUPPORTED BY...

Gaugemaster Electronic loco controller — www.gaugemaster.com

Bachmann Branch-Line — www.bachmann.co.uk

DCC concepts the best of everything — DCCconcepts Pty Ltd, 3/13 Lionel Street, Naval Base, WA 6165 Australia — www.dccconcepts.com

Train-Tech Model Technology Made Easy — www.train-tech.co.uk

SHOW GUIDE

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies, and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

NOVEMBER

12 CULTRA MODEL RAILWAY DAY
Hosts: Friends of Cultra
Location: Ulster Folk and Transport Museum, Cultra, Co. Down, BT18 0EU
Times: 10am-5pm
Prices: Adults £9, concessions £7, children £5.50, family (2+3) £25, family 1+3 (£19)
Website: *www.nmni.com/uftm*
Contact: 07788 793362
Features: 30 layouts, trade support and displays set amongst full-size prototypes in the Irish Railway collection.

12 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.

12 IPSWICH RAILWAY MODELLERS ASSOCIATION EXHIBITION
Hosts: Ipswich Railway Modellers Association
Location: Kesgrave High School, Kesgrave, Ipswich IP5 2PB
Times: 10am-4.30pm
Prices: Adults £4.50, accompanied children free
Website: *www.irma.org.uk*
Contact: 01473 251017
Features: Layouts, trade support and refreshments.

12 ROMFORD MODEL RAILWAY SHOW
Hosts: Romford Model Railway Society
Location: Marshalls Park School, Pettits Lane, Romford RM1 4EH
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £14
Contact: 07946 615381
Features: 24 layouts, trade support, refreshments, parking and disabled access.

12 SOLIHULL MODEL RAILWAY CIRCLE EXHIBITION
Hosts: Solihull Model Railway Club
Location: St Mary's Church Hall, Hob's Meadow, Solihull B92 8PN
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1, family £6
Contact: 07817 093264
Features: Layouts, trade support, societies, refreshments and parking.

12 THEYDON BOIS MODEL RAILWAY EXHIBITION
Hosts: Epping Railway Circle
Location: Village Hall, Coppice Row, Theydon Bois, Essex CM16 7ER
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4, children £3
Contact: 020 8508 1764
Website: *www.eppingrailwaycircle.com*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

12 WESTBURY MODEL RAILWAY SHOW
Hosts: West Wiltshire Gauge O Group
Location: Paragon Hall, High Street, Westbury, Wiltshire BA13 3HA
Times: 10am-4.30pm
Prices: Adults £4.50, concessions and members £3.50, children £2, family (2+2) £10
Contact: 01380 831147
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

12 WESTON ON TRENT MODEL RAILWAY EXHIBITION
Hosts: Weston on Trent Primary School
Location: Weston on Trent Primary School, Forrester Avenue, Weston on Trent, Derbyshire DE72 2HX
Times: 10.30am-4.30pm
Prices: Adults £3.50, concessions £3, children £2, family (2+3) £10
Contact: 07711 318489
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12/13 BRIGHTON MODEL RAILWAY CLUB EXHIBITION
Hosts: Brighton Model Railway Club
Location: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton, East Sussex BN1 8TA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £2.50, family (2+2) £10
Website: *www.brightonmrc.com*
Contact: 01273 771929
Features: Seven layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

12/13 ELGIN MODELFAIR
Hosts: Elgin Model Railway Club
Location: Elgin Town Hall, Elgin, Moray IV30 1UL
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £12
Contact: *enquiries@elginmodelrailwayclub.co.uk*
Features: Layouts, Meccano, slot cars, model boats, model planes, trade support and refreshments.

12/13 NEWCASTLE MODEL RAILWAY EXHIBITION
Hosts: Newcastle and District Model Railway Society
Location: Heaton Manor School, Newton Road, Newcastle upon Tyne, NE7 7DP
Times: Sat 10am-6pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £12
Website: *www.newcastlemodelrailway.org.uk*
Contact: 07941 157811
Features: 18 layouts, trade support, refreshments, parking and disabled access.

12/13 RENFREWSHIRE MODEL RAILWAY EXHIBITION
Hosts: Renfrewshire Model Railway Club
Location: Johnstone Town Hall, Church Street, Johnstone, Renfrewshire PA5 8FA
Times: Sat 10am-5pm, Sun 12pm-4pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £11
Website: *www.renfrewshiremrc.co.uk*
Features: Layouts and trade support.

12/13 SEDGEMOOR RAIL 2016 PRE-CHRISTMAS SHOW
Hosts: Burnham and District Model Railway Society
Location: King Alfred School, Highbridge, Somerset TA9 3EE
Times: Sat 10.30am-4pm, Sun 10am-4pm
Prices: TBC
Website: *www.burnhamanddmrc.org*
Contact: 01278 782121
Features: Eight layouts, trade support, refreshments and parking.

18-20 WAKEFIELD MODEL RAILWAY SHOW
Hosts: Wakefield Railway Modellers' Society
Location: Thornes Park Athletic Stadium, Horbury Road, Wakefield WF2 8TY
Times: Fri 5.30pm-9pm, Sat 10am-6pm, Sun 10am-5pm
Prices: Adults £7, children £2, accompanied children free
Contact: *www.wakefieldrms.org*
Features: Layouts, trade support, demonstrations and refreshments.

DON'T MISS...

12/13 SPALDING MODEL RAILWAY EXHIBITION
Hosts: Spalding Model Railway Club
Location: Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, concessions £6, accompanied children free
Website: *www.spaldingmodelrailwayclub.org.uk*
Contact: 01406 426669
Features: More than 35 layouts, trade support, demonstrations, refreshments, parking and disabled access. Sponsored by *Hornby Magazine* and featuring the magazine's 'N' gauge layout West Riding Power.

19 CARLTON RAILWAY SOCIETY AUTUMN SHOW
Hosts: Carlton Railway Society
Location: Wressle Village Hall, Wressle, N. Yorkshire YO8 6ET
Times: 10am-4pm
Prices: Adults £4
Contact: *thomaszugic@gmail.com*
Features: Layouts, displays and refreshments.

19 HERSHAM MODEL TRAIN EXHIBITION
Hosts: Gellert Kiss
Location: All Saints RC Church, Queens Road, Hersham, Surrey KT12 5LU
Times: 10.30am-4pm
Prices: Adults £5, concessions £3, children £3, family (2+2) £12
Website: *www.hershamtrainexhibition.co.uk*
Features: Layouts, trade support, refreshments, limited parking and disabled access.

19 PORTSMOUTH MODEL RAILWAY EXHIBITION
Hosts: South Hants Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth PO3 5XT
Times: 10.30am-4.30pm
Prices: Adults £5, accompanied children free
Contact: *www.shmrc.org.uk*
Features: Layouts, trade support, demos, societies, refreshments, parking and disabled access.

19 ROYSTON AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts: Royston and District Model Railway Club
Location: Bassingbourne Village College, South End, Bassingbourne, Nr Royston, Cambridgeshire
Times: 10.30am-5pm
Prices: Adults £5, accompanied children free
Contact: *www.roystondmrc.co.uk*
Features: 20 layouts, trade support, demonstrations, outdoor live steam rides, refreshments, parking and disabled access. Free bus operating to/from venue and Royston bus and railway stations.

19/20 COLNE MODEL RAILWAY EXHIBITION
Hosts: Pendle Forest Model Railway Society
Location: Park High School, Venables Avenue, Colne, Lancashire BB8 7DP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2.50, family (2+2) £12
Website: *www.pfmrs.org.uk*
Contact: 07770 331348
Features: Layouts, trade support, refreshments and disabled access.

19/20 MILLBROOK MODEL RAILWAY EXHIBITION
Location: Blighmont Army Reserve Centre, Millbrook Road West, Southampton SO15 0AJ
Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £3.50, children £2, family (2+2) £9
Contact: 02380 772681
Features: 12 layouts, trade support, demonstrations, refreshments and parking.

19/20 RETFORD MODEL RAILWAY EXHIBITION

Hosts: Bassetlaw (North Notts) Railway Society
Location: Retford Town Hall, Market Square, Retford DN22 6DQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2.50, family £10
Website: *www.bnnrs.net*
Features: 12 layouts, trade support, societies, refreshments and disabled access.

19/20 SCUNTHORPE AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Scunthorpe and District Model Railway Club
Location: Sunshine Hall, Ashby High Street, Scunthorpe DN16 2ND
Times: Sat 10am-5pm, Sun 9.30am-4pm
Prices: Adults £2.50, concessions £2, family £7
Contact: 01724 860149
Features: Layouts, trade support and refreshments.

19/20 SHOEBURYNESS MODEL RAILWAY CLUB EXHIBITION

Hosts: Shoeburyness Model Railway Club
Location: Garons Tennis and Leisure Centre, Eastern Avenue, Southend on Sea, Essex SS2 4FA
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £15
Website: *www.shoeburynessmrc.co.uk*
Contact: 01702 294926
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

19/20 WORKINGTON MODEL RAILWAY EXHIBITION

Hosts: Solrail
Location: Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, unaccompanied children £1, accompanied children free
Website: *www.solrail.co.uk*
Features: 12 layouts, trade support, societies, refreshments, parking and disabled access.

20 FARNHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Farnham and District Model Railway Club
Location: Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey GU9 8TJ
Times: 10am-4pm
Prices: Adults £1, children under 12 free
Website: *www.farnhammrc.org.uk*
Features: Club and members' layouts, 'O' gauge running track, refreshments and disabled access.

26 LETCHWORTH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Letchworth Model Railway Society
Location: Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire SG15 6XS
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free
Website: *www.letchworthmrs.org.uk*
Features: 20 layouts, trade support, demos, displays, refreshments, parking and disabled access.

26 RAINHILL MRC CHRISTMAS MODEL RAILWAY SHOW

Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: 10am-5pm
Prices: Adults £2.50, children £3.50 (includes gift from Santa)
Website: *www.rainhillmrc.org.uk*
Contact: 01925 226266
Features: Club and members' layouts, trade support, refreshments and disabled access.

26 ST ANDREW'S MODEL RAILWAY EXTRAVAGANZA

Hosts: St Andrew's Railway Modellers
Location: St Andrew's Church, Cheadle Road, Cheadle Hulme, Stockport, Cheshire SK8 5ET
Times: 10am-3pm
Prices: Free
Contact: 0161 440 0837
Features: Layouts, trade support, refreshments, limited parking and disabled access.

26/27 BROADSTAIRS MODEL RAILWAY EXHIBITION

Hosts: Isle of Thanet Railway Society
Location: St George's School, Westwood Road, Broadstairs, Kent CT10 2LH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £4, children £2.50, family (2+2) £12
Contact: 01843 835587
Features: 20 layouts, trade support, refreshments, parking and disabled access.

26/27 FALKIRK MODEL RAILWAY SHOW

Hosts: Falkirk Model Railway Club
Location: Forth Valley College, Grangemouth Road, Falkirk FK2 9AD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, concessions £4.50, children £2.50, family (2+2) £13.50
Website: *www.falkirkmrc.co.uk*
Features: 20 layouts, trade support and refreshments.

27 NEW FOREST MODEL RAILWAY SOCIETY OPEN DAY

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: 10am-4.30pm
Prices: Adults £3, children £2.50, family (2+2) £10
Website: *www.nfmrs.co.uk*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

DON'T MISS...

26/27 WARLEY NATIONAL MODEL RAILWAY EXHIBITION

Hosts: Warley Model Railway Club
Location: National Exhibition Centre (NEC), Pendigo Way, Marston Green, Birmingham B40 1NT
Times: Sat 9.45am-6pm, Sun 9.45am-5pm
Prices: Adults £15 (£13.50), children £8.50 (£7), family (2+3) £43.50 (£36) – advance ticket prices in brackets
Website: *www.thewarleyshow.co.uk*
Contact: 0121 477 5444
Features: 90 layouts, trade support, demonstrations, displays, societies, refreshments and disabled access. Visit the *Hornby Magazine* stand for exclusive offers and to see the first public showing of our brand new 'OO' gauge Yearbook project Grosvenor Square.

DECEMBER

3 BRIGHTON TOY AND MODEL MUSEUM LMS RUNNING DAY

Hosts: Brighton Toy and Model Museum
Location: 52/55 Trafalgar Street, Brighton, West Sussex B1 4EB
Times: 10.30am-5pm
Prices: Adults £10, children £5
Website: *www.brightontoymuseum.co.uk*
Features: Museum's vintage 'O' gauge layout will feature a London Midland and Scottish Railway (LMS) West Coast theme, running with classic 1930s LMS locomotives and rolling stock.

3/4 MANCHESTER MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Manchester Model Railway Society
Location: Barnes Wallis Building, Northern Campus, University of Manchester M1 7JA
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children free (max 2), children £4
Website: *www.mmrs.co.uk*
Features: 20 layouts, trade support, demonstrations, refreshments and disabled access.

4 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.

10 GARDEN OF ENGLAND MODELFEST

Hosts: Modelfest Club
Location: Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF
Times: 10.30am-4.30pm
Prices: Adults £5 (£4.50), accompanied children under 14 free – advance ticket price in brackets
Website: *www.gardenofenglandmodelfest.co.uk*
Contact: 01243 261641
Features: Ten layouts, trade support, model displays, societies 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.

