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FIRST REVIEWS:

'00' gauge 'Coal Tank'
and 'N' gauge 'Castle'



HORNBY

magazine

Issue 119 **May 2017**

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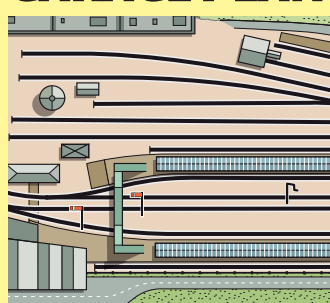
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15 top tips for
recreating heavy
freight traffic



GARAGE PLAN



Main line design for '00'

SOUND PROJECT

DIGITAL '14XX'



Installing DCC sound in
Hatton's GWR 'auto tank'

**LATEST
NEWS**

HIDDEN
Treasure

BILSTON ROAD:
A Midland '00' loft
layout built to last



PLUS...

TETLEY TO TWINING

A modern day branch in 'N' gauge

WILLOWBROOK MARSH

An exhibition shunting puzzle in 'O' gauge

INSIDE HORNBY: GWR 'Toad' samples,
'Q1' revival, GWR HST decoration and more!

KEY



05 >



A GLADIATOR OF THE GWR NETWORK!

When Charles Collett took over from George Churchward as Chief Mechanical Officer of the Great Western Railway in 1921, the increase in holiday traffic from London to Devon and Cornwall was demanding heavier trains. To cater for this, the management of the GWR were devoted proportionally more money and resources to the West of England services, from Paddington, than to any other routes and this included the design of new locomotives and coaching stock.

A result of this investment was Collett's design of the GWR Class 4073, or 'Castle' Class, which could both supplement the existing Star class and replace them on the heaviest

expresses. However, Collett was faced with not only having to improve upon the locomotives he had available, but also to modernise the GWR's fleet of ageing, yet distinctive 'Toplight' coaching stock.

The coaching stock solution entailed a new 'bow-ended' design, which proved to be so successful that it went on to become the basic GWR design for almost 30 years. Such was the build programme between 1925 and 1929, with a new carriage being produced, on average, every two and a half days, that every main line service became composed of modern carriage stock by the end of the 1920s.

Locomotive No. 5076 Drysilwyn Castle was built at Swindon in August 1938 and was allocated initially to Exeter Shed, but in January 1941, whilst at Bath Road, the locomotive was renamed to Gladiator. The GWR re-named twelve of the Castle locomotives commencing with No 5071, re-named Spitfire, as part of their 'doing their bit' to promote morale within the British population during the Second World War. Later allocated to Bath Road in Bristol where No. 5076 was recorded both in August 1950 and March 1959, the locomotive remained in service until September 1964, where it was withdrawn whilst allocated to Southall shed.

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Hornby will be at the GCR Model Event in Loughborough on the 16th, 17th and 18th of June
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WELCOME

THE EDITOR'S PAGE



FREIGHT TRAFFIC has always been at the heart of railway operations and I'm sure I can't be the only one who has spent many hours chasing goods traffic in the past. In the 1990s it wasn't quite so

simple as it is now - no internet and just the generic timetables of *Freightmaster* books to go by - whereas now we can get real time timings for movements which would otherwise be missed.

When it comes to models we can reproduce an even more accurate picture than ever before with a bewildering array of rolling stock to replicate everything from a pre-nationalisation coal train through to the latest Freightliner operations and all sorts in between.

In this issue we are celebrating the railways ability to move bulk quantities of goods with a series of special features. Tim Shackleton offers his top tips for modelling these trains with added variety while also going to town on one of the steam era's top freight haulers - the 'WD' 2-8-0.

Evan Green-Hughes adds the icing on the cake with a historical look at bulk freight transport in Railway Realism while Mark has developed a large 'OO' gauge trackplan including freight handling facilities too.

That brings me neatly onto Bilston Road which has an enthralling trackplan. This feature layout really caught our eye and not just for its trains and weathering. It was the design which Geoff had developed for it which allowed maximum flexibility in the space available including four sided scenery and two storage yards.

It shows the potential of a large loft layout and how clever use of space can create an even more realistic setting in which to operate our trains. As Geoff said during our visit, arriving in the room where his layout is set, all the trains are in the storage yard out of sight, as they would be in the real world.

We have had a busy month of new arrivals in the *Hornby Magazine* office with the Bachmann LNWR 'Coal Tank' in 'OO', the Graham Farish 'Castle' in 'N' gauge and the Heljan Clas 37 in 'O' to name but a few. Each gets the full review treatment this issue plus you will be able to watch them in action on www.hornbymagazine.com during April as we release our latest video content.

The *Hornby Magazine* team is also gearing

up for the exhibition season which, for the layout team, starts properly with the Great Central Model Event on June 16-18. At this show we will be taking Grosvenor Square - the Yearbook terminus layout from 2016 - out for its second public appearance and we are all looking forward to being back at the controls having realised more of its potential since its debut in November.

In the news we've got the latest from Hornby in our opening spread together with exciting new samples and updates from Bachmann, Kernow Model Rail Centre, Hatton's, Dapol and more. Plus, don't forget to enter our latest exclusive Hornby competition too, where there is the chance to win a complete bulk freight train formed of a 'K1' 2-6-0 and a rake of 21ton hoppers.

As always it has been an exciting month here at *Hornby Magazine* HQ and we hope you enjoy the latest issue.

Happy modelling.

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE THIS MAY

EXCLUSIVE COMPETITION

08 Your chance to win a Hornby 'K1' 2-6-0 and a rake of 21ton hoppers worth £350!

MOVING THE GOODS

28 Tim Shackleton reveals his top 15 tips for modelling heavy freight traffic covering everything from 1920s coal trains to the very latest biomass traffic with simple tricks and techniques.

36 If you have a large space for a model railway, this plan is for you. Mark Chivers proposes a 16ft x 8ft garage layout scheme with operation aplenty.

DIGITAL SOUND

90 Paul Chetter looks to Hatton's recently launched Great Western Railway '14XX' 0-4-2T to see how the latest generation of models stands up to sound installation in this full step by step guide.

FIRST REVIEWS

64 Bachmann's LNWR 'Coal Tank' makes its debut for 'OO'. We take a closer look this new arrival.

76 The Graham Farish 'N' gauge 'Castle' has been a long time coming, but has been worth the wait.

78 Heljan's new 'O' gauge Class 37 is a tantalising prospect.

BILSTON ROAD

16 Geoff Read's 'OO' gauge Bilston Road is a stunning example of the potential for a loft layout. It is one of three superb model railways featuring this issue alongside Nigel Adams' Willowbrook Marsh in 'O' gauge and Stephen Edwards' Tetley to Twining in 'N' gauge.

PLUS

Inside Hornby: All the latest news from Hornby Hobbies including the first decorated samples of the GWR 'Toad' brake van, an update on revival of the 'Q1' 0-6-0, GWR HST decoration samples, show appearances, junior sets and more.

Hornby reveals... **DECORATED 'TOADS'**

HORNBY HAS RELEASED images of the decorated samples of its new model of the Great Western Railway (GWR) 'Toad' brake van for 'OO' gauge, encompassing GWR and BR grey colour schemes.

The van models the Diagram AA15 four-wheel vehicles which were built between 1918 and 1926. It will be available in a choice of Great Western Railway grey as 56866 (Cat No. R6823) and British

Railways grey as W68571 (R6824) priced at £21.99 per vehicle.

The all-new 'Toad' also features separate handrails and footboards, metal buffers, NEM coupling pockets and turned metal spoked wheels. Release is anticipated in October 2017.

● Visit www.hornby.com to read the Engine Shed blog post from March 24 which focuses on the new 'Toad' samples and their development story.



The GWR grey liveried van will be released as 56866.



The BR grey 'Toad' will carry number W68571.



The new GWR 'Toad' brake van will have separate handrails throughout together with handbrake detailing and metal buffers.



WIN A HORNBY 'K1' and a rake of 21ton hoppers

QUESTION: Who designed the 'K1' 2-6-0s? a. Gresley b. Thompson c. Peppercorn

HORNBY MAGAZINE'S latest exclusive competition with Hornby offers a stunning prize of a complete bulk freight train consisting of a Peppercorn 'K1'

2-6-0 in BR lined black and 12 BR 21ton hopper wagons. This recreates a typical North Eastern Region coal train from the 1950s. All you have to do to enter the competition is answer the following

simple question by June 25 2017. Even if you don't win, the 'K1' is available from Hornby retailers now (Cat Nos. R3417/R3418) and the 21ton hopper is due to be released in June (R6809).

**WORTH
£350**



Sound ready 'Q1' comeback



Hornby's model of the Bulleid 'Q1' 0-6-0 is returning to the range in 2017 for the first time since 2010 – and this time it is being upgraded to be Digital Command Control sound-ready too.

With seven years passing since the model's last outing, the tools have been inspected and the tender interior modified to meet the latest expectations which will now see the model equipped with a relocated 8-pin decoder socket in the tender

plus provision for installation of a 28mm round speaker.

On release in the fourth quarter of 2017 the 'Q1' will be available in Southern Railway black as C24 (Cat No. R3559) and in BR black with latest crests as 33032 (R3560). Both will have NEM coupling pockets front and rear together with a powerful can motor mounted in the boiler.

● Visit www.hornby.com for more information.

Gloss finish for GWR HST

Hornby's special edition Great Western Railway (GWR) liveried HST Class 43 power car train pack has been upgraded to feature a gloss finish on the bodywork alongside the more conventional satin finish for the roof area. It will also come with etched metal GWR plates for each side of the power cars.

The pack (Cat No. R3510) will feature power cars 43187 and 43188 which carry the latest colour scheme to be applied to the fleet operated on the Great Western Main Line. The pack is to be released in November with a price tag of £289.99.

● Visit www.hornby.com for more information.



HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Freight competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ.

Alternatively, visit www.hornbymagazine.com and fill in the entry form or e-mail the same information to competitions@keypublishing.com with 'Hornby Magazine Freight Competition' in the subject field.

Closing date for entries is

June 25 2017 at 12:00 GMT and winners will be notified no later than July 1 2017. 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.



INSIDE HORNBY®

The latest from Hornby HQ



■ Hornby has followed up completion of the livery artwork (HM1 18) for its limited edition train pack featuring Hitachi IEP Class 800 test train power cars 811002 and 815002 (Cat No. R3579) by showing a hand decorated bodysell in the complex livery.

It also says that water labelling or inkjet printing may be used for the limited edition models as it is considered too complex for conventional tampon printing. The Class 800 units are expected to be released in winter this year, bringing the very latest in rail passenger transport to 'OO' gauge.



Hornby Junior coming soon

■ Hornby is introducing a new line of train sets aimed squarely at kids. Delivered under the Hornby Junior banner, they offer a new entry point to model railways and are battery operated with robust construction and run on plastic track. Card tunnel and station elements are included in the set

and the train is compatible with standard 'OO' gauge Hornby track too. The range has been pioneered through Hornby's European brands and is expected to arrive in the UK during October 2017. The price per set is £39.99 and includes a three-car train and a circuit of track (Cat No. R1215).



New shows for 2017/18

■ Hornby has signed up for two new events as show sponsors – the Hornby Magazine organised Great Electric Train Show on October 7/8 2017 at the British Motor Museum and the Basingstoke Model Railway Exhibition on March 10/11 2018.