10/11 GRESLEY AND WYCHNOR MRG MINCE PIE OPEN WEEKEND

Hosts: Gresley and Wychnor Model Railway Group
Location: Gresley Social Centre, Park Street, Church Gresley, Swadlincote, Derbyshire DE11 9QE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £6.50
Contact: *p.bayleybligh@btinternet.com*
Features: Layouts, demonstrations, refreshments, parking and disabled access to ground floor exhibits.

10/11 POYNTON MODEL SHOW

Hosts: The Model Show
Location: Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, Cheshire SK12 1PU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.75, Services £4.75, 14-18 £3.75, accompanied children under 14 free
Website: *www.themodelshow.co.uk*
Features: Ten layouts, trade support, demonstrations, societies, static exhibits, radio control models, refreshments and disabled access.

11 BEXLEY MODEL RAILWAY SHOW

Hosts: Selkent Model Railway Club
Location: Welling School, Berwick Road entrance, Welling, Kent DA16 1QU
Times: 10am-4pm
Prices: Adults £6 (£4.95), concessions £5 (£3.95), children £5 (£3.95), family £15 (£12) – advance ticket prices in brackets
Website: *www.modelrailwayexhibition.com*
Contact: 0208 694 1888
Features: 17 layouts, trade support, refreshments, parking and disabled access.

11 WISBECH MODEL RAILWAY CLUB OPEN DAY

Hosts: Wisbech Model Railway Club
Location: Upper Room, St Peters Church Hall, Wisbech, Cambridgeshire
Times: 10am-4pm
Prices: Free
Contact: 01366 380224
Features: Three layouts and displays.

17 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 KEIGHLEY MODEL RAILWAY CLUB CHRISTMAS OPEN DAY

Hosts: Keighley Model Railway Club
Location: Clubrooms, Knowle Mill, South Street, Keighley, BD21 1SY
Times: 10am-4.30pm
Prices: Adults £3.50, children £2.50
Website: *www.keighley-mrc.org.uk*
Contact: 07771 565617
Features: Club layouts, festive refreshments, parking and disabled access.

27/28 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAYS
Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Tue 1.30pm-6pm, Wed 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.

29/30 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Thu 10.30am-4pm, Fri 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.

30 WIMBORNE RAILWAY SOCIETY OPEN DAY
Hosts: Wimborne Railway Society
Location: United Reform Church Hall, Chapel Lane, Wimborne BH21 1PP
Times: 10am-2pm
Prices: Adults £2.50, children 50p
Website: *www.wimrail.org.uk*
Contact: 01202 874735
Features: Club layouts, sales stand, refreshments and disabled access.

31 WEST CAMEL MODEL RAILWAY SOCIETY CHRISTMAS SHOW
Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Yeovil, Somerset BA22 7QX
Times: 10am-3.30pm
Prices: Adults £3, children 11-16 £1, children under 11 free
Contact: *i.goose261@btinternet.com*
Features: Eight layouts, trade support, refreshments, parking and disabled access.

JANUARY

7 MAIDENHEAD MODEL RAILWAY EXHIBITION
Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX
Times: 10am-5pm
Prices: Adults £4.50, children £2, family (2+2) £10
Website: *www.mmdmrc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments and limited parking.

7/8 SCOUTRAIL 2017
Hosts: 33rd Oxford (Kidlington) Scout Group
Location: Exeter Hall, Oxford Road, Kidlington, Oxfordshire OX5 1AB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3.50, concessions £2.50, children £1.50
Website: *www.scoutrail.org.uk*
Features: Layouts, trade support, refreshments and parking.

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

14 HEYWOOD MODEL RAILWAY GROUP OPEN DAY
Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 3, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donation to club appreciated)
Website: *www.hmrg.co.uk*
Features: Layouts, refreshments and parking.

14/15 BOGNOR REGIS MODEL RAILWAY CLUB EXHIBITION
Hosts: Bognor Regis Model Railway Club
Location: Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3
Website: *www.brmrc.co.uk*
Features: Layouts, trade support, refreshments and parking.

14/15 PRATTS BOTTOM MODEL RAILWAY SHOW
Hosts: Orpington and District Model Railway Society
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington BR6 7PQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £3.50, children £1.50
Website: *www.orpingtonmodelrail.org.uk*
Contact: 07885 270437
Features: Layouts, trade support, loco clinic, refreshments, parking and disabled access.

15 WESTON SUPER MARE MODEL RAILWAY SHOW
Hosts: Keith Price
Location: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX
Times: 10am-4.30pm
Prices: TBC
Website: *www.westonsupermaretrainshow.com*
Contact: 01934 425075
Features: 28 layouts, trade support, refreshments and disabled access.

22 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION
Hosts: Astolat Model Railway Circle
Location: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford GU2 7AD
Times: 10am-5pm
Prices: Adults £6, children £3, family (2+1) £12
Website: *www.astolatmrc.co.uk*
Contact: 01483 722098
Features: 18 layouts, trade support, test track, refreshments, parking and disabled access.

22 SNCF SOCIETY MODEL RAIL SHOW AND WINTER RENDEZVOUS
Hosts: The SNCF Society
Location: Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT
Times: 10am-5pm
Prices: Adults £4.50, children £1.50
Website: *www.sncfsociety.org.uk*
Features: French outline layouts, trade support, societies, displays, presentations, refreshments, parking and disabled access.

28/29 ERITH MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Erith Model Railway Society
Location: Longfield Academy, Main Road, Longfield, Kent DA3 7PH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £3, family (2+2) £18
Website: *www.erithmrs.ukmodelshops.co.uk*
Features: 35 layouts, trade support, demos, displays, societies, refreshments, parking, disabled access.

28/29 PONTEFRACT MODEL RAILWAY EXHIBITION
Hosts: Normanton and Pontefract RMS
Location: New College, Park Lane, Pontefract WF8 4QR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: *www.nprms.org*
Features: 20 layouts, trade support, demonstrations, refreshments and disabled access.

28/29 SOUTHAMPTON MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £3, family (2+2) £17
Website: *www.southamptonmodelrailwaysociety.wordpress.com*
Contact: 01489 799809
Features: 23 layouts, trade support, demonss, societies, refreshments, parking and disabled access.

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

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WWW.HORNBYMAGAZINE.COM
FOR OUR ONLINE SHOW GUIDE

FEBRUARY

4 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION
Hosts: Sodbury Vale Model Railway Club
Location: St Mary's Church Hall, Church Road, Yate, Gloucestershire BS37 5BG
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: *www.sodburyvalemrc.co.uk*
Contact: 01454 327611
Features: 14 layouts, trade support, demonstrations and refreshments.

11 G SCALE SOCIETY, WEST MIDLANDS GROUP, MODEL RAILWAY EXHIBITION
Hosts: G Scale Society, West Midlands Area Group
Location: St Mary's Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01299 403548
Features: Layouts, trade support, refreshments and parking.

11 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 (donation to club appreciated)
Website: *www.hmrg.co.uk*
Features: Layouts, refreshments and parking.

11/12 CALE RAIL MODEL RAILWAY EXHIBITION
Hosts: Cale Rail and Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, Somerset BA8 0NB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3
Contact: 07970 113270
Features: Ten layouts, trade support, displays, refreshments and Gartell Light Railway in operation (fare payable).

12 MONMOUTH ROTARY MODEL RAILWAY EXHIBITION
Hosts: Monmouth Rotary Club
Location: Monmouth Leisure Centre, Old Dixton Road, Monmouth, NP25 3DP
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £12
Contact: *david_forbes2@sky.com*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

18 RISEX 2017 MODEL RAILWAY EXHIBITION
Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX
Times: 10am-5pm
Prices: Adults £3, children £2
Website: *www.rdmrc.org.uk*
Contact: 01296 415107
Features: Nine layouts, trade support, demonstrations and refreshments.

18/19 LEICESTER MODEL RAILWAY EXHIBITION

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.

WARLEY MODEL RAILWAY CLUB
WARLEY NATIONAL MODEL RAILWAY EXHIBITION
NEC BIRMINGHAM

WARLEY NATIONAL 2016

at the NEC Birmingham

Sat 26th & Sun 27th November 2016

Saturday 26th & Sunday 27th November 2016

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Class 414 2-HAP EMU
Pre-order for £186.96 (estimated)

31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 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)

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32-753DS 7007 "Freightliner Bond" in Freightliner green - DCC sound fitted **£203.96**
32-756 57603 "Tintagel Castle" in GWR (2015) green
32-764 57305 "Northern Princess" in DRS Northern Belle livery

Pre-order at www.hattons.co.uk/bachmann2016

Class 70 diesel
Pre-order from £131.71

31-590 70015 in Freightliner livery with air intake modifications
31-591 70805 in Colas livery with air duct boxes

WD Austerity 2-8-0
Pre-order for £131.71

32-250A 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue
32-254A 77003 in LNER plain black

LNWR 0-6-2T Webb Coal Tank
Pre-order for £97.71

35-050 1054 in LNWR plain black livery
35-051 7841 in LMS black livery
35-052 58900 in BR black early emblem

SECR 60' Birdcage Coaches
Pre-Order for £50.96

39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-612 Composite BR Vermillion
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green
39-622 Brake 3rd BR Vermillion

Wickham Type 27 Trolley Car
Pre-order for £67.96

32-991 BR maroon
32-992 BR Engineers yellow
32-993 BR Engineers yellow with wasp stripes

HELJAN *Hatton's Announce Exclusive O Gauge Class A3, A4 and Teak coaches* LNER

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A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at www.hattons.co.uk/recordbreakers

Class A4 4-6-2
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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker" (1938 condition)
A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
A4004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

Gresley Teak coaches
Pre-order for £249

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TC11501 Diagram 115 Corridor Third in LNER Teak
TC11502 Diagram 115 Corridor Third in LNER Teak
TC11503 Diagram 115 Corridor Third in BR carmine & cream
TC11504 Diagram 115 Corridor Third in BR carmine & cream
TC11505 Diagram 115 Corridor Third in BR maroon
TC11506 Diagram 115 Corridor Third in BR maroon
TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17505 Diagram 175 Brake Corridor Composite in BR maroon
TC17506 Diagram 175 Brake Corridor Composite in BR maroon
TC18601 Diagram 186 Open Third in LNER Teak
TC18602 Diagram 186 Open Third in LNER Teak
TC18603 Diagram 186 Open Third in BR carmine & cream
TC18604 Diagram 186 Open Third in BR carmine & cream
TC18605 Diagram 186 Open Third in BR maroon
TC18606 Diagram 186 Open Third in BR maroon

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LNER Holden B12/3 4-6-0
Pre-order for £123
Due December 2016

R3430 8573 in LNER apple green
R3431 61533 in BR black with early emblem
R3432 61580 in BR black with late crest

Class 8P Merchant Navy 4-6-2
Pre-order from £144
Due during 2017

R3434 21C1 'Channel Packet' in SR Malachite Green
R3435 21C3 'Royal Mail' in SR Malachite Green
R3436 35028 'Clan Line' in BR Green with early emblem
R3382TTS 35023 'Holland-Afrika Line' in BR Green with early emblem - TTS sound fitted **£162**

20T Coke Hopper Wagons
Pre-order singles for £18 each

R6731 20 Ton Coke Wagon in LMS livery
R6731A 20 Ton Coke Wagon in LMS livery
R6733 20 Ton Coke Wagon in BR livery
R6733A 20 Ton Coke Wagon in BR livery
R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack £44.00

BR Mk1 BSO & FO
Pre-order for £33 (estimated)
Due in stock during 2017

Maroon as well as blue and grey versions announced. Product codes and prices TBC. We will update customers via email as soon as further details are released.

Wainwright Class H 0-4-4T
Pre-order from £111.10 (estimated)
Due in stock during 2017

Exact liveries and running numbers are yet to be confirmed. As soon as these are confirmed we will updated our system and send emails to anyone who has placed a pre-order or signed up for notifications.

Liveries announced:

BR Black with early emblem
SECR lined green
SR Olive green (TBC)
BR black with late crest (in train pack with 2 Maunsell push/pull coaches)

To sign up for email notifications or pre-order these items please visit: www.hattons.co.uk/hclass

All our exclusive items are available to view and pre-order at www.hattons.co.uk/exclusives

Class 14xx
Pre-order for £99
Due in to stock Dec/Jan

Pristine
H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered
H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered
H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

www.hattons.co.uk/14xx

50t Warwell Bogie Well Wagon
Available in OO and O.
Pre-order from £33 for OO. £85 for O.
Due in stock Q4 2017

Large variety of liveries, including weathered versions announced.
www.hattons.co.uk/warwell

Beilhack ZZA Snowplough
Available in OO only
Pre-order for £43
Due in stock Q1 2018

BR, NSE, Railtrack and Network Rail versions announced
www.hattons.co.uk/beilhack

Class 121/122 "Bubble Car" DMU
In Partnership with Dapol
Pre-order from £129.95

4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery
4D-009-HAT02 121032 in Arriva Trains Wales livery
4D-009-HAT03 960011 in Railtrack blue & green livery
4D-009-HAT04 121020 in Chiltern blue livery
4D-009-HAT05 55033 in Revised Network South East livery
4D-009-HAT06 960010 in Railtrack "coaching stock" maroon
4D-009-HAT07 55022 in Original Network South East livery
4D-015-HAT01 TDB975023 in Route Learning BR blue

www.hattons.co.uk/hattonsbubble

www.hattons.co.uk/preorder

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Pre-order prices subject to manufacturer RRP.