● Visit www.grealelectrictainshow.com and www.basingstokemr.org



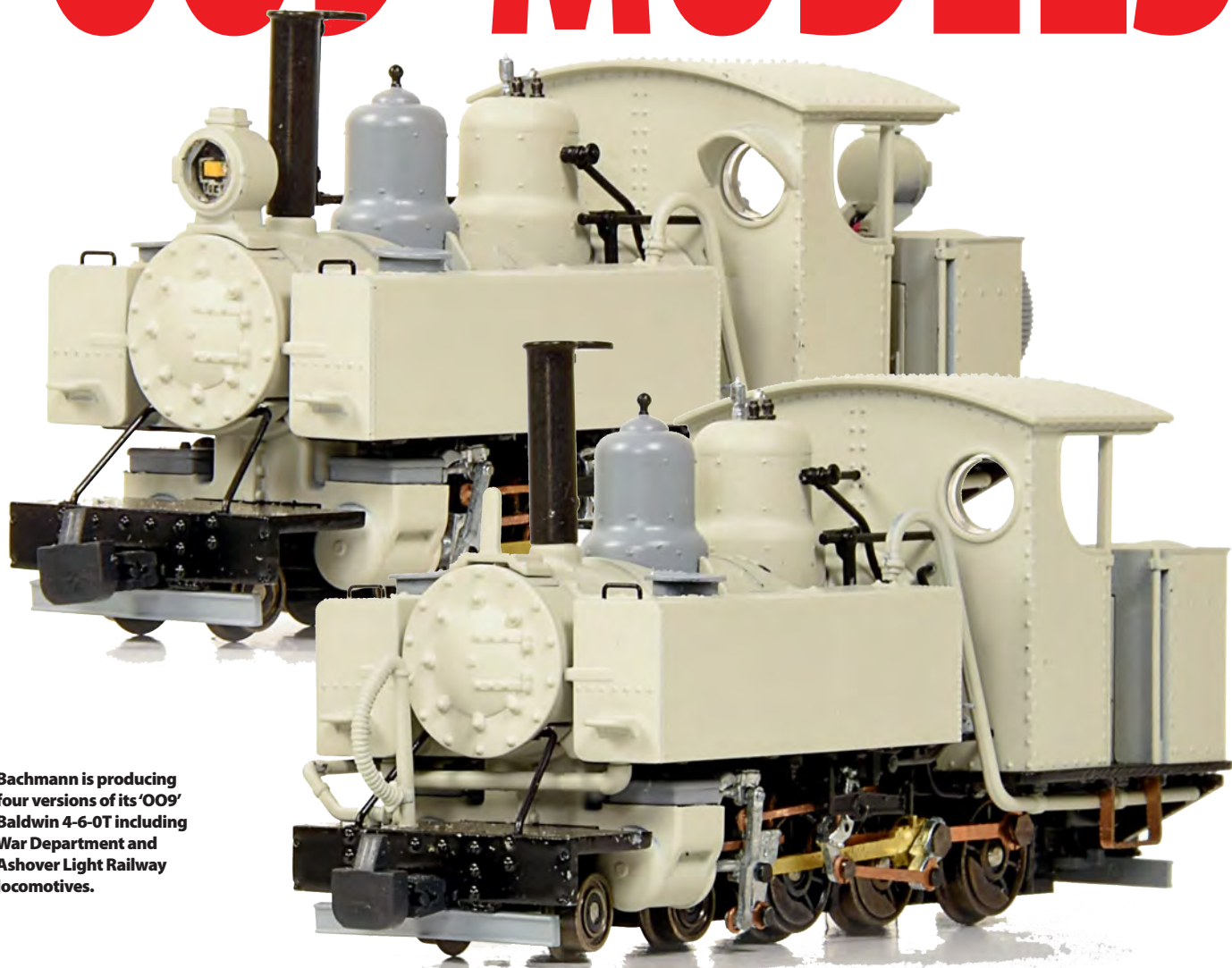
INTERNATIONAL IN THE UK

■ Hornby's international brands have been introduced to the Hornby.com website making the full family of products available directly through the UK operation. The international range comprises Arnold N, Electrotren, Jouef, Lima, Rivarossi and Arnold TT with locomotives and rolling stock modelling French, Spanish, Italian, German, Swiss, Austrian and American railways. Visit www.hornby.com to see the full range.

Coming up in Engine Shed...

■ Keep up with the latest from the Hornby development team in the fortnightly online Engine Shed blog. The next blogs – on April 7 and 21 – will feature development of the Hitachi IEP, Class 87, GWR Mk 3 carriage production samples and much more. Visit www.hornby.com to read the latest blogs.

Bachmann debuts... 'OO9' MODELS



Bachmann is producing four versions of its 'OO9' Baldwin 4-6-0T including War Department and Ashover Light Railway locomotives.

BACHMANN has revealed the first engineering prototypes of its promised 'OO9' narrow gauge models of the Baldwin 4-6-0T, bogie box van and bogie open wagon with release expected before the end of 2017.

The models are designed to operate on conventional 'OO9'

track – 9mm gauge – and are designed to 4mm:1ft scale.

The Baldwin 4-6-0T will be available in four formats covering Railway Operating Department black as 778 (Cat No. 391-025), Welsh Highland Railway black as 590 (391-026), Ashover Light Railway crimson as *Peggy* (391-027) and Ashover Light Railway black as *Hummy*

(391-028). 778 and *Hummy* will be delivered with a weathered finish.

The models will have a coreless motor, working lights on 778, Next18 decoder socket, speaker chamber for digital sound, NEM coupling pockets and numerous detail differences.

The two wagons will feature metal spoked wheels, NEM coupling pockets to accept

standard 'OO9' couplings used by Bachmann USA and Liliput, positionable side and end doors on the ambulance wagon and full underframe detail.

The Baldwin 4-6-0T is priced from £144.95 for a pristine example with the wagons priced from £24.95.

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



ALL ABOARD FOR GCR MODEL EVENT

Dapol and Hornby Hobbies have added their support to the Great Central Railway (GCR) Model Event 2017, joining *Hornby Magazine* as sponsors of this year's show.

Organised jointly by the GCR and Soar Valley Model Railway Club, the model railway exhibition takes place on June 16-18 and will encompass nearly 80 layouts and 60 traders within the main exhibition hall at Quorn and Woodhouse station and sites along the eight-mile line in Leicestershire.

Hornby Magazine will be taking part throughout the weekend located at Quorn and Woodhouse station where the magazine's newest exhibition layout Grosvenor Square will be making its second public appearance. *Hornby Magazine* Editor Mike Wild commented:



"The team is looking forward to taking Grosvenor Square out again as we've discovered new operating patterns to make it even more interesting for onlookers. Do come

along and see us and the layout."

Tickets are on sale now, with advanced tickets priced £16 (until May 1) which include entry to all venues and unlimited travel for

the day on the GCR. Doors open at 10am each day. A full preview of this year's show will appear in HM120.

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

Decorated 'Birdcage' Stock debuts



Bachmann has revealed decorated samples for its 'OO' gauge South Eastern & Chatham Railway (SECR) 'Birdcage' carriages.

First to be received for inspection are the BR crimson vehicles modelling the 60ft Lavatory Brake Third (Cat No. 39-602), 60ft Lavatory Composite (39-612) and 60ft Brake Third (39-622). The

vehicles are also set to be released in SECR Dark Lake and Southern Railway (SR) olive green liveries with prices set at £59.95 for the BR models and £64.95 for the more complex SECR and SR schemes.

The carriages are to be released in September/October 2017.

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

Warflat decorated samples land



Decorated samples of the Bachmann 'OO' gauge 'Warflat' 50ton bogie wagons have been received by the manufacturer. Three are planned initially as WD-FVF 315 in War Department (WD) khaki drab with tank load (Cat No. 38-725), 80543 in WD bronze

green with tank load (38-726) and 161042 in BR grey (38-727).

Prices are set at £49.95 for wagons with loads and £36.95 without. Delivery is anticipated during September/October 2017.

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

Kernow unveils DRS 37



Kernow Model Rail Centre (KMRC) has added Class 37/0 37261 in Direct Rail Services (DRS) livery (Cat No. 32-780U) to its range of Bachmann 'OO' limited editions. This release carries its original form of DRS livery as applied by the Carlisle-based operator in 2005.

37261 is available DCC ready, fitted and sound fitted with prices starting from £149.99 and rising to £249.99 for a sound fitted version. 512 are being produced.

● Visit Kernow's website at www.kernowmodelrailcentre.com for more information.

KMRC 'OO' Gate Stock edges closer

Kernow Model Rail Centre (KMRC) has unveiled livery samples of its forthcoming exclusive 'OO' gauge London & South Western Railway (LSWR) Gate Stock pull-push sets.

Each two-car set comprises Driving Brake Third/Driving Brake Composite and Trailer Third coaches with detailed and decorated interiors, flush glazing, separately applied handrails and more. Four versions will be available as set 374 in Southern



Railway lined Maunsell green (Cat No. K1001), set 373 in unlined malachite green (K1002), set 363 in BR crimson (K1003) and set 373 in BR (SR) green (K1004).

Prices are set at £129.99 each, with a pre-order discount available.