Hattons Model Railways

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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Bachmann Branch-line	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£186.96 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at **www.hattons.co.uk/projectupdates**

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£119.43 - 134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at **www.hattons.co.uk/projectupdates**

DJ	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99	Sep 2014							
Hatton's King	hattons.co.uk/king	£169 - £179	Aug 2014							

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366	hattons.co.uk/1361	£124	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50 - £76	Nov 2015							
Class 47xx "Night Owl"	hattons.co.uk/47xx	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 1361, Class 07 shunter- view these projects at **www.hattons.co.uk/projectupdates**

HORNBY	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 71	hattons.co.uk/c71	£127.50	Nov 2014							
W4 Peckett 0-4-0	hattons.co.uk/peckett	£70	Oct 2015							
Class B12 Holden	hattons.co.uk/B12	£123	Nov 2015							
10T Cattle Wagon	hattons.co.uk/horcat	£18	Nov 2015							
Merchant Navy	hattons.co.uk/mn	£144 - £162	Mar 2015							
H Class 0-4-4T	hattons.co.uk/hclass	TBC	Sep 2016							

Oxford Rail	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	hattons.co.uk/oxdg	£95	Jan 2016							
Mk3 Coach	hattons.co.uk/oxmk3	£29	Jan 2016							
Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Hatton's ICI hopper	hattons.co.uk/ici	£24 - £25	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press. All information subject to change

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OO Gauge (1:76 Scale)

Steam locos

J9405 Austerity 0-6-0ST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ). £99

J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) £99

J9402 Austerity 0-6-0ST 71515 in Mech Navvies maroon - Ltd Ed of 200 (DJ) £99

J9408 Austerity 0-6-0ST 98 "Royal Engineer" in Army green - Ltd Ed of 200 (DJ) £99

J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) £99

J9407 Austerity 0-6-0ST No 4 in NCB Backworth Colliery lined black - Ltd Ed of 200 (DJ) £99

J9409 Austerity 0-6-0ST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DJ) £99

NEW

GV2018 Barclay 0-6-0T "Ajax" in lined black (Gol) NEW . £54

NEW

GV2017 Barclay 0-6-0T No.629 in Great Western Railway lined green (Gol) NEW £54

BARGAIN

R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99)BARGAIN . .£17
31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) ..... BARGAIN £89

BARGAIN

31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95)BARGAIN. . . .£79
31-434 Class 1F 'Half Cab' 0-6-0T 41803 BRITISH RAILWAYS black (Bac)£81.56

31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac)... £81.56
32-828A Class 2MT Ivatt 2-6-0 46526 BR lined green late crest - weathered (Bac) £110.46

31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac). £110.46

31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) £131.71

BARGAIN

R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) .....BARGAIN. £61

BARGAIN

R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99)BARGAIN. £61

BARGAIN

R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £139.99)BARGAIN £118

BARGAIN

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) .....BARGAIN. £80

31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96

31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac). £118.96

32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac). £80.71

BARGAIN

R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) .....BARGAIN. £21

R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) £111.10

R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) £111.10
R3462 Class 42xx 2-8-0 4287 in BR Black early emblem (Hor) £108
32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96

BARGAIN

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) .....BARGAIN. £58

R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) £114

BARGAIN

R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) .....BARGAIN. £58
31-883 Class 4F Midland 0-6-0 3848 in Midland Railway black crest (Bac)£97.71

31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac) £106.21
32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) £110.46
32-575A Class 4MT Ivatt 2-6-0 3000 in LMS black (Bac) £114.71

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R3384TTS Class 6000 King 4-6-0 6006 "King George I" in BR Green late crest - TTS sound fitted (Hor). £166
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4F-071-135 7 Plank open wagon "Cardigan Merchantile" - weathered (Dap) NEW £10.50
4F-071-120 7 Plank open wagon "Wemyss 1962" (Dap) NEW £9.50
4F-071-121 7 Plank open wagon "Wemyss 1962" - weathered (Dap) NEW £10.50
4F-080-112 8 Plank open wagon "SPC" (Dap) NEW £10
4F-080-113 8 Plank open wagon "SPC" -weathered (Dap) NEW £11
38-150A 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £23.95) ..... BARGAIN £15
38-150A Pack of 4 (Bac) (list £95.80) ..... BARGAIN £58
38-150A Megapack of 8 (Bac) (list £191.60) ..... BARGAIN £112

R6728 BR (ex LMS) Horse box M42367M in BR crimson (Hor) (list £19.99) ..... BARGAIN.....£15
R6728A BR (ex-LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) ..... BARGAIN £15
R6759 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99)BARGAIN £11
R6762 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) ..... BARGAIN £11
38-425 Bulk grain bogie hopper VTG 'Traffic Services' - weathered (Bac) £51.39
38-425 Pack of 4 (Bac) (list £239.80) ..... BARGAIN £192
38-425 Megapack of 8 (Bac) (list £479.60) ..... BARGAIN £370

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6682D Extra Long CCT wagon 1274 in LNER teak (Hor) (list £19.99) ..... BARGAIN.....£15
R6768 LMS Brake Van 730159 in LMS Bauxite (Hor) £14

R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99)..... BARGAIN.....£15

R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99)..... BARGAIN.....£15
30-130Wagons Pack of three MoD wagons in Army Green - 5 plank open wagon, TTA tank wagon & 20 ton brake van - Split from 30-130 set (Bac) . £38
4F-028-100 Pack of two 40 foot containers - Maersk MRKU and MSKU (Dap) NEW £11
4F-028-101 Pack of two 40 foot containers - Maersk MRKU and MSKU - weathered (Dap) NEW £11.50
4F-032-013 Rectangular Tank Yorkshire & Lincolnshire Tar Wagon (Dap) NEW £13
R6767 SR Brake Van 55912 in SR Brown (Hor) £14

33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac)..... £31.41

DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12

36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50)..BARGAIN.....£70
36-557 Single (Bac) £14.50
X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £10
BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14
36-567 Next18-Pin DCC decoder (Bac) £18.65
BPDCC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers

R8214 DCC Elite unit digital controller (Hor) £205
R8213 DCC Select unit (boxed) (Hor) £90
36-500U EZ Command DCC controller - unboxed (with instructions) (Bac) (list £59) ..... BARGAIN £59

36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

DCC accessories

R8238 DCC reverse loop control module (Hor) (list £39.99)BARGAIN £12

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99)..BARGAIN.....£25

Point motors

R8243 Surface Mounted point motor (Hor) £7.50

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Lighting equipment

WJP5631 Arched Cast Iron street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50
WJP5632 Double lamp post street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50
WJP5655 Entry wall mounted lights - Pack of 2 - Just Plug lighting system (Woo) NEW £10.50
WJP5654 Gooseneck wall mounted lights - Pack of 2 - Just Plug lighting system (Woo) NEW £10.50
WJP5633 Lamp post street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17
WJP5630 Wooden Pole street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £12.50

Man-made scenic structure - railway-related

89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel)..... £199

LK-55 76ft Well type turntable (Pec) £38

R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80
LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £69

R070 Electrically Operated Turntable (Hor) £64
44-0064 GWR Parachute water tower (Bac) NEW £30.56
R537 Lineside Fencing (Hor) £7
R514 Platform Canopy x 2 (Hor) £12
R513 Platform Fencing (Hor) £8

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Hattons Est. 1946

Opening hours

Store: 09:00 - 17:00 Mon -Sun

07:30 - 18:00 Mon-Sat
09:00 - 17:00 Sun

44-0053 Servicing Point (Bac) £49.26
R460 Straight Platform (Hor) £5

Signals

NEW

4L-003-005 Signal - Lattice Type SR Home Starter (Dap) NEW £26
4L-001-003 Signal - Motorised, Round post GWR home (Dap) £22
4L-003-004 Signal - motorised, SR ladder distant (Dap) £22

Buildings - general

44-0052 Church (Bac) NEW £80.71
44-0050 Coal drop (Bac) NEW £50.96
44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

NEW

R9813 Ex-Barrack Rooms (Hor) NEW £44
R9802 Modern Prefab (Hor) NEW £26
44-081 Portable Offices. (Bac) £31.41
R9806 Skaledale Railwayman's Arms (Hor) £46.29

Man-made scenic structure - non-railway

SS379 Communal refuse bin and grouped rubbish sacks (Har) NEW £4.50
97422 Embossed plastic sheet - brickwork - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97425 Embossed plastic sheet - concrete block - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97449 Embossed plastic sheet - diamond plate metal - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97427 Embossed plastic sheet - dressed stone - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97444 Embossed plastic sheet - random stone wall - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97407 Embossed plastic sheet - ribbed roofing - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97456 Embossed plastic sheet - tread plate metal - pack of two 12" x 7.5" sheets (Exp) NEW £5.50
97411 Embossed plastic sheet - wood planking - pack of two 12" x 7.5" sheets (Exp) NEW £5.50

44-016 Fuel Storage Tanks (Bac) £33.96
QS428 Pack of five plastic fish boxes (Har) NEW £6
QS429 Pack of five shellfish creels (Har) NEW £6
FL158 Pair of Oil drum groups (3 and 5) - blue (Har) NEW £7.50
FL157 Pair of Oil drum groups (3 and 5) - brown (Har) NEW £7.50
FL156 Pair of Oil drum groups (3 and 5) - green (Har) NEW £7.50
FL108 Part covered Mixed Load (Har) NEW £7.50
SS389 Three 1960s petrol pumps - Shell, BP and National (Har) NEW £15

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11

People - civil

36-408 12 x Seated Coach Passengers (Bac) £10.16

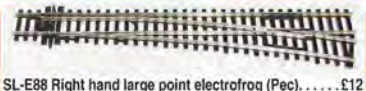
Track - Code 100 Setrack

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Setrack double straight (Pec) £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-231 Setrack No.3 radius double curve (Pec) £3
ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline

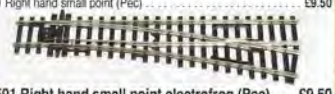
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-E99 3 way medium radius point electrofrog (Pec) £25
SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand curved point electrofrog (Pec) £12.50
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insulfrog (Pec) £12
SL-96 Left hand medium point (Pec) £10

SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50
SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-86 Right hand curved point (Pec) £12.50



SL-E88 Right hand large point electrofrog (Pec) £12
SL-88 Right hand large point insulfrog (Pec) £12
SL-95 Right hand medium point (Pec) £10

SL-E95 Right hand medium point electrofrog (Pec) ... £10
SL-91 Right hand small point (Pec) £9.50



SL-E91 Right hand small point electrofrog (Pec) ... £9.50
SL-80 Single slip insulfrog (Pec) £28

Track - Code 75 Finescale

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point electrofrog (Pec) £27

SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
SL-E189 Finescale left hand large point electrofrog (Pec) £12

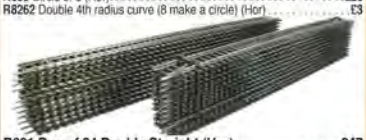
SL-E196 Finescale left hand medium point electrofrog (Pec) £12

SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12

SL-E195 Finescale right hand medium point electrofrog (Pec) £12
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.40
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £16
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R8262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2.10
R8072 Left Hand Standard Point (Hor) £9
36-872 Left-hand standard point (Bac) £7.52
R603 Long Straight (Hor) £3
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (list £34) ..... BARGAIN £24.80
R8073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66

Track underlay

ST1474 24' Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24' (Woo) £7.40
GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50

Buses

76OWB012 Bedford OWB Warstones (Oxf) NEW £12.60
13918 Bristol FLF Lodekka - Stagecoach East - 128 to Cambridge (EFE) NEW £28
B208C Bristol MW6G "Crosville" - "Barmouth" (Bas) £16
B208B Bristol MW6G "Crosville" - "Groesion" (Bas) £16
B208A Bristol MW6G "Crosville" - "Pwllheli" (Bas) £16
25711 Daimler DMS 1 Door Bus & Coach Council - Bachmann exclusive (EFE) £34
29636 Leyland Olympian - Stagecoach Preston - 119 to Royal Preston Hospital (EFE) NEW £28
76LRT008 Leyland Royal Tiger Standerwick (Oxf) £12.90
76RM111 Routemaster Blackpool (Oxf) NEW £8.95

NEW

OM46712B Wright Eclipse 2, Lothian Buses, 21 Leith Links (Cor) NEW £29

Cars

CR5003 3 piece Mini Collection - Speedwell blue, Radford Wicker Mini & Monte Carlo Rally Mini (Cor) (list £11.99) ..... BARGAIN £5
76SE739 S Piece Bentley Set (Oxf) NEW £19.40
76ATK003 Atkinson Borderer Flatbed Trailer British Rail (Oxf) NEW £14.55
76BBI001 Bentley Blower Le Mans 1930 No.9 Birkin/Chassagne (Oxf) £4
76BLP004 BL Princess Tahiti Blue (Oxf) NEW £4.75
76BM28001 BMW 328 Mille Miglia 1938 Fane/James (Oxf) NEW £4.95
76FTYP005 Jaguar F Type British Racing Green Metallic (Oxf) NEW £4.95
76FTYP007 Jaguar F Type Ultimate Black (Oxf) NEW £4.50
76XF005 Jaguar XF Saloon Polaris White (Oxf) NEW £4.95
76JI008 Jensen Interceptor Oakland Green/Tan (Oxf) NEW £4.95
76LRDF009AU Land Rover Defender 90 Station Wagon Corris Grey (Autobiography) (Oxf) NEW £4.95
76LRDF007HE Land Rover Defender 90 Station Wagon Grasmere Green (Heritage) (Oxf) NEW £4.95
76LRDF008AD Land Rover Defender 90 Station Wagon Phoenix Orange (Adventure) (Oxf) NEW £4.95
76MGA004 MGA Old English White (Oxf) NEW £4.75

NEW

76MGBGT001 MGBGT Tartan Red (Oxf) NEW £4.95
76NQ002 Nissan Qashqai Black (Oxf) NEW £4
76NQ001 Nissan Qashqai Metallic Faded Denim (Oxf) NEW £4.50
76CFE006 Vauxhall Friary Estate Swan White/Lime Yellow (Oxf) NEW £4
76VA002 Volvo Amazon Cherry Red (Oxf) NEW £4

Commercial vehicles

76BD021 Bedford OWLC Tanker Petroleum Board (Oxf) NEW £10.80
76COM006 Commer Commando SAA (Oxf) NEW £12
76DT004 Diamond T Ballast Pickfords (Oxf) £12.60
76FDE014 Ford 400 E Maidstone & District (Oxf) NEW £5.25
76FDE003 Ford 400E Post Office Telephones (Oxf) NEW £5.25
76FTC006 Ford Transit Connect Eddie Stobart (Oxf) NEW £4.95
76FT024 Ford Transit LWB High Royal Mail (Oxf) NEW £4.95
76TR012 Mobile Trailer Alphonsos (Oxf) NEW £7.95
L16 Pack of two Forklift trucks - British Rail (Bas) £8
L15 Pack of two Forklift trucks - British Railways (Bas) £8

76SCT002 Scania Evo6 Car Transporter Quinns (Oxf) £26.70

NEW

76SHL01ST Scania Highline Nooteboom 3 Axle Semi Low Loader Stobart Rail (Oxf) NEW £19.40
76SCA04HB Scania Topline Horsebox A W Jenkinson (Oxf) NEW £13.75
76SDF001 Shelvoke & Drewry Freightlifter British Rail (Western) (Oxf) £10

Military ground vehicles

76DSC005 Daimler Dingo RUC No.9 Platoon - Keady - Co.Armagh (Oxf) NEW £4.95
76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £20

Trackside

FL105 Steam shed depot clutter (Har) NEW £12.50

N Gauge

Steam locos

372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early emblem (Gra) £101.96

372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96
372-138 Class 5 4-6-0 5190 in LMS Black (Gra) £110.46
2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £61
2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82

371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71

371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) £80.71

371-985 Class 64xx 0-6-0PT Pannier Tank 6407 in GWR Green (Gra) £80.71

372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) £118.96

BARGAIN

ND095a Class 7MT Britannia 4-6-2 70000 "Britannia" in BR Green late crest and original smoke deflectors (Dap) (list £129.95) ..... BARGAIN £84

BARGAIN

2S-017-002 Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest (Dap) (list £129.95)BARGAIN . £85

BARGAIN

ND095b Class 7MT Britannia 4-6-2 70013 "Oliver Cromwell" in BR green early emblem (Dap) (list £129.95)BARGAIN . £84
372-181 Class 8P Duchess 4-6-2 46229 "Duchess of Hamilton" BR green early emblem (Gra) £127.46

372-800B Class A1 4-6-2 60163 "Tornado"' in BR Express blue (as preserved) (Gra) £135.96
2S-012-006 Class A1X Terrier 0-6-0T 2644 Southern Railway green (Dap) £63.66
2S-002-004 Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green (Dap) £120.76

Train packs

370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) £118.96

Diesel locos

371-034 Class 20 20132 in BR Railfreight Red Stripe (Gra) £89.21
2D-013-000 Class 27 diesel #27108 in BR blue (Dap) £82

NEW

2D-001-000 Class 33/0 33030 in BR blue (Dap) NEW. £108.82
2D-001-000D Class 33/0 33030 in BR blue - DCC fitted (Dap) NEW £130.57

NEW

2D-001-003 Class 33/0 D6539 in BR green small yellow panels (Dap) NEW £108.82
2D-001-003D Class 33/0 D6539 in BR green small yellow panels - DCC fitted (Dap) NEW £130.57

NEW

2D-001-001 Class 33/0 D6571 in BR green no yellow panel (Dap) NEW £108.82
2D-001-001D Class 33/0 D6571 BR green no yellow panel - DCC fitted (Dap) NEW £130.57
371-166 Class 37/4 37406 'The Saltire Society' Railfreight Distribution (Gra) £89.21
371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra) £89.21

HSTs

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

371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46

371-505 Class 101 2-car DMU in BR Network South East (Gra) £144.46

371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46

2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90
371-330 Class 150/1 150128 in First Great Western (Gra) £131.71

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Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) ..... BARGAIN £99
371-700^ Class 350/1 Desiro 4-car EMU 350 111 'Apollo' in unbranded Silverlink (Gra) (list £169.95) ..... BARGAIN £99

Train sets - analogue

370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96

Coaches

374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
374-711 BR Mk2A TSO Tourist Second Open Network South East (Gra) £24.61
374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) £76.46
2P-012-651 Maunsell brake third S4481S BR crimson and cream (Dap) NEW £23.78
2P-012-652 Maunsell brake third S4482S BR crimson and cream (Dap) NEW £23.78
2P-012-751 Maunsell composite S5141S BR crimson and cream (Dap) NEW £23.78
2P-012-752 Maunsell composite S5142S BR crimson and cream (Dap) NEW £23.78
2P-012-600 Maunsell first class S7669S BR crimson and cream (Dap) NEW £23.78
2P-012-601 Maunsell first class S7670S BR crimson and cream (Dap) NEW £23.78

2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111
2P-012-700 Maunsell third class S2352S BR crimson and cream (Dap) NEW £23.78
2P-012-701 Maunsell third class S2353S BR crimson and cream (Dap) NEW £23.78

Wagons

2F-034-041 21 ton Hopper E289587K in BR grey (Dap) NEW £9
2F-034-042 21 ton Hopper E289587K in BR grey - weathered (Dap) NEW £10
2F-013-043 4-wheel gunpowder van "Ferrocrete" (Dap) NEW £10
2F-013-044 4-wheel gunpowder van "Ferrocrete" - weathered (Dap) NEW £10.50
2F-013-035 4-wheel gunpowder van M701069 in BR bauxite (Dap) NEW £9
2F-036-031 Bulk Grain Hopper Bass Charrington 37 (Dap) NEW £13
2F-036-032 Bulk Grain Hopper Bass Charrington 37 Weathered (Dap) NEW £14
2F-013-033 Gunpowder Van Blue Circle 174 (Dap) NEW £8.50
377-701A JJA Mark 2 auto ballaster non generator unit flat profile in Railtrack - weathered (Gra) NEW £39.06

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

Lighting equipment

WJP5639 Arched Cast Iron street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50
WJP5640 Double lamp post street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50
WJP5659 Entry wall mounted lights - Pack of 2 - Just Plug lighting system (Woo) NEW £10.50
WJP5658 Gooseneck wall mounted lights - Pack of 2 - Just Plug lighting system (Woo) NEW £10.50
WJP5641 Lamp post street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50
WJP5638 Wooden Pole street lights - Pack of 3 - Just Plug lighting system (Woo) NEW £17.50

Accessories

379-426 WD traction tyres x 10 (Gra) NEW £5.91

Spares

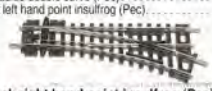
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

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 No3 radius double curve (8 form a circle) 298.5mm/11.75" radius (Pec) £2
ST-15 No.2 radius double curve (Pec) £1.50
ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale

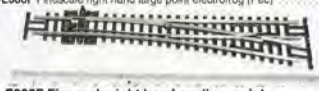
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3

SL-E399F 3-way finescale turnout (Pec) £26
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11

SL-E390F Finescale double slip electrofrog (Pec) £35

SL-E396F Finescale left hand medium point electrofrog (Pec) £10

SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10

SL-E391F Finescale right hand small point electrofrog (Pec) £9

SL-E383F Finescale scissors crossover electrofrog (Pec) £58

Buses

NIRZ003 Irizar PB Ulsterbus (Oxf) NEW £8.95

Commercial vehicles

NMB001 Mercedes Actros Curtainside Eddie Stobart (Oxf) NEW £12
NVOL4001 Volvo FH4 Curtainside Eddie Stobart (Oxf) NEW £10.80

O Gauge (1:43 Scale)

Steam locos

7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25

7S-010-008 Class A1X Terrier 0-6-0 5 "Portishead" in GWR Green (Dap) £191.25

7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25
7S-010-011D Class A1X Terrier 0-6-0T 32636 in BR black late crest - DCC Sound Fitted (Dap) NEW £340

7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap) £191.25
7S-010-009D Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown - DCC Sound fitted (Dap) NEW £340

Diesel locos

2553 Class 25/1 in BR blue (unnumbered) (Hel) £470

2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) £470
5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) £550

6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

DMUs

8892 AC Cars Railbus W79978 in BR dark green speed whiskers (Hel) £400

Coaches

4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £325) ..... BARGAIN £250
4911 BR Mk1 SO 2nd open in maroon (Hel) £250
4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) £250

Wagons

7F-071-025 7 Plank open wagon "Co-Op" (Dap) NEW £38
7F-071-025W 7 Plank open wagon "Co-Op" - weathered (Dap) NEW £38
7F-071-026 7 Plank open wagon "Dursley Coal" (Dap) NEW £38
7F-071-026W 7 Plank open wagon "Dursley Coal" - weathered (Dap) NEW £38
7F-071-018W 7 Plank open wagon "James Edge" - weathered (Dap) NEW £37.75
7F-071-018 7 Plank Wagon James Edge (Dap) NEW £34
4375 BR black D6983021 - Doglish (Hel) £79

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-E790BH Double slip (8 degree angle), Electrofrog (Pec) £83

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) £6

Cars

43AMDB9001 Aston Martin DB9 Coupe in gunmetal silver (Oxf) NEW £21
43AMDB9002 Aston Martin DB9 Coupe Onyx Black (Oxf) NEW £20
43AMV001 Aston Martin Vanquish Coupe Appletree Green (Oxf) NEW £21
43AMV002 Aston Martin Vanquish Coupe Selene Bronze (Oxf) NEW £20
VA02538 Corgi 60th - Austin Mini Cooper Mk1, Surf Blue (Cor) NEW £13
43JAGXK150007 Jaguar XK150 Fixed Head Coupe Mist Grey (Oxf) NEW £18.60
VA10710 MGB, 1966 Marathon de la Route, Outright Winner (Cor) NEW £23
43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black (Oxf) £20

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 point control

CDU Capacitor Discharge Unit (Gau) £11
PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £54
PL-15 Twin Microswitch (Pec) £7

DCC decoders

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57
DCR-21PIN-Direct Box of 10 (Hat) £110

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99
DCR-8PIN-HarnessMini Single (Hat) £11
DCR-8PIN-HarnessMini Box of 5 (Hat) £50

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
DCR-8PIN-Harness Single (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48
36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
DCR-8PIN-Direct Box of 10 (Hat) £105

DCC controllers

50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509

524-042 NCE Power Cab 2 Amp DCC controller (NCE) £136

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £220
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

DCC accessories

BPDCC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14
GM500D Universal Relay Switch for DCC use (Gau) NEW £5.75

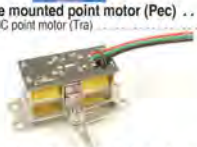
Point motors

PL-10WE High performance turnout point motor extended pin (Pec) £6
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
PM-2 Seep point motor (Gau) £3.50

PM-1 Seep point motor accessory switch (Gau) £4

PL-11 Side/surface mounted point motor (Pec) £7.50
TT300 Slow motion DCC point motor (Tra) £20



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
PL-26B Passing Contact Switch - Black Lever (Pec) £5.50
PL-26W Passing Contact Switch - White Lever (Pec) £5.50

Lighting equipment

WJP5700 Lights and Hub set - Just Plug lighting system (Woo) £16.50

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Railway publications

R8144 RailMaster PC Model Railway Control System CD-Rom (Hor) (list £69.99) ..... BARGAIN £5

Paint accessories

44510 Precision masking tape - 10mm x 18 metres - pack of two rolls (Exp) NEW £2.75
44501 Precision masking tape - 1mm x 18 metres - pack of two rolls (Exp) NEW £1.25
44502 Precision masking tape - 2mm x 18 metres - pack of two rolls (Exp) NEW £1.50
44506 Precision masking tape - 6mm x 18 metres - pack of two rolls (Exp) NEW £2

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LNER/BR J39 0-6-0 black £925.00
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GTR20 LMS/BR Princess £395.00
GTR21 LMS/BR Rebuilt Royal Scot £345.00
GTR24 LMS/BR Original Patriot £345.00
GTR25 LMS/BR Rebuilt Patriot £345.00
GTR44 LNWR/LMS/BR Coal Tank 0-6-2T . £225.00
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GTR68 Maunsell King Arthur 8 Wheel Tender £395.00
GTR72 LBSC/SR/BR I3 4-4-2T £235.00

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JLK6 G.W.R Dean Goods 0-6-0 ..... £295.00
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JLK11 LMS/BR Long Fire Box Black Five . £345.00

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TC14 LMS/BR Stainer 8F 2-8-0 ..... £525.00
TC16 LMS/BR Duchess with sloping firebox £525.00

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K302 LMS/B.R Ivatt 2-6-2T £345.00
K303 LMS/BR Fairburn 2-6-4 T £345.00
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K317B BR Britannia with BR1/1A tender . £575.00
K324B B.R 9F 2-10-0 BR1B/BR1C £575.00
K326 B.R Class 03 complete kit £395.00
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K338 LNER/B.R G5 0-4-0T £395.00
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LK750 Single track level crossing gates ... £19.25
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LK760 Telephone boxes (2) £8.35
LK761 GWR Station seats (4) £7.90
LK762 MR/NER station seats (4) £7.90
LK763 SR/BR Station seats £7.90
LK764 Bicycles (8) £7.90
LK790 GWR home or distant signal £17.75

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7062 B.R 12ton Vanwide £37.50
7063 B.R Standard Van £37.50
7064 B.R 12ton Standard/Flat Van £37.50
7065 B.R Meat Van £37.50
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W602 GWR Permanent Way brake £36.75
W603 GWR 6 wheel brake £40.50
W604 GWR 4 plank open £32.50
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W606 GWR 10 ton Van £39.75
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HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
HJ6125 4144 B.R. unlined black
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Ltd Ed, Maroon, yellow panel un-numbered
Maroon, yellow front D815 'Druid'
Ltd Ed, Maroon, yellow front un-numbered
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NEW DVD

Diesel and Steam DVDs for Christmas

BIG FREIGHT 16

NEW DVD

Big Freight 16 features a feast of freight trains, filmed countrywide during 2016. Produced in conjunction with Freightmaster, this brand new programme shows the huge variety of freight trains operating today and the astonishing variety of motive power hauling them! From Class 20s to brand new Class 68s and many more in between!