Kernow evaluates... 'OO' BULLEID 1-CO



KERNOW MODEL Rail Centre (KMRC) has received the first engineering prototype (EP) samples of its forthcoming exclusive 'OO' gauge Bulleid 1-Co-Co-1 diesel locomotive for evaluation.

Three prototypes were completed in the 1950s – 10201/10202 at Ashford Works and uprated 10203 at Brighton Works – operating on BR Southern Region services, together with a short spell on the London Midland Region. They were

withdrawn from service in 1963.

First announced in 2010, tooling of the model commenced earlier this year following completion of CAD drawings during December. The first EP samples have been supplied decorated by the factory, while refinements and fine

details have yet to be added.

The first batch of models will appear as 10201 in BR black with early crests (Cat No. K2701) and 10202 in BR black with early crests (K2702).

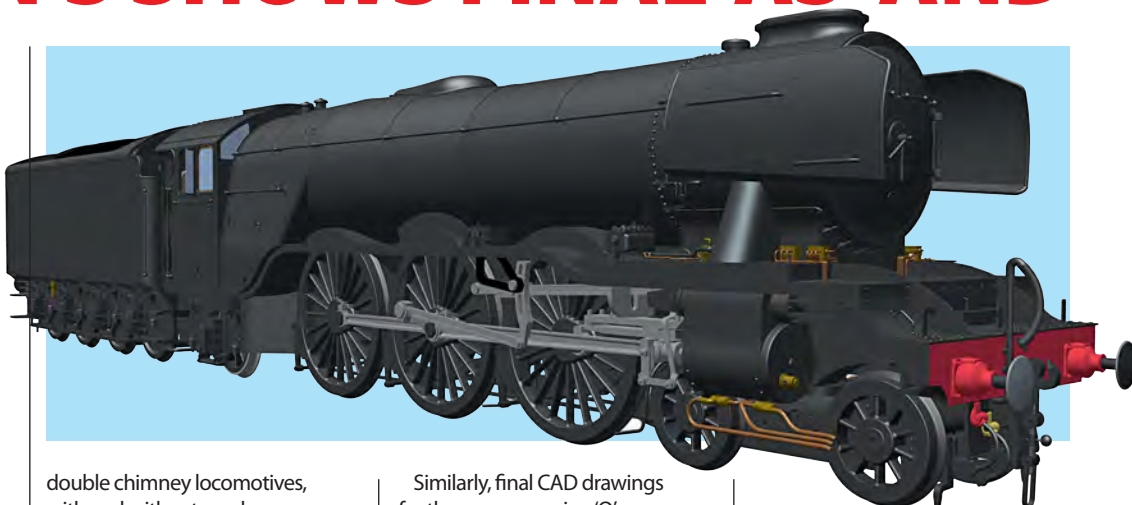
Two versions of 10203 will subsequently follow finished in BR

HATTON'S SHOWS FINAL 'A3' AND

Hatton's has revealed the final CAD drawings for its 'O' gauge Gresley 'A3' 4-6-2 covering seven different locomotives and a number of detail variations.

The model is being produced by Heljan for Hatton's with a target of release in 2018.

More details of the locomotive's specification have also been revealed. This includes a compensated centre driving axle, a five-pole can motor with brass flywheel mounted in the boiler, provision for speakers in the boiler and tender, sprung buffers and all wheel pick-up. The model is also being designed to operate down to second radius in 'O' gauge – the equivalent of 1,020mm radius track. Variations include single and



double chimney locomotives, with and without smoke deflectors, corridor and non-corridor tenders, dome styles and numberplate positions.

Similarly, final CAD drawings for the accompanying 'O' gauge Gresley Diagram 186 Tourist Third Open, Diagram 115 Third Corridor and Diagram 175 Brake Corridor

Composite have also been received from Heljan for evaluation. Available in London and North

-CO-1



Kernow Model Rail Centre has received the first sample of its model of the Bulleid diesels for 'OO'.

black with early crests (K2703) and BR green with late crests (K2704).

1,250 of each model will be produced, with prices set at £169.99. Delivery is anticipated for August 2017.

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

Dapol plans 'O' gauge BR 20TON BRAKE VAN



Dapol has announced that it will be producing a new 'O' gauge ready-to-run model of the BR 20ton brake van – and that drawing work is complete and ready for tooling.

The model will represent the diagram 1/504 vacuum through pipe and 1/506 unfitted vans built between 1951-1957. Dapol also plans to produce the last batches of these vehicles which had roller bearing axles. The 20ton brake van will have a plastic body, die-cast chassis, compensation beam, sprung metal buffers, sprung metal

coupling, die-cast wheels with steel tyres and pinpoint brass bearings.

Eight versions are planned for release in the first batch covering BR grey as B951771 (Cat No. 7F-200-001), B952182 (7F-200-002) and B953095 (7F-200-003), BR bauxite as B951224 (7F-200-004), B952042 (7F-200-005) and B952978 (7F-200-006) plus unnumbered vehicles in BR grey (7F-200-007) and BR bauxite (7F-200-008). The price per wagon will be £79.95.

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

Dapol shows 'O' gauge 'JINTY'



Dapol has revealed the first engineering prototype of its developing model of the LMS Fowler 'Jinty' 0-6-0T for 'O' gauge. The model is to be released in both

LMS and BR liveries and is currently being evaluated before moving to the next stage of production.

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

GRESLEY COACH DRAWINGS



Eastern Railway teal, BR carmine and cream and BR maroon liveries, 18 different carriages are planned and will come ready-to-run with decorated interiors, fully

detailed underframe, chemically blackened wheels, separately fitted handrails, bufferbeam pipes, screw couplings and more.

Tooling is due to start soon with

delivery anticipated in late 2018. Pre-orders are being accepted now.

● **Visit** www.hattorns.com **for the full list of planned 'A3s' and Gresley carriages.**

NEWS IN BRIEF

■ Rails of Sheffield has commissioned Bachmann to produce a trio of limited edition 'OO' gauge diesel locomotives.

Exclusive to the retailer, the three models are expected to feature special outer packaging and include Class 66 66727 *Maritime One* in GB Railfreight (GBRF) Maritime blue livery (Cat No. 32-979W), Class 66 66614 *Poppy* in Freightliner livery (32-726X) and Class 37/4 37425 *Sir Robert McAlpine/Concrete Bob* in BR Railfreight Construction Sector triple grey (32-384Y).

Prices are set at £169.95 for the Class 66s, while the Class 37/4 is priced at £149.95. 512 examples of each will be produced with both Class 66 models expected during January 2018 and the Class 37/4 during March 2018.

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

■ An exhibition dedicated to coal and limestone carrying railways is being held at the North of England Institute of Mining and Mechanical Engineers in Newcastle upon Tyne on the weekend of June 17/18 2017. Close to Newcastle Central railway station, doors open at 10am both days.