Peterborough to Leicester Line - Part One: At 53 miles in length, this east-west route links the East Coast and Midland Main Lines. With fine station buildings and traditional signalling, the volume of freight has increased in recent years and part one looks at the section from Peterborough to Oakham.

Rails around Derby: In recent years Derby has become THE hotspot on the rail network, in particular the stretch of line from Stenson Junction to Wichnor Junction. As well as the regular flows of Class 56, 60, 66, 68 and 70 hauled freight and engineers trains, the introduction of Colas Class 37s, Europhoenix Class 37s plus Class 20s this really is an amazing stretch of railway! Highlights from a number of visits during 2016 are included here.

Class 37 Far North Adventure: Another highlight of 2016 was the use of pairs of DRS Class 37s on ballast trains from Inverness to Georgemas Junction. 37218+667 were filmed at many locations all the way to Georgemas Junction and back!

Fairwood Junction: 2016 marks the 30th anniversary of the introduction of the Class 59. A superb sunny day is featured with a staggering 18 trains in 12 hours including nearly all of the 59s plus 66s and even a 60!

Plus: 37025 visits North Wales, 60095 on the Dalston tanks and much more.

Duration: 150 minutes (2hr 30min)
Price: DVD £19.95 Blu-ray £22.95
Code: TC228

NEW DVD

Diesel Hauled Passenger Trains: The Story of 2016

The revival in loco-hauled passenger trains continued throughout 2016 with Class 68s working in East Anglia, Class 73s on Scottish sleepers and the ever popular Class 37s in Cumbria. To celebrate another year of revival, the Diesel Hauled Passenger Trains series continues with a brand new release - The Story of 2016.

Starting with Class 37s in Cumbria and 'Large Logo' liveried 37401, 37402 and 37403 are featured; A shortage of DMUs in East Anglia prompted a top and tail Class 68 set, plus the existing Class 37 set; Class 68s continued to work for Chiltern; In Scotland, peak Fife Circle commuter trains were Class 68 hauled; In Wales the Class 67 hauled trains are featured; Class 73s finally took over the Highland portions of the Caledonian Sleeper plus the Great Western Sleeper is seen at Taunton with 57603 and 57605. Bonus footage: Pairs of 47/8s on diverted sleeper trains.

Duration: 100 minutes
Price: DVD £16.95 Blu-ray £19.65
Code: TC229

NEW DVD

Marsden Rail 37 - Somerset & Dorset Revisited 1962-1967

In the first half of this programme, film taken by local cameraman Graham Jewiss between 1964 and 1966 features numerous locations on the 37 mile section between Bath and Templecombe. Many of the scenes were recorded at the now-closed Bath Green Park station, with a wide variety of steam locomotives at work. Heading south from Bath Green Park station, film locations include Bath Junction, Midford and Wellow stations, together with several notable engineering features including Devonshire Tunnel and Midford Viaduct. At Templecombe, the depot is shown, together with locomotive movements between the Upper and Lower stations.

Duration: 60 minutes
Price: DVD £19.95
Code: MR037

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BACHMANN OO STEAM LOCOMOTIVES
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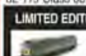
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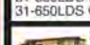
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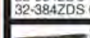
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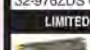
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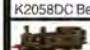
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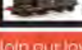
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16021 Class 16 D8404 BR Green Stratford style warning panels ... £114.99
16031 Class 16 D8407 BR Green with full yellow ends ... £114.99
16041 Class 16 D8409 BR Green with gloss finish & grey roof ... £114.99
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23081 Class 23 Baby Deltic D5900 BR Green, full yellow ends £104.99
23101 Class 23 Baby Deltic D5907 BR small yellow ends, gloss ... £104.99
23201 Class 23 Baby Deltic No. D5900 BR Green frost grilles ... £114.99
23211 Class 23 Baby Deltic No. D5901 BR Green frost grilles ... £114.99
23221 Class 23 Baby Deltic No. D5905 BR Green ... £114.99
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2713 Class 27 Diesel 5370 BR Green w/small yellow ends ... £101.95
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2726 Class 27 Diesel D5347 BR Green w/small yellow panels ... £101.95
2727 Class 27 Diesel 5363 BR Blue w/full yellow panels ... £101.95
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3356 Class 33/1 Diesel 33 102 BR Blue w/full yellow ends ... £101.95
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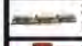
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R4606 Ex-LMS 50ft Full Brake Coach M31176M BR Blue £35.99
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R4610A Mk2E Standard Open Coach No. W5848 BR £29.99
R4611A Mk2E First Class Open Coach No. W3245 BR £29.99
R4612 Mk2E Brake Standard Open Coach No. M9499 BR £29.99
R4612A Mk2E Standard Open Brake Coach No. M9496 £29.99
R4614 MK2E Open First Coach No. W3228 BR £24.99
R4614A MK2E First Class Open Coach No. W3231 BR £29.99
R4615 MK2E Brake Open Standard Coach No. M9505 BR £24.99
R4615A Mk2E Standard Open Brake Coach No. M9508 £29.99
R4617 MK2E Open First Coach 3234 Intercity Executive £24.99
R4618 MK2E Brake Open Standard Coach No. 9504 £24.99
R4619 Mk1 Parcels Coach No. M80530 BR Maroon £24.99
R4620 Mk1 Second Open Coach SO No. M4360 BR £24.99
R4621 Mk1 Tourist Second Open Coach TSO E4542 BR £24.99
R4621A Mk1 Tourist Second Open Coach No. E4588 BR £24.99
R4622 Railroad Mk2E Open 2nd Coach W5860 BR Blue & Grey £16.99
R4624 Railroad Mk2E Brake 2nd Open Coach No. M9501 BR £16.99
R4625 Railroad Mk1 BG Parcels Coach No. M81389 BR £11.99
R4627 Railroad Mk1 Second Open SO Coach No. M4478 BR £12.99
R4628 Railroad Mk1 Second Open SO Coach No. M4363 BR £12.99
R4629 Railroad Mk1 Tourist Second Open TSO Coach BR £12.99
R4631 MK3 1st Class Coach TF 41023 Intercity Executive £28.49
R4631A MK3 1st Class Coach TF 41024 Intercity Executive £28.49
R4632 Mk3 Standard Open TS Coach 42096 Intercity Executive £19.99
R4632B MK3 Standard Open TS 42034 Intercity Executive £28.49
R4633A MK3 1st Class Coach TF No. E41064 BR Blue & Grey £28.50
R4634B MK3 Standard Open TS Coach E42125 BR Blue & Grey £28.50
R4634C MK3 Standard Open TS Coach E42126 BR Blue & Grey £28.50
R4635 MK3 Open Standard TS Coach Arriva Trains Wales £28.49
R4635A MK3 Open Standard TS Coach Arriva Trains Wales £28.49
R4635B MK3 Open Standard TS Coach Arriva Trains Wales £28.49
R4638 Mk3 1st Class Trailer 1st TF Coach Midland Mainline £28.49
R4638A Mk3 1st Class TF Coach No. 41067 Midland Mainline £28.49
R4639 Mk3 Standard Open TS Coach 42194 Midland Mainline £28.49
R4639B Mk3 Standard Open TS Coach Midland Mainline £28.49
R4642 Mk1 BG Parcels Coach No. W80657 BR (WR) £24.99
R4642A Mk1 BG Parcels Coach No. W81015 BR WR £24.99
R4643 Mk1 Second Open Coach SO M4781 BR Maroon £24.99
R4643A Mk1 SO Second Open Coach No. M4473 BR £24.99
R4644 Mk1 Tourist Second Open Coach TSO BR (WR) £24.99
R4644A Mk1 Tourist Second Open Coach No. W3873 BR £24.99
R4646 Mk1 Parcels Coach E80828 BR "Express Parcels" £24.99
R4647 Mk1 Corridor Third Coach No. M24450 BR, weathered £24.99
R4648 Gresley Suburban First Class Coach E81035 BR £40.25
R4649 Gresley Suburban Composite Coach E88097E BR £40.25
R4652 Thompson Suburban 3rd Class Coach No. E82690E BR £40.25
R4655 Driving Van Trailer No. 82146 DB Schenker £42.99
R4656 Non-Corridor 57ft Composite Coach No. 16597 LMS £37.99
R4656A LMS Non-Corridor 57ft Composite Coach No. 16612 £37.99
R4657 Non-Corridor 57ft Third Class Coach No. 11693 LMS £37.99
R4659 Non-Corridor 57ft 3rd Class Coach No. M11703M BR £40.25
R4666B Mk4 Standard Class Coach 12425 East Coast £28.49
R4666C Mk4 Standard Class Coach 12403 East Coast £28.49
R4671 Railroad LMS 4 Wheel Coach £14.99
R4672 Railroad SR 4 Wheel Coach £14.99
R4673 Railroad GWR 4 Wheel Coach £14.99
R4674 Railroad LNER 4 Wheel Coach £14.99
R4677 Non-Corridor 57ft 3rd Class Brake Coach No. 20724 LMS £37.99
R4677A Non-Corridor 57ft Third Class Coach 20725 LMS £37.99
R4677B LMS Non-Corridor 57ft 3rd Class Brake Coach No. 20754 £37.99
R4677C LMS Non-Corridor 57ft 3rd Class Brake Coach No. 20755 £37.99
R4678 Non-Corridor 57ft 3rd Class Brake M20769M BR £37.99
R4678A Non-Corridor 57ft 3rd Class Brake M20770M BR £37.99
R4684 Collett GWR Bow Ended Corridor 3rd Class 4857 BR £39.99
R4685 Collett GWR Bow Ended Corridor 3rd Class 5091 BR £39.99
R4686 Collett GWR Bow Ended Corridor Brake 3rd 5092 BR £39.99
R4687 Collett GWR Bow Ended Corridor Composite 6030 BR £39.99
R4688 Collett GWR Bow Ended Corridor Composite 6029 BR £39.99
R4689 LMS Non-Corridor 57ft Composite Coach No. M16574M £37.99
R4690 LMS Non-Corridor 57ft 3rd Class Coach No. M11912M £37.99
R4691 LMS Non-Corridor 57ft 3rd Class Brake Coach M20787M £37.99
R4691A LMS Non-Corridor 57ft 3rd Class Brake Coach M20788M £37.99
R4700 Mk1 Second Open Coach No. M4487 BR Maroon £28.49
R4702 Mk2E Standard Open Coach No. 5801 Virgin £32.99
R4702A Mk2E Standard Open Coach No. 5787 Virgin £32.99
R4704 Mk2E Brake Standard Open Coach 9507 Virgin £32.99
R4706 Mk1 Corridor Composite Coach No. E15058 BR £28.49
R4717 58ft Maunsell Rebuilt 8 Compartment Brake 3rd Class £39.99
R4718 58ft Maunsell Rebuilt 6 Compartment Lavatory Brake 3rd £39.99
R4719 58ft Maunsell Rebuilt 6 Compartment Lavatory Brake £39.99
R4720 58ft Maunsell Rebuilt 9 Compartment Lavatory 3rd Class £39.99
R4729 Mk3 Trailer Restaurant 2nd Buffet TRSB Coach W40001 £28.49
R4730 BR Mk3 Trailer First TF Coach W41003 BR £28.49
R4730A Mk3 Trailer First TF Coach No. W41004 BR £28.49
R4732 Mk3 Trailer Second TS Coach No. W42003 BR £28.49
R4732A Mk3 Trailer Second TS Coach No. W42004 BR £28.49
R4734 Maunsell Corridor First Class Coach No. 7406 SR £37.99
R4735 Maunsell Corridor Third Class Coach No. 1216 SR £37.99
R4736 Maunsell 6 Compartment 3rd Class Brake 3797 SR £37.99
R4737 Maunsell 6 Compartment 3rd Class Brake 3798 SR £37.99
R4743 Railroad Composite Coach No. 5055 Southern £18.99
R4747 58ft Maunsell Rebuilt 6 Compartment Lavatory Composite £39.99
R4748 58ft Maunsell Rebuilt 6 Compartment Lavatory 3rd Class £39.99
R4749 58ft Maunsell Rebuilt 9 Compartment Lavatory 3rd Class £39.99