● **Visit** www.mininginstitute.org.uk **for more information.**

STOP PRESS: EXCLUSIVE

■ The Little Loco Company has revealed that it will be producing an 'O' gauge model of the Class 50 Co-Co diesel electric for release in 2018 - and it will be made in the UK too. The model has gained support from the Class 50 Fund for research and the Little Loco Company is to open up 200 pre-sale spaces for crowd funding with a discounted price of £360. Once filled the model will be available to the public for £500 per locomotive and both original and refurbished locomotives will be catered for. Liveries will include BR blue, large logo blue and both early and late Network SouthEast schemes. The project is expected to generate a donation of £10,000 to the Class 50 Fund and the Little Loco Company has confirmed that the addition of the new product won't affect delivery of its previously planned projects.

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



50009 exits Twerton Tunnel on May 12 1980. Railphotoprints.co.uk.

GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £159.95



DCC02 Prodigy Advance2 System £289.95

DCC03 Prodigy Advance2 Wireless System £479.95

DECODERS

- DCC18 OMNI Next18 Decoder £19.95
- DCC22 CLASSIC 2 Function Micro £25.95
- DCC23 CLASSIC 6 Pin Plug-in Decoder £25.95
- DCC26 Compact 8 Pin Decoder w/Harness £14.95
- DCC27 OMNI 21 & 8 Pin Decoder £18.95
- DCC28 OMNI 6 Pin Decoder with Harness £20.95
- DCC29 OMNI Direct Plug Decoder £19.95
- BPDC18 OMNI Next18 Decoder £89.95
- BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95
- BPDC28 OMNI 6 Pin with Harness (5) £99.95
- BPDC29 OMNI Direct Plug Decoder (5) £94.95
- DCC30 Accessory Decoder 4 Accessories £62.95

DCC ACCESSORIES

- DCC11 Prodigy Extension Plate £39.95
- DCC13 Prodigy Adv2 Wireless Walkaround £179.95
- DCC14 Prodigy Adv2 Backlit Walkaround £134.95
- DCC15 "Decoder Doctor" Decoder Tester £49.95
- DCC40 Auto Reverse Module £42.95
- DCC49 Prodigy DCC Booster Unit 8 Amp £189.95
- DCC51 Prodigy Wireless Conversion Set £259.95
- DCC55 Prodigy Wired Computer Interface £54.95
- DCC60 Spare plug for Prodigy £3.45
- DCC61 Medium NEM 652 Socket (5) £7.95
- DCC62 Prodigy Universal Lead (2m) £5.50
- DCC63 Prodigy Adv Power Supply Unit £25.95
- DCC64 Prodigy Power Pack Lead £6.95
- DCC65 Prodigy Express Power Supply Unit £25.95
- DCC71 Prodigy Decoder Tester £9.95
- DCC72 8 to 21 Pin Adaptor £4.65
- DCC77 Prodigy Walkaround Adapter £9.95

DCC AUTOFROG



DCC80 DCC Autofrog £5.50

BPDC80 DCC Autofrog (3) £14.50

The DCC80 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!

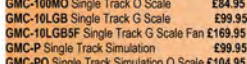
ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-PCU1 Mains Powered Point Control Unit £114.95

GMC-PCU2 Slave Unit for PCU1 £52.95



GMC-CDU Capacitor Discharge Unit £13.95

GMC-MCDU Mains Powered CDU £24.95

UNCOUPLERS

- GMC-EM1 N Electro Magnetic Uncoupler £8.95
- GMC-EM2 Coupling Adaptor Fret (20) £4.95
- GMC-TLU OO Tension Lock Uncoupler £10.95
- GMC-PO Single Track Simulation O Scale £104.95



GMC-D Twin Track £99.95

GMC-DO Twin Track O Scale £169.95

GMC-DS Twin Track Simulation £169.95

GMC-TS Three Track Simulation £174.95



GMC-Q Four Track £179.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £34.95

GMC-100G Single Track O Scale £44.95

GMC-100LB Single Track G Scale £54.95

GMC-U Single Track Simulation £39.95

GMC-UO Single Track Simulation O Scale £59.95

GMC-UD Twin Track £54.95

GMC-UDF Twin Track Feedback £59.95

GMC-UDS Twin Track Simulation £69.95

GMC-UTS Three Track Controller Sim. £79.95

GMC-UQ Four Track £84.95

HANDHELD CONTROLLERS

- GMC-W Single Track £39.95
- GMC-HH Single Track Feedback £59.95
- GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

- GMC-M1 Output 2 x 18V AC £49.95
- GMC-M1DC Output 2 x 12V DC £54.95
- GMC-M2 Output 1 x 18V AC (2.5a) £54.95
- GMC-M3 Output 1 x 24V AC (1.25a) £54.95
- GMC-M4 Output 2 x 12V AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

- GMC-WM1 Output 1 x 18V AC or 12V DC £19.95
- BPDC18 OMNI Next18 Decoder £89.95
- GMC-WM2 Output 1 x 9V DC (0.6a) £14.95
- GMC-WM3 Kato Unitrack UK Power Supply £14.95
- GMC-WM4 Output 12V DC (Regulated) £14.95

OPEN TRANSFORMERS

- GMC-T1 Output 2 x 18V AC (1a) £24.95
- GMC-T2 Output 1 x 18V AC (2.5a) £24.95
- GMC-T3 Output 1 x 24V AC (1.25a) £24.95
- GMC-T4 Output 2 x 12V AC (1a) £24.95

MODULES

- GMC-SS1 Super Shuttle Unit £34.95
- GMC-SS1GB Super Shuttle Unit G Scale £44.95
- GMC-SS2 Station Stop Unit £39.95



GMC-PCSET Point Control Starter Set £49.95

Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.



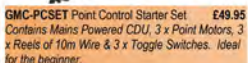
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GMC-PCU2 Slave Unit for PCU1 £52.95



GMC-CDU Capacitor Discharge Unit £13.95

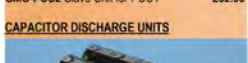
GMC-MCDU Mains Powered CDU £24.95



GMC-EM1 N Electro Magnetic Uncoupler £8.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95



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GMC-MCDU Mains Powered CDU £24.95



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GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

GMC-PO Single Track Simulation O Scale £104.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-in Switch £5.50

GMC-PM2 SEEP Motor No Switch £4.95

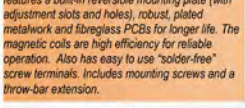
GMC-PM4 SEEP Motor Latching Mechanism £6.25



GMC-PM10 Solenoid Point Motor £6.95

GMC-BPPM10 Solenoid Point Motor (5) £29.95

Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and featureless PCBs for longer life. The magnetic coils are highly efficient for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



GMC-PM100 Digital Solenoid Point Motor £18.95

All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.



GMC-PM20 Surface Mount Point Motor £9.95

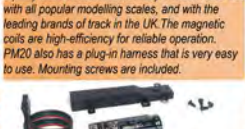
GMC-BPPM20 Surface Mount Point Motor (5) £44.95

Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



GMC-PM20 Digital Surface Mount Point Motor £22.95

All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.