HORNBY OO WAGONS/BOXES/VANS/TRUCKS/CRANES

R6643C Shunters Truck DW 94975 BR Grey w/Hallen Marsh branding £8.75
R6678 LMS Horse Box 42513 LMS £15.99
R6682 Extra Long CCT Van No. 1248 LNER £14.99
R6682B LNER Extra Long CCT Van No. 1247 LNER £14.99
R6708 CDA China Clay Hopper Wagon 353224 red frame/blue canopy £19.99
R6712 5 Plank Open Wagon Triple Pack BR Bauxite £19.99
R6712A 5 Plank Open Wagon Triple Pack BR Bauxite £19.99
R6713 Ventilated Van Triple Pack BR Bauxite £21.99
R6713A Ventilated Van Triple Pack BR Bauxite £21.99

GRAHAM FARISH N LOCOMOTIVES

370-070 Cornish Riviera Digital Train Set £169.99
370-080 Countryside Coal Digital Train Set £149.99
370-185 A Day at the Races Train Set NEW £179.95
370-2014 Silver Anniversary Gift Set (Class 47 & Jubilee Steam) £184.99
370-2014D Class 47 Diesel No. 47 164 BR Blue with Union Flag £94.99
370-2014S Jubilee Steam No. 45552 BR Green E/E £99.99
371-015C Class 08 Diesel Shunter No. 08 672 £80.95
371-021A Class 08 Diesel Shunter No. D3785 £80.95
371-023 Class 08 Diesel Shunter No. 08 600 "Ivor" £80.95
371-024 Class 08 Diesel Shunter No. 08 907 DB Schenker £80.95
371-032 Class 20 Diesel 20063, BR Blue indicator discs, wthrd £97.99
371-033 Class 20 Diesel No. D8011 BR Green, weathered £105.95
371-034 Class 20 Diesel 20 132 BR Red Stripe Railfreight £105.95
371-051C Class 04 Diesel No. D2295 BR Blue £72.95
371-054 Class 04 Diesel Shunter No. D2332 £72.95
371-110 Class 31 Diesel 5826 BR Green, full yellow ends £100.95
371-111 Class 31 Diesel D5596 BR Green, small yellow ends £103.95
371-112 Class 31 Diesel No. 31 173 BR Blue £103.95
371-166 Class 37/4 Diesel No. 37 406 "The Saltire Society" BR £101.95
371-167 Class 37/5 Diesel No. 37 514 Trainload Metals £103.95
371-168 Class 37/5 Diesel 37 506 "British Steel Skinningrove" £103.95
371-285 Class 55 Deltic Loco No. D9007 "Pinza" BR Green £103.95
371-286 55 Deltic D9002 "The Kings Own Yorkshire Light Infantry" £101.95
371-287 55 Deltic 55 005 "Prince of Wale's Own Regiment Yorkshire" £103.95
371-329 Class 150/2 2 Car Sprinter DMU 150 247 BR, weathered £144.95
371-330 Class 150/1 2 Car Sprinter DMU 150 128 FGW £131.95
371-350A Class 60 Diesel Loco No. 60 035 EWS £103.95
371-357 Class 60 Diesel Loco No. 60 057 £103.95
371-358 Class 60 Diesel Loco No. 60 021 £103.95
371-383A Class 66 Diesel No. 66 101 DB Schenker £103.95
371-384 Class 66 No. 66 209 EWS, weathered £105.99
371-385 Class 66 No. 66 546 Freightliner £101.95
371-396 Class 66 No. 66 731 "InterhubGB" GBRf £103.95
371-397 Class 66 Diesel No. 66 434 DRS Plain Blue Compass £103.95
371-433 Class 170 3 Car DMU No. 170 434 First ScotRail £89.99
371-454 Class 37 D6827 BR Green, Centre Headcode, weathered £106.99
371-456 Class 37/0 No. 37 133 BR Civil Engineers Dutch £103.95
371-504 Class 101 2 Car DMU BR Green small yellow panels £144.95
371-558 Class 158 2 Car DMU No. 158 871 ScotRail £89.99
371-604 Class 42 Warship Diesel D832 "Onslaught" BR Green £100.95
371-605 Class 42 Warship Diesel 810 "Cockade" BR, weathered £106.95
371-636 Class 70 Diesel No. 70 003 Freightliner Powerhaul £102.99
371-656 Class 57 Diesel No. 57 312 Network Rail Yellow £103.95
371-700 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' Silverlink £99.99
371-701 Class 350/2 Desiro 4 Car EMU 350 238 London Midland £99.99
371-702 Class 350/1 Desiro 4 Car EMU 350 101 London Midland £99.99
371-828B Class 47/0 Diesel Loco No. 47 096 BR Blue £103.95
371-877A Class 108 2 Car DMU BR Blue & Grey £144.95
371-880 Class 108 2 Car DMU BR Green £144.95
371-876DS Class 108 2 Car DMU BR. DCC Digital Sound £229.95
371-985 Class 64xx 0-6-0 Pannier Tank No. 6407 GWR £80.95
371-986 Class 64xx 0-6-0 Pannier Tank No. 6417 BR E/E £80.95
371-987 Class 64xx 0-6-0 Pannier Tank No. 6412 BR L/L £80.95
372-060 Midland Class 4F 43924 BR Blk L/C Fowler Tender £93.95
372-061 Midland Class 4F 3851 LMS Black Johnson Tender £93.95
372-062 Midland Class 4F 43875 BR E/E Johnson Tender £93.95
372-138 Class 5 No. 5190 LMS Plain Black £110.95
372-139 Class 5 No. 45206 BR Lined Black E/E £110.95
372-181 Princess Coronation Class "Duchess of Hamilton" £127.99
372-182 Princess Coronation Class "City of Birmingham" £127.99
372-183 Princess Coronation Class "City of Coventry" £127.99
372-184 Princess Coronation Class No. 46245 "City of London" £127.99
372-185 Princess Coronation Class "City of Bradford" £127.99
372-385 Class A2 525 'A H Peppercorn' LNER Apple Green £140.95
372-386 Class A2 No. 60537 "Bachelors Button" BR Green £135.95
372-387 Class A2 Steam No. 60527 "Sun Chariot" BR £135.95
372-388 Class A2 Steam No. 60532 "Blue Peter" BR £135.95
372-400 J39 No. 1856, LNER Black, Flat Sided Tender £93.95
372-401 J39 No. 64960, BR Black, E/E, flat sided tender £93.95
372-402 J39 No. 64838, BR Black, L/C, stepped tender £93.95
372-403 J39 No. 64841 BR Black L/C £97.95
372-481 Jubilee Class No. 45572 'Eire' BR Green L/C, wthrd £118.99
372-535 Class 4MT Tank No. 80027 BR Lined Black E/E £101.95
372-536 Class 4MT Tank No. 80119 BR Lined Black L/C £101.95
372-578 Rebuilt Royal Scot Steam 6100 "Royal Scot" LMS £118.95
372-579 Rebuilt Royal Scot Steam 46122 "Royal Ulster Rifleman" £127.95
372-626 Ivatt Class 2MT 2-6-0 No. 46440 BR Black E/E £101.95
372-627 Ivatt Class 2MT 2-6-0 No. 6404 LMS Black £74.95
372-726 BR Standard Class 5MT No. 73158 BR Black L/C £87.99

GRAHAM FARISH N COACHES/WAGONS/VANS/BOXES

374-133 BR Mk1 GUV Res £14.99
374-221A BR Mk1 FK Pullman First Kitchen Car No. E 323 E BR £12.99
374-476A BR Mk3 SLEP Sleeping Car 10688 ScotRail Caledonian £13.99
379-354A Pack 20ft Containers - MSC & Hamburg Sud £6.00
379-390 Alloy BD Containers "Speedfreight" Pack of 4 £6.00
379-391 Type A Containers BR Crimson. Pack of 4 £6.00

DAPOL N LOCOMOTIVES

2D-001-000 Class 33/0 Diesel Loco No. 33 030 BR Blue NEW £108.95
2D-001-000D Class 33/0 Diesel 33 030 BR. DCC Fitted NEW £130.95
2D-001-001 Class 33/0 Diesel Loco No. D6571 BR Green NEW £108.95
2D-001-001D Class 33/0 Diesel D6571 BR. DCC Fitted NEW £130.95
2D-001-003 Class 33/0 Diesel Loco No. D6539 BR Green NEW £108.95
2D-001-003D Class 33/0 Diesel D6539 BR. DCC Fitted NEW £130.95
2D-003-002 WD Loco D1038 "Western Sovereign" BR Green £97.99
2D-003-003 Class 52 No. D1056 "Western Sultan" BR Maroon £79.99
2D-003-003D WD Class 52 D1056 "Western Sultan" DCC Fitted £117.99
2D-003-004 Class 52 No. D1058 "Western Nobleman" BR Blue £79.99
2D-003-004D WD D1058 "Western Nobleman" DCC Fitted £117.99
2D-003-005 Class 52 No. D1072 "Western Glory" BR Blue £79.99
2D-003-005D WD Class 52 D1072 "Western Glory" DCC Fitted £117.99
2D-003-006 WD Loco No. D1065 "Western Consort" BR Maroon £79.99
2D-003-007 WD Loco D1012 "Western Firebrand" BR Maroon £79.99
2D-003-007D WD D1012 "Western Firebrand" DCC Fitted £119.99
2D-003-008 WD Loco D1000 "Western Enterprise" BR, wthrd £79.99
2D-003-008D WD D1000 "Western Enterprise" DCC Fitted £119.99
2D-003-009 WD Loco No. D1045 "Western Viscount", weathered £79.99
2D-003-009D WD D1045 "Western Viscount" DCC Fitted £119.99
2D-003-010 WD Loco No. D1062 "Western Courier", weathered £79.99
2D-003-010D WD D1062 "Western Courier" DCC Fitted £125.95
2D-003-011 WD Loco No. D1009 "Western Invader", weathered £79.99
2D-003-011D WD D1009 "Western Invader" DCC Fitted £119.99
2D-004-000 Class 56 Diesel No. 56 006 Laudhaul £113.99
2D-004-001 Class 56 Diesel No. 56 019 Red Stripe Railfreight £113.99
2D-004-002 Class 56 Diesel No. 56 001 Trainload Construction £113.99
2D-004-003 Class 56 Diesel No. 56 022 BR Blue £113.99
2D-004-004 Class 56 Diesel No. 56 022 BR Blue £113.99
2D-004-005 Class 56 Diesel No. 56 089 EW&S £109.99
2D-004-006 Class 56 No. 56 070 BR Blue £113.99
2D-004-007 Class 56 No. 56 090 BR Large Logo Blue £109.99
2D-004-008 Class 56 No. 56 056, Trainload Construction £113.99
2D-007-002 Class 66 Diesel 66 504 Freightliner Powerhaul £86.99
2D-007-003 Class 66 Diesel No. 66 177 EWS with white roof £89.95
2D-007-004 Class 66 Diesel No. 66 612 'Forth Raider' £89.95
2D-009-000 Class 121 Bubble Car DMU No. W55022 BR £113.99
2D-009-002 Class 121 Bubble Car DMU No. W55032 BR £109.99
2D-009-100 Class 121 Bubble Car DMU W55028 Non-motorised £49.99
2D-009-101 Class 121 Bubble Car DMU W55020 Non-motorised £49.99
2D-009-102 Class 121 Bubble Car DMU W55030 Non-motorised £49.99
2D-012-001 Class 22 Diesel 6318, BR Blue with full yellow ends £116.99
2D-012-002 Class 22 Diesel 6320 BR Green, small yellow ends £116.99
2D-012-004 Class 22 Diesel D6313 BR Grn, small yellow panels £116.99
2D-012-005 Class 22 Diesel D6331 BR Grn, small yellow panels £116.99
2D-012-005D Class 22 Diesel D6331 BR Green, DCC Fitted £135.99
2D-012-008 Class 22 Diesel No. D6311 BR Green £79.99
2D-012-008D Class 22 Diesel No. D6311 BR - DCC Fitted £135.99
2D-012-009 Class 22 Diesel No. D6316 BR Green £84.99
2D-012-009D Class 22 Diesel No. D6316 BR - DCC Fitted £141.99
2D-012-010 Class 22 Diesel No. D6326 BR Green £79.99
2D-012-011 Class 22 Diesel No. D6327 BR Green £79.99
2D-012-011D Class 22 Diesel No. D6327 BR - DCC Fitted £135.99
2D-012-012 Class 22 Diesel No. 6330 BR Blue, weathered £84.99
2D-012-012D Class 22 Diesel 6330 BR wthrd - DCC Fitted £141.99
2D-012-013 Class 22 Diesel No. D6315 BR Green, weathered £84.99
2D-012-013D Class 22 Diesel D6315 wthrd - DCC Fitted £141.99
2D-012-014 Class 22 Diesel No. D6328 BR Blue £79.99
2D-012-014D Class 22 Diesel D6328 BR Blue - DCC Fitted £135.99
2D-013-000 Class 27 Diesel No. 27 108 BR Blue £104.99
2D-013-001 Class 27 Diesel No. D5401 BR Green £104.95
2D-013-051 Class 27 Diesel No. 27 203 BR Blue non-motorised £44.99
2D-013-053 Class 27 Diesel No. D5360 BR Green £44.99
2D-013-054 Class 27 Diesel No. D5369 BR Green non-motorised £45.95
2D-017-001 Driving Van Trailer No. 82145 Network Rail £40.95
2D-017-002 Driving Van Trailer No. 82101 Intercity Swallow £39.95
2D-018-001 Hymek Diesel No. D7061 BR Blue £92.99
2D-018-002 Hymek Diesel No. D7026 BR Blue, weathered £98.99
2D-018-003 Hymek Diesel No. D7013 BR Green £88.99
2D-018-003D Hymek Diesel D7013 BR Green, DCC Fitted £109.99
2D-018-006 Hymek Diesel D7035 BR Blue, unpowered £38.99
2D-019-003 Class 43 HST Bookset Intercity Executive £154.95
2D-019-004 Class 43 HST Bookset, Intercity Swallow £154.95
2D-020-001 Class 153 DMU No. 153 378 Central Trains £84.99
2D-020-002 Class 153 DMU No. 153 371 London Midland £88.95
2D-021-001 Class 156 2 Car DMU Set 156 508 Strathclyde £105.99
2D-021-002 Class 156 2 Car DMU Set 156 419 Provincial £105.99
2D-021-003 Class 156 2 Car DMU 156 403 Central Trains Express £105.99
2S-001-001 Manor Class 4-6-0 7801 "Anthony Manor" GWR £114.99
2S-001-001D Manor Class "Anthony Manor" DCC Fitted £129.99
2S-001-003 Manor Steam No. 7805 "Broome Manor" GWR £114.95
2S-001-004 Manor Steam No. 7821 "Ditcheat Manor" BR E/E £114.99
2S-001-004D Manor Steam No. 7821 "Ditcheat Manor" DCC Fitted £135.99
2S-002-001 Schools Class 4-4-0 No. 902 "Wellington" £120.99
2S-002-001D Schools Class 4-4-0 "Wellington". DCC Fitted £142.99
2S-007-005 0-6-0 57xx Pannier Tank No. L97 London Transport £65.95
2S-007-006 0-6-0 57xx Pannier Tank No. 3702 BR Black L/C £69.99
2S-007-008 0-6-0 57xx Pannier Tank No. 5764 GWR Green £65.95
2S-007-010 57xx Pannier Tank No. 8700 GWR Green £72.95
2S-007-011 57xx Pannier Tank No. 6746 GWR £72.95
2S-007-012 57xx Pannier Tank No. 5764 GWR Green £72.95
2S-007-013 8750 Pannier Tank No. 9744 GWR Green £69.99
2S-008-001 A4 Steam 60012 'Commonwealth of Australia' BR £119.99
2S-008-002 A4 Steam 4498 'Sir Nigel Gresley' LNER Blue £119.99
2S-008-004 A4 Steam No. 60022 "Mallard" BR Blue £119.99
2S-008-004D A4 Steam 60022 "Mallard" BR Blue - DCC Fitted £139.99
2S-008-005 A4 Steam No. 60022 "Mallard" BR Green £119.99
2S-008-006 A4 Steam No. 60029 "Woodcock" BR Green £119.99
2S-008-007 A4 Steam No. 60033 "Seagull" BR Green £119.99
2S-008-007D A4 Steam 60033 "Seagull" BR - DCC Fitted £139.99
2S-009-004 28xx Class Steam No. 2884 GWR Green £119.95
2S-009-005 38xx Class Steam No. 3819 GWR Green £119.99
2S-009-006 38xx Class Steam No. 3846 BR Black E/E £119.95
2S-009-006D 38xx Class Steam No. 3846 - DCC Fitted £134.99
2S-009-007 38xx Class Steam No. 3822 BR Black L/C £119.99
2S-010-001 Hall Class 4951 "Pendeford Hall" BR Lined Grn L/C £109.99
2S-010-002 Hall Class 4914 "Cranmore Hall" BR Green L/C £109.99
2S-010-003 Hall Class Steam 4958 "Priory Hall" GWR Green £114.95
2S-012-004 0-6-0 Terrier Steam No. 57 "Thames" £66.99
2S-012-005 0-6-0 Terrier Steam No. 32655 BR Black E/E £63.99
2S-012-006 0-6-0 Terrier Steam No. 2644 SR Lined Green £63.99
2S-012-007 0-6-0 Terrier Steam 5 GWR Green Shirtbutton emblem £66.95
2S-012-008 0-6-0 Terrier Steam No. 3 "Bodiam" KESR Blue £66.99
2S-013-001 Class 9F 2-10-0 Steam 92088 BR Black L/C £96.99
2S-013-001D Class 9F 2-10-0 92088 BR Black L/C. DCC Fitted £113.99
2S-013-002 Class 9F 2-10-0 92226 BR Black L/C BR1G Tender £93.99
2S-013-002D Class 9F 2-10-0 92226 BR Black L/C - DCC Fitted £113.99
2S-013-003D Class 9F No. 92220 "Evening Star" wthrd- DCC Fitted £121.99
2S-013-005 Class 9F Steam Loco 92006 BR Black E/E wthrd £109.99
2S-015-001 Ivatt 2-6-2T Steam Loco No. 1208 LMS Black £59.95
2S-016-002 M7 0-4-4 Steam No. 30126 BR Black E/E £59.95
2S-016-003 M7 0-4-4 Steam No. 30253 BR Black L/C £59.99
2S-016-004 M7 0-4-4 Steam No. 30 Southern Bulleid, weathered £64.95
2S-017-001 Britannia Class 70006 "Robert Burns" BR E/E £114.99
2S-017-002 Britannia Class 7MT No. 70009 "Alfred the Great" £110.95
2S-017-003 Britannia Class 7MT No. 70015 "Apollo" BR E/E £110.95
2S-017-004 Britannia Class 7MT No. 70021 "Morning Star" BR £114.99
2S-017-005 Britannia 7MT No. 70025 "Western Star" weathered £118.95
2S-019-001 Grange Steam 6820 "Kingstone Grange" GWR NEW £114.99
2S-019-002 Grange Steam 6802 'Bampton Grange' GWR £119.99
2S-019-003 Grange Steam 6809 'Burghlere Grange' BR £114.99
2S-019-004 Grange Steam 6856 'Stowe Grange' BR £114.99
2S-019-005 Grange Steam 6837 "Forthampton Grange" BR £119.95
2S-019-006 Grange Steam 6803 'Bucklebury Grange' BR £114.99
2S-020-001 B17 Steam No. 2864 "Liverpool" Wartime Black £104.95
2S-020-001D B17 Steam No. 2864 "Liverpool" DCC Fitted £125.95
2S-020-002 B17 Steam No. 61664 "Liverpool" BR Green £104.95
2S-020-003 B17 Steam No. 2871 "Manchester City" Green £104.95
2S-021-001 Q1 Steam No. 33016 BR Black E/E £108.95
2S-021-002 Q1 Steam No. 33018 BR Black L/C £104.95
ND079F B17 2863 "Everton" LNER Apple Green £100.95
ND095A Platinum Britannia Class 7MT 4-6-2 7000 "Britannia" £114.95
ND095B Britannia Class 7MT 4-6-2 No. 70013 "Oliver Cromwell" £114.99
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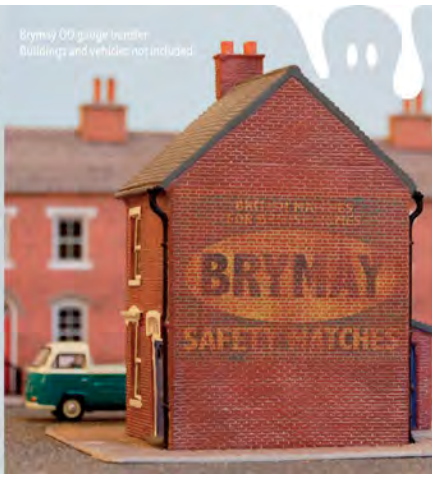

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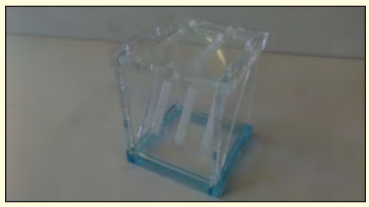

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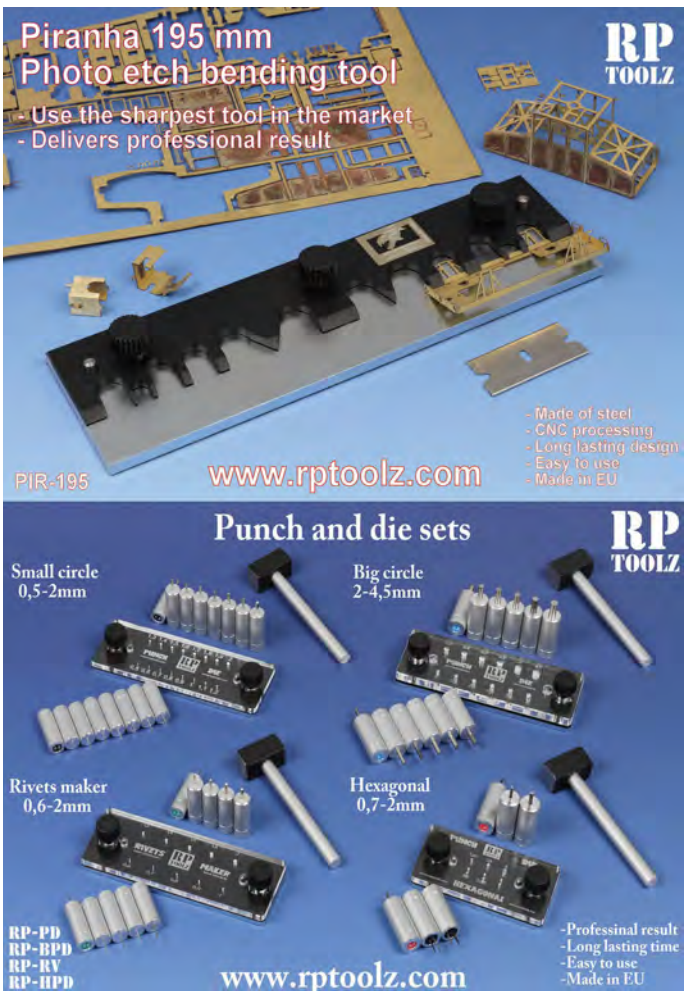
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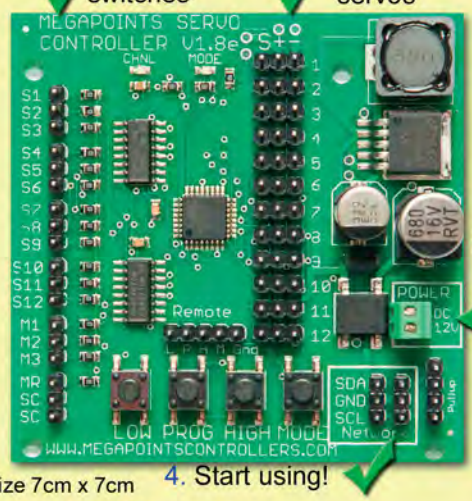

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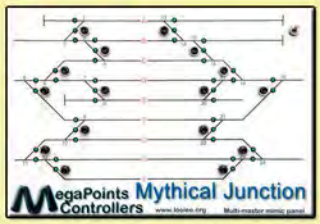

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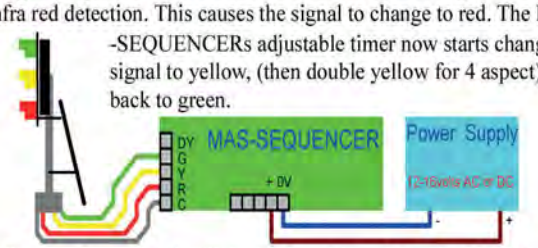

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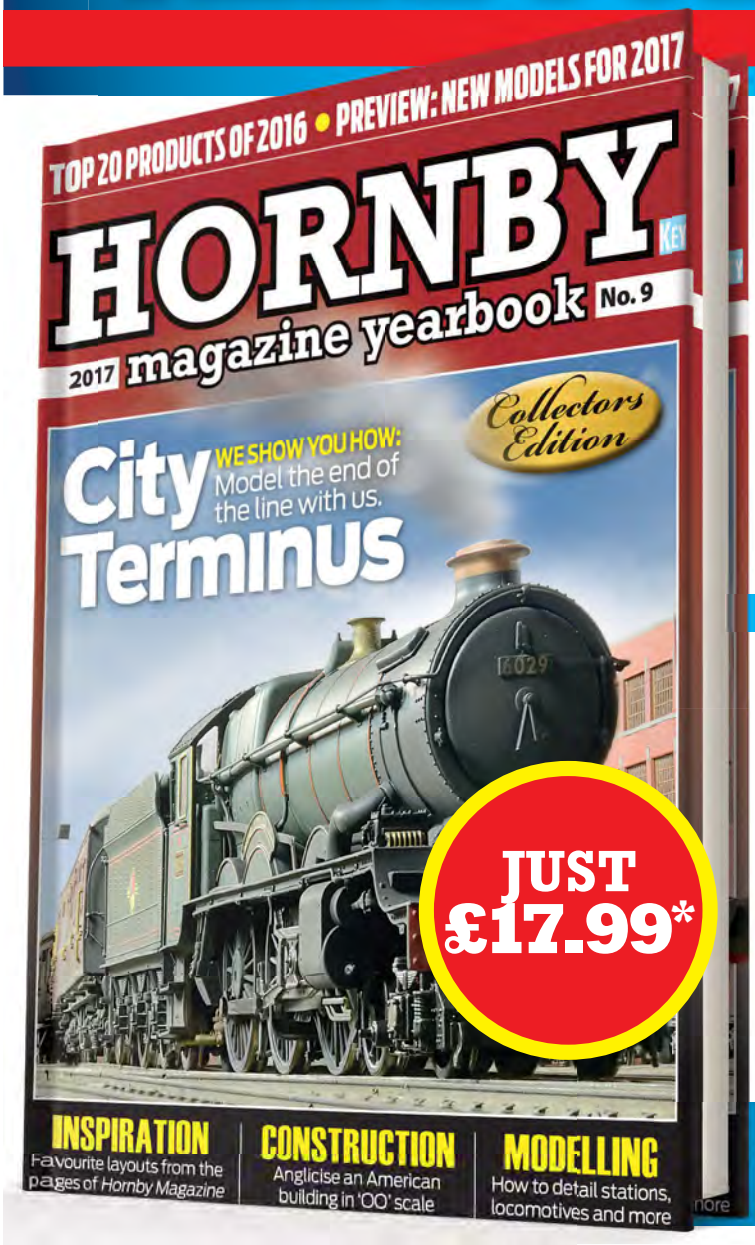