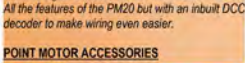


GMC-PM50 Connection Boxes (3) £3.95

GMC-PM51 Tripled Point Motor Wire 10m £6.95

GMC-PM52 Point Motor Accessory Pack £2.95

GMC-PM53 Harnesses for PM10D (2) £3.95

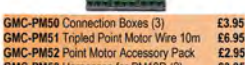


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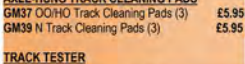


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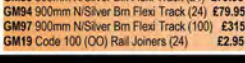


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GMC-PM52 Point Motor Accessory Pack £2.95

GMC-PM53 Harnesses for PM10D (2) £3.95

OO SCALE TRACK ACCESSORIES

- GM45 OO/HO Re-Railer £5.50
- GM54 OO Buffer Stop £1.95
- BPGM54 OO Buffer Stop (5 Pack) £8.75



GM55 OO LIT Buffer Stop £7.25

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

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

GM66 Hornby Type Track Pins 10mm £2.75

GM67 Extra Long Track Pins 15mm £2.75



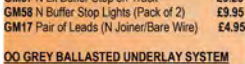
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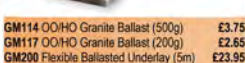
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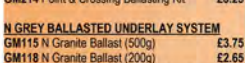
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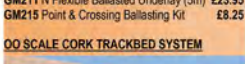
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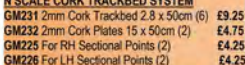
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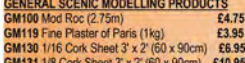
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GM66 Hornby Type Track Pins 10mm £2.75

GM67 Extra Long Track Pins 15mm £2.75

GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £7.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM38 Spring Grass Mat 240cm x 120cm £34.95



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GM38 Spring Grass Mat 240cm x 120cm £34.95



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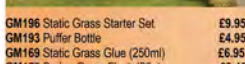
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GM38 Spring Grass Mat 240cm x 120cm £34.95



GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass



STRUCTURES

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



GM401 Fordhampton Station	£25.95
GM402 Fordhampton Signal Box	£11.95
GM403 Fordhampton Footbridge	£11.95
GM404 Fordhampton Level Crossing	£12.95
GM405 Fordhampton 60s Estate House	£15.95



GM406 Fordhampton Locomotive Shed	£20.95
GM407 Fordhampton Carriage Platforms	£9.95
GM408 Fordhampton Village Store or Pub	£17.95

COMING SOON...	
GM409 Fordhampton Pub/Bistro	TBA
GM410 Fordhampton Rest Home/Doctors	TBA
GM411 Fordhampton Farmhouse/Cottage	TBA
GM412 Fordhampton Gasometer	TBA
GM413 Fordhampton Nurseries	TBA
GM414 Fordhampton Bridge	TBA



KESTREL DESIGNS

N GAUGE PLASTIC KITS	
GMK001 House	£4.35
GMK002 Shop	£4.35
GMK003 Bungalow	£3.60
GMK004 Church with Porch	£5.95
GMK005 House/Shop Unit with Glazing	£6.75
GMK006 Two Shop Unit with Glazing	£6.75
GMK007 Four House Unit	£6.75
GMK008 Country Station	£8.75
GMK009 Station Buildings	£5.35
GMK010 Island Platform with Flat Canopy	£8.25
GMK011 Flat Canopy	£5.95
GMK012 Small Signal Box	£6.45
GMK013B Farm Rail Fencing Brown	£3.10
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GMK014 Telegraph Poles	£3.10
GMK015 Windows Doors & Gutters	£2.85
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GMK017 Platform Ramps (2)	£2.35
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GMK020 Coal Office	£3.35
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GMK026 Corner Pub	£4.65
GMK027 Three Storey Townhouse	£5.95
GMK028 Three Storey Town Shop	£5.95
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GMK030 Modern Station Waiting Room	£5.75
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GMK032 Pair Per War Semi Det. Houses	£7.25
GMK033 Boilerhouse & Chimney	£6.45
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GMK035 Cow Shed	£3.60
GMK036 Barn	£3.95
GMK037 Farm House	£7.50
GMK038 Steel Footbridge	£7.50
GMK039 Modern Industrial Unit	£5.95
GMK040 Modern Fire Station	£7.25
GMK041 Platforms Wide (2)	£3.35
GMK042 Platform Ramps Wide (2)	£2.85
GMK043 Goods Shed	£7.75
GMK01000 Town Station	£16.95
GMK01001 Old Factory with Chimney	£19.95

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

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Fine 4mm scale lamps with prototypical post extensions and light control PCBs

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GM803 B/Twist Gas Lamp LMS Maroon (3)	£12.95
GM804 B/Twist Gas Lamp GWR Stone (3)	£12.95
GM805 B/Twist Gas Lamp Grey Undercoat (3)	£12.95
GM806 Taper Post Gas Lamp Soft Black (3)	£12.95
GM807 Taper Post Gas Lamp BR/SR Grn (3)	£12.95
GM808 T/Post Gas Lamps LMS Maroon (3)	£12.95
GM809 T/Post Gas Lamps GWR Stone (3)	£12.95
GM810 T/Post Gas Lamp Grey Undercoat (3)	£12.95
GM811 Taper Post Oil Lamp Soft Black (3)	£12.95
GM812 Taper Post Oil Lamp BR/SR Green (3)	£12.95
GM813 Taper Post Oil Lamp LMS Maroon (3)	£12.95
GM814 Taper Post Oil Lamp GWR Stone (3)	£12.95
GM815 T/Post Oil Lamp Grey Undercoat (3)	£12.95
GM816 Swan Neck Lamp Soft Black (3)	£12.95
GM817 Swan Neck Lamp BR/SR Green (3)	£12.95
GM818 Swan Neck Lamp LMS Maroon (3)	£12.95
GM819 Swan Neck Lamp GWR Stone (3)	£12.95
GM820 W/Mounted Swan Neck Black (2)	£12.95
GM821 W/Mounted Swan Neck BR/SR Grn (2)	£12.95
GM822 W/Mounted Swan Neck LMS Maroon (2)	£12.95
GM823 W/Mounted Swan Neck GWR Stone (2)	£12.95
GM824 W/Mounted Gas Lamp Soft Black (2)	£12.95
GM825 W/Mounted Gas Lamp BR/SR Grn (2)	£12.95
GM826 W/Mounted Gas Lamp LMS Maroon (2)	£12.95
GM827 W/Mounted Gas Lamp Undercoat (2)	£12.95
GM828 W/Mounted Gas Lamp GWR Stone (2)	£12.95
GM829 Modern Sgl Head Adjustable Lamp (4)	£14.95
GM830 Modern DBI Head Adjustable Lamp (3)	£12.95