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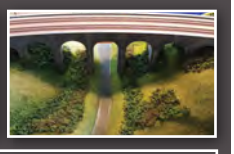

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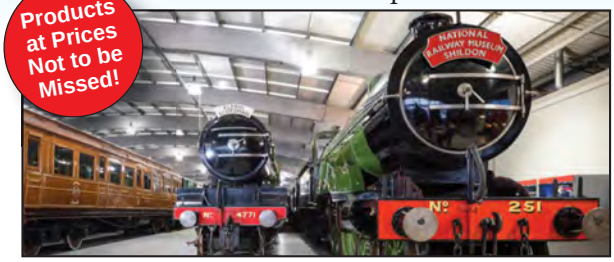

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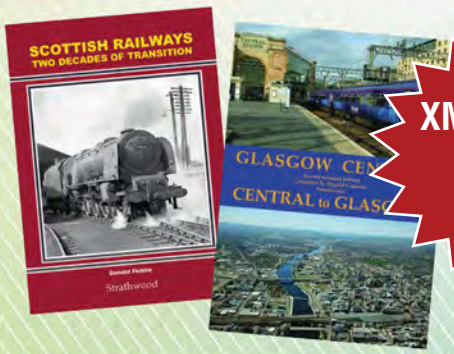

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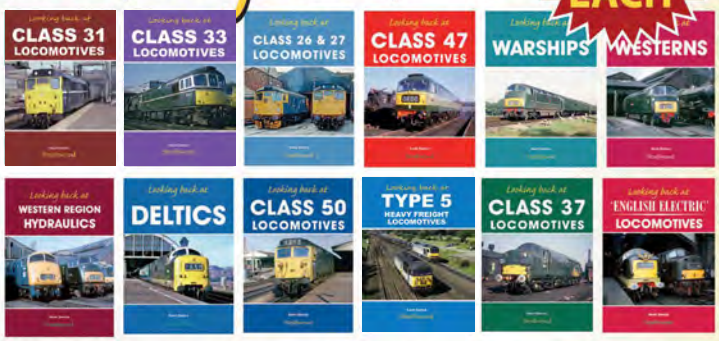

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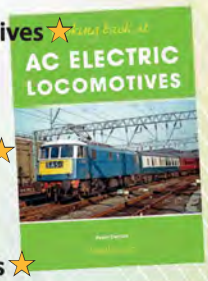

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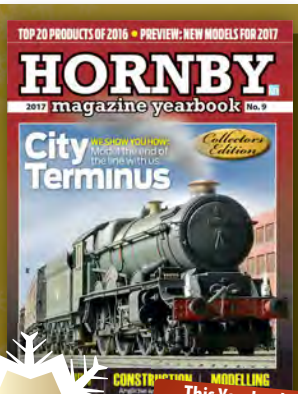

In this ninth edition of the Hornby Magazine Yearbook the new project layout introduces a variety of skills from making use of overseas buildings to detailing stations, locomotives and more. It features the latest layout build from the Hornby Magazine team to create a 1960s Western Region style city terminus with full digital command control, working signals and more. Add to that quality photography, in depth step by step guides, inspirational favourite layouts and evocative black and white prototype images, and this Yearbook is a must-have addition for modellers of all ages and skill levels. **128 pages, Hardback.**

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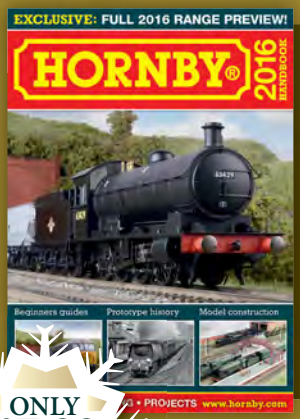

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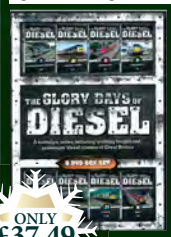

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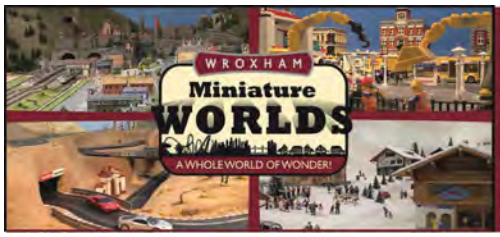

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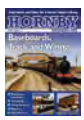

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CHESTER TOYFAIR (NEW VENUE), The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. Saturday 10th December 10.30am-2.30pm, £2.00 entry, Tony Oakes Fairs 01270 652773

KIDDERMINSTER TOYFAIR. Gilt Edge Leisure Centre, Zortech Road, Kidderminster. DY11 7DY (off A451). Sunday 20th November 10.30am-2.00pm £1.50 entry, Tony Oakes Fairs 01270 652773

STOKE-ON-TRENT TOYFAIR, Fenton Community Centre, Manor Street, Fenton. S.O.T. ST4 2PT. Saturday 26th November 10.30am-2.00pm, £1.00 entry, Tony Oakes Fairs 01270 652773

TOY & TRAIN FAIRS

HAYDOCK PARK Wednesday 28th December 2016, 10.30 – 3 Haydock park racecourse The exhibition centre, WA12 0HQ – M6 Junction 23 – 1 mile Up to 80 tables Admission adults £2.00 Children 50p. Contact: Barry Stockton on 0151-334 3362

HOLMES CHAPEL Sunday 4th December 2016, 10.30 - 3 Holmes Chapel Leisure Centre Selkirk drive CW4 7DZ 1 mile from M6 Junction 18 Up to 90 tables Admission Adults £2.00 Children 50p. Contact: Barry Stockton on 0151-334 3362

NOTTINGHAM TOY & TRAIN FAIR, Bluecoat Academy, NG8 5GY (on ring-road 1 mile north of Uni.) Saturday 3rd December 10am-2pm, refreshments. Contact Malc: 07951 072790

BURTON-UPON-TRENT TOY & TRAIN FAIR, Town Hall, DE14 2EB, Wednesday 14th December 6.30pm-8.30pm. Always a good selection of rail and diecast. Contact Malc 07951 072790

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TOY & TRAIN COLLECTORS FAIR GATESHEAD INTERNATIONAL STADIUM Neilson Road, Gateshead NE10 0EF (Just off Felling-by-pass, A184) 10th December 2016 (Sat) 10:00am - 3:00pm Adults £3, Children & Senior Citizens £2 Tel: 07504 035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northerntoyfairs

RUGBY EVENING TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Tuesday 6th December 2016 80 stalls 7pm – 9pm Adults £1.50 Seniors £1.20 Children 50p (under 5s Free) www.bpfairs.com Tel 01604 846688

STAFFORD SHOWGROUND TOY & TRAIN COLLECTORS FAIR The Prestwood and Argyle Centres, Stafford Showground, Weston Road, Stafford ST18 0BD Sunday 11th December 10.30am-3pm 280 stalls Adults £3.50 Seniors £3 Children £1 (under 5s Free) Free parking www.bpfairs.com Tel: 01604 846688

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Squires will be exhibiting at the following shows in 2016 – 2017
Diary updated as bookings are confirmed

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. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)**
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.

Please please please help us! - If you would like us to assemble an order for collection at Warley, which we are very pleased to do, please help us and place your order at least a week before the show :-)

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
Dec 10/11 - KNOCKHOLT Model Fest 2016, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN14 7NN Model Show featuring Model Railways, Boats, Planes & Military Modelling. Sat/Sun 10-4.

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, Brisrtol, **BS34 8QZ.** Sunday 10 - 4.00pm.
Jan 22 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. **www.astolatmrc.com**
Jan 28/29 KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5
Feb 4/5 ALTON - FebEx 2017 Alton Model Railway Group Exhibition Eggars School, Anstey Rd, Alton, Hants, **GU34 4EQ.** Sat 10-5. Sun 10-4.
Feb 11 NEWBURY MODEL RAIL SHOW St. Bartholomews School, Andover Rd, Newbury, Berks RG14 6JP 10 - 4.30pm. 13 Layouts - Plenty of Free Parking, Close to Newbury Railway Station.
Feb 18 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, TN9 1SF, Sat 10 - 5pm. www.tonbridgemrc.com
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 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10-4.
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 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way. Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.
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**
Mar 11/12 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5.
Mar 18/19 NOTTINGHAM - East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Rd, Bilborough, Nottingham **NG8 4PB.** Sat 9.30-5.30, Sun 10-5.
Mar 25/26 PENRITH Model Railway Show, Rheged Centre, Redhills, Penrith, Cumbria, CA11 0DQ Sat 10-5.30, Sun 10-4. Organised by Border Railway Society; Carlisle & District O Gauge Group and Rheged.
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 FREEParking**
April 15/16/17 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road York. YO23 1EX. Sat/Sun 10 - .5, Monday 10 - 4.30. ***Advance Tickets Now Available from Squires** T & C's Apply*** Coming to York Show? Why not try Sunday?? or Monday??? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-) **Plenty of FREE Parking**
April 22 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10-4.30
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 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**.Sat 10 - 4.00.
June 3/4 - DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster. DN2 6AY. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Resturant
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!!*:-)
Oct 7/8 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)
Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society Model Railway Exh, The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4 *Now 2 Day Show Short Walk Angmering Station**

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NEXT ISSUE

Porth Eithin

Peter Midwinter turned to Cornwall for the inspiration to create this busy branch line scene which includes exchange sidings, a china clay docks and a host of evocative Western Region motive power. Next issue we bring you the full story on this fascinating 'OO' gauge layout.

HOW TO BUILD A...

GROUND FRAME

The advent of Wills point rodding kits has made introducing an extra piece of lineside detail simpler. Nigel Burkin shows how the kits can be used to create even more realism in 'OO'.

THE WARLEY REPORT

The Warley National Model Railway Exhibition takes place on the weekend of November 26/27 and in the next issue we will be rounding up all the new announcements and product development from the the year's biggest show. Don't miss it!

KILBOWIE

For John Thompson the lure of modelling memories of the 1960s brought him back to 'OO' gauge after a period of producing Swiss theme narrow gauge layouts. Kilbowie is the result and this Glasgow suburbs digital controlled layout is a bustling reminder of a period long past. Read the full story next month.

THE NEXT ISSUE OF

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4F-014-020 - Fruit D - BR Blue W38126 Weathered

4F-016-015 - Banana Van - Jaffa B881904

4F-016-016 - Banana Van - Jaffa B881904 Weathered

4F-040-019 - 4 Plank - Arnold's Sands 711

4F-040-020 - 4 Plank - Arnold's Sands 711 Weathered

4F-051-027 - 5 Plank - W & W Nunnerley 1

4F-051-028 - 5 Plank - W & W Nunnerley 1 Weathered

7F-056-001 - BR Standard Plywood Van
Diagram 213 Bauxite B765307

7F-056-003 - BR Standard Planked Van
Diagram 208 Bauxite B768898

7F-057-001 - BR Insulated Van
Diagram 0251 White B872112

7F-053-002 - 5 Plank Corrugated End
BR Diagram 44 Bauxite B486144

Also released this month include;

2F-039-007 - Telescopic Hook Wagon Tiphook Blue 33 70 0899 046-3
7F-053-001 - 5 Plank Wagon Corrugated End BR Diagram 39 Grey B494990
7F-053-003 - 5 Plank Wagon Corrugated End BR Diagram 39 Grey M424330
7F-056-002 - BR Standard Plywood Van Diagram 213 Bauxite B775635
7F-056-004 - BR Standard Planked Van Diagram 213 Bauxite B768101

All product release dates correct at time of going to press

Product Scale Key

O Gauge | OO Gauge | N Gauge

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Wickham Trolley Car

OO Scale Model Permanent Way Vehicle

32-993 BR Engineers Yellow with Wasp Stripes — ERA 7

- Accurate Type 27 trolley and trailer
- Electrical pick-up from both vehicles
- 2 types of radiator grills
- Used country wide
- Correct pattern wheels
- 75mm long with trailer

32-992 Wickham Trolley Car — ERA 6
BR Engineers Yellow

32-991 Wickham Trolley Car — ERA 4/5
BR Maroon

Detailed windows with wipers

Canvas sides 'rolled up'

Static turntable on rear

Era 4/5 = 1948 - 1966 Era 6 = 1967 - 1971 Era 7 = 1971 - 1982

OO Scale

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