OO SCALE VALUE PACKS LAMPS & LIGHTING
Typically 5 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black	£29.95
GM852 B/Twist Gas Lamp BR/SR Green	£29.95
GM853 B/Twist Gas Lamp LMS Maroon	£29.95
GM854 B/Twist Gas Lamp GWR Stone	£29.95
GM855 B/Twist Gas Lamp Grey Undercoat	£29.95
GM856 Taper Post Gas Lamp Soft Black	£29.95
GM857 Taper Post Gas Lamp BR/SR Green	£29.95
GM858 Taper Post Gas Lamp LMS Maroon	£29.95
GM859 Taper Post Gas Lamp GWR Stone	£29.95
GM860 Taper Post Gas Lamp Undercoat	£29.95
GM861 Taper Post Oil Lamp Soft Black	£29.95
GM862 Taper Post Oil Lamp BR/SR Green	£29.95
GM863 Taper Post Oil Lamp LMS Maroon	£29.95
GM864 Taper Post Oil Lamp GWR Stone	£29.95
GM865 Taper Post Oil Lamp Grey Undercoat	£29.95
GM866 Swan Neck Lamp Soft Black	£29.95
GM867 Swan Neck Lamp BR/SR Green	£29.95
GM868 Swan Neck Lamp LMS Maroon	£29.95
GM869 Swan Neck Lamp GWR Stone	£29.95
GM870 Modern Sgl Head Adjustable Height	£29.95
GM871 Modern DBI Head Adjustable Height	£29.95

LIGHTING ACCESSORIES	
GM895 Light Control PCB - LED/Lamp (2)	£6.95
GM896 Light Control PCB - LED/Lamp (5)	£12.95
GM897 Mini Light Control PCB - LED (10)	£4.95
GM898 Mini Light Control PCB - Lamp (10)	£4.95
GM899 Spare Bulbs for Lamps (5)	£3.95



TOOLS

MODEL RAILWAY MAINTENANCE

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



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GM26 Track Rubber	£3.15
GM27 Jumbo Track Rubber	£5.75
GM600 A2 Cutting Mat	£14.95
GM601 A3 Cutting Mat	£9.95
GM602 A4 Cutting Mat	£4.95
GM603 A5 Cutting Mat	£2.95
GM604 Round Nose Pliers	£6.95
GM605 Flat Nose Pliers	£6.95
GM606 Side Cutters	£6.95
GM607 Half Round Pliers	£6.95
GM608 Bent Nose Pliers	£6.95
GM609 S/Steel Tweezers (4)	£7.95
GM610 Double Ended Pin Vice	£5.95
GM611 Sawset 1 w/ Scalpel Handle	£9.95
GM612 Hole Saw & Arbor for Point Motor Fitting	£3.50
GM613 Trim-away Knife	£3.75
GM614 S/S Scalpel & Blades	£5.95
GM615 Plastic Scalpel & Blades	£5.95
GM617 Pick-Up Tool	£6.50
GM618 Magnifier Tweezers	£3.95
GM621 Locking forceps Curved	£6.95
GM622 Hot Wire Cutter for Soenic Modelling	£19.95
GM623 Wires for Hot Wire Cutter (5)	£4.95
GM624 Swivel Top Pin Vice	£6.75
GM625 Curved Tweezer Reverse Action	£4.50
GM626 Straight Tweezer Reverse Action	£4.50
GM627 Blunt End Tweezer Reverse Action	£4.50
GM629 Cutting Discs (10)	£4.95
GM630 Screw Top Mandrels (3)	£4.50
GM631 Slitting Discs (10) & Mandrel	£5.25
GM632 Budget Needle File Set	£6.95
GM633 Glass Fibre Penicil 4mm	£4.75
GM634 4mm G/Fibre Refills (10)	£7.50
GM635 2mm Glass Fibre Penicil	£9.95
GM636 2mm G/Fibre Refills (5)	£9.95
GM638 Cutting Broaches 0.6-2.0	£15.95
GM640 Archimedes Drill Stock	£3.95
GM641 HSS Jbbs Drills 0.5 (5)	£3.95
GM642 HSS Jbbs Drills 0.8 (5)	£2.75
GM643 HSS Jbbs Drills 1.0 (5)	£3.95
GM644 HSS Jbbs Drills 1.2 (5)	£3.95
GM645 HSS Jbbs Drills 1.5 (5)	£3.95
GM646 HSS Jbbs Drills 1.8 (5)	£3.95
GM647 HSS Jbbs Drills 2.0 (5)	£3.95
GM648 Microbox Drills 0.3-1.6	£10.95
GM649 Microbox HSS Twist Drill Bits 51-80	£10.95
GM650 HSS Jbbs Drills 0.3 (5)	£3.95
GM651 HSS Jbbs Drills 0.4 (5)	£3.95
GM652 HSS Jbbs Drills 0.6 (5)	£3.95
GM653 HSS Jbbs Drills 0.7 (5)	£3.95
GM654 HSS Jbbs Drills 0.9 (5)	£3.95
GM655 Spare Blades for GM614	£2.75
GM660 Pick n Place Twin Pack	£6.95
GM664 Economy Splice Plastic Cutter	£4.75
GM666 Clip On Magnifying Eye Glass	£6.75
GM669 Pin Pusher with Depth Stop	£10.95
GM670 Deluxe Paintbrush Set	£12.95
GM683 Soft Grip Knife Set with Blades	£6.95
GM684 Spare Blades for GM683	£1.50
GM693 Value Model Railway Drill	£9.95
GM694 Mains Powered Value Drill	£16.95
GM695 Model Railway Screwdriver Set	£4.95
GM696 Masking Tape 6mm x 18m (2)	£1.95
GM697 Masking Tape 10mm x 18m (2)	£2.75
GM698 Masking Tape 18mm x 18m (1)	£2.65

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GM671 4 in 1 Saw Set	£19.95
GM672 Razor Saw Superfine	£11.75
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GM675 Razor Saw Medium	£11.95
GM676 Aluminium Mitre Box	£16.50
GM677 Fine Woodcraft Saw	£11.95
GM678 Flush Cutting Saw	£15.75
GM679 Universal Razor Saw	£12.75

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GM661 Complete Soldering Station	£29.95
GM662 GM661 Spare Tip	£2.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron	£16.95
GM681 25W 230V Soldering Iron	£17.95
GM682 40W 230V Soldering Iron	£19.95
GM685 15W No.6 Tip	£3.95
GM686 15W No.8 Tip	£3.95
GM687 25W No.6 Tip	£3.95
GM688 25W No.7 Tip	£3.95
GM689 25W No.8 Tip	£3.95
GM690 40W No.6 Tip	£3.95
GM691 40W No.7 Tip	£3.95
GM692 40W No.8 Tip	£3.95

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GM02 Solder 180 degrees (20g)	£3.95
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GM04 Brass Flux	£5.95
GM05 Non Acid Safety Flux	£6.25
GM06 Solder Wire 145 Degrees	£4.85

ELECTRICS

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GM502 Slide Switch DPDT (C/Off)	£1.70
GM503 Toggle Switch SPST	£2.35
GM504 Toggle Switch DPDT	£2.65
GM505 Mini-Toggle DPDT (C/Off)	£3.15

GM506 Mini-Toggle DPDT	£2.75
GM507 Mini-Toggle SPST	£2.45
GM508 Mini-Toggle SPDT	£2.45
GM509 Mini-Toggle SPDT (C/Off)	£2.45
GM510 Mini-Toggle for Point Motors	£2.70
GM511 Mini-Toggle for G Point Motors	£3.65
GM512 Push to Break Black (5)	£5.95
GM513 Push to Make Black (5)	£2.85
GM514 Push to Make Blue (5)	£2.85
GM515 Push to Make Green (5)	£2.85
GM516 Push to Make Red (5)	£2.85
GM517 Push to Make White (5)	£2.85
GM518 Push to Make Yellow (5)	£2.85
GM519 Rotary Switch 1 Pole 12 Way	£2.85
GM520 Rotary Switch 2 Pole 6 Way	£3.75
GM521 Rotary Switch 3 Pole 4 Way	£3.75
GM522 Rotary Switch 4 Pole 3 Way	£3.75
BPGM501 Slide Switch DPDT (25)	£12.95
BPGM502 Slide Switch DPDT (C/Off) (25)	£12.95
BPGM503 Toggle Switch SPST (25)	£34.95
BPGM504 Toggle Switch DPDT (25)	£42.95
BPGM505 Mini-Toggle DPDT (C/Off) (25)	£44.95
BPGM506 Mini-Toggle DPDT (25)	£42.95
BPGM507 Mini-Toggle SPST (25)	£34.95
BPGM508 Mini-Toggle SPDT (25)	£34.95
BPGM509 Mini-Toggle SPDT (C/Off) (25)	£38.95
BPGM510 Mini-Toggle for Point Motors (25)	£44.95
BPGM513 Push to Make Black (25)	£49.95
BPGM514 Push to Make Blue (25)	£49.95
BPGM515 Push to Make Green (25)	£49.95
BPGM516 Push to Make Red (25)	£49.95
BPGM517 Push to Make White (25)	£49.95
BPGM518 Push to Make Yellow (25)	£49.95

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GM098B Twinned Wire Red/Black (10m)	£4.95
GM10 Wire Red/Black/Green (10m of each)	£5.95
GM18K Wire Black 7 x 0.2mm (10m)	£2.15
GM18L Wire Blue 7 x 0.2mm (10m)	£2.15
GM18M Wire Brown 7 x 0.2mm (10m)	£2.15
GM18N Wire Green 7 x 0.2mm (10m)	£2.15
GM18R Wire Grey 7 x 0.2mm (10m)	£2.15
GM18S Wire Orange 7 x 0.2mm (10m)	£2.15
GM18T Wire Pink 7 x 0.2mm (10m)	£2.15
GM18U Wire Purple 7 x 0.2mm (10m)	£2.15
GM18V Wire Red 7 x 0.2mm (10m)	£2.15
GM18W Wire White 7 x 0.2mm (10m)	£2.15
GM18Y Wire Yellow 7 x 0.2mm (10m)	£2.15
BPGM18K Black Wire 7 x 0.2mm (100m)	£7.95
BPGM18L Blue Wire 7 x 0.2mm (100m)	£7.95
BPGM18M Brown Wire 7 x 0.2mm (100m)	£7.95
BPGM18N Green Wire 7 x 0.2mm (100m)	£7.95
BPGM18R Grey Wire 7 x 0.2mm (100m)	£7.95
BPGM18S Orange Wire 7 x 0.2mm (100m)	£7.95
BPGM18T Pink Wire 7 x 0.2mm (100m)	£7.95
BPGM18U Purple Wire 7 x 0.2mm (100m)	£7.95
BPGM18V Red Wire 7 x 0.2mm (100m)	£7.95
BPGM18W White Wire 7 x 0.2mm (100m)	£7.95
BPGM18Y Yellow Wire 7 x 0.2mm (100m)	£7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire)	£4.95
GM14 Crimped Pin Terminals (6)	£2.65
GM15 Ring Terminals (6)	£1.95
GM16 Pair Connecting Leads (Pin/Pin)	£4.95
GM28 Crocodile Clips Red/Black Pair	£1.75
GM29 Knob for Rotary Switches & Pots	£2.85
GM40 1.5a Rectifier	£4.95
GM41 Thermal Cut-Out 1 Amp	£3.95
GM42 Thermal Cut-Out 2.5 Amp	£3.95
GM75 PS6 6-Way Din Plug/Socket	£3.15
GM77 12-Way Poly Terminal Block	£1.95
GM89 Pack of 5 Amp Fuses (5)	£2.75

LIGHTING

	£15.75	GM61 Micro LED
	£12.75	GM62 Micro LED
		GM63 Micro LED
		GM64 Micro LED
		GM69 Grain
Soldering Station		GM70 Grain of
		GM71 Grain of
		GM72 Grain of
MM661 Spare Tip		GM73 Grain of
		BPGM69 GOW
		BPGM70 GOW
		BPGM71 GOW
		BPGM72 GOW
	£16.95	BPGM73 GOW
	£17.95	GM80 LED Gre
	£19.95	GM81 LED Red
	£3.95	GM82 LED Yell
	£3.95	GM83 LED Gre
	£3.95	GM84 LED Red
	£3.95	GM85 LED Yell
	£3.95	GM76 Resistor
	£3.95	
	£3.95	MAGNETS

Bilston Road

*Drawing on his memories of the West Midlands, **GEOFF READ** created this atmospheric 'OO' gauge layout set in the late 1950s and early 1960s.*

PHOTOGRAPHY, MIKE WILD

I'M ALWAYS IMPRESSED BY people who start the description of their layout with a clear and specific explanation of where it is based, or the reason for picking that location. People who used to lived near a particular line and always wished to replicate it in miniature; an imaginary extension to a specified line on a named railway company or other similar scenarios.

My London Midland Region (LMR) layout, Bilston Road, is somewhere in the West Midlands with station, goods yard and engine shed. So if not a specific location where did the inspiration come from? I suppose it's a mixture of things. I grew up in the 1950s/1960s and my first train set was a Triang 'Princess Royal', an early influence setting me off on a lifelong interest in steam and the LMR. Then, in the 1970s, regular train journeys through the Midlands sparked an interest in the industrial landscape.

I have a good selection of railway books and often a particular photograph will capture my attention and inspire an idea.

The name Bilston Road originated a few years ago. My friend, Rod Pearson, and I were planning a layout to supersede our Somerset and Dorset layout, Hinton St Mary, that we had been exhibiting for a number of years. It was to be a goods depot and we decided on the name Bilston Road to place it in the West Midlands without committing to a specific location. Unfortunately, the layout was never built but I liked the name and used it for the same reasons.

So how did this layout come into being? I have built on a smaller scale over many years but when my wife and I moved into our present house 10 years ago, an 18ft x 11ft loft space was constructed so I could embark on something much more ambitious. Rod and I have worked together on a number of layouts over the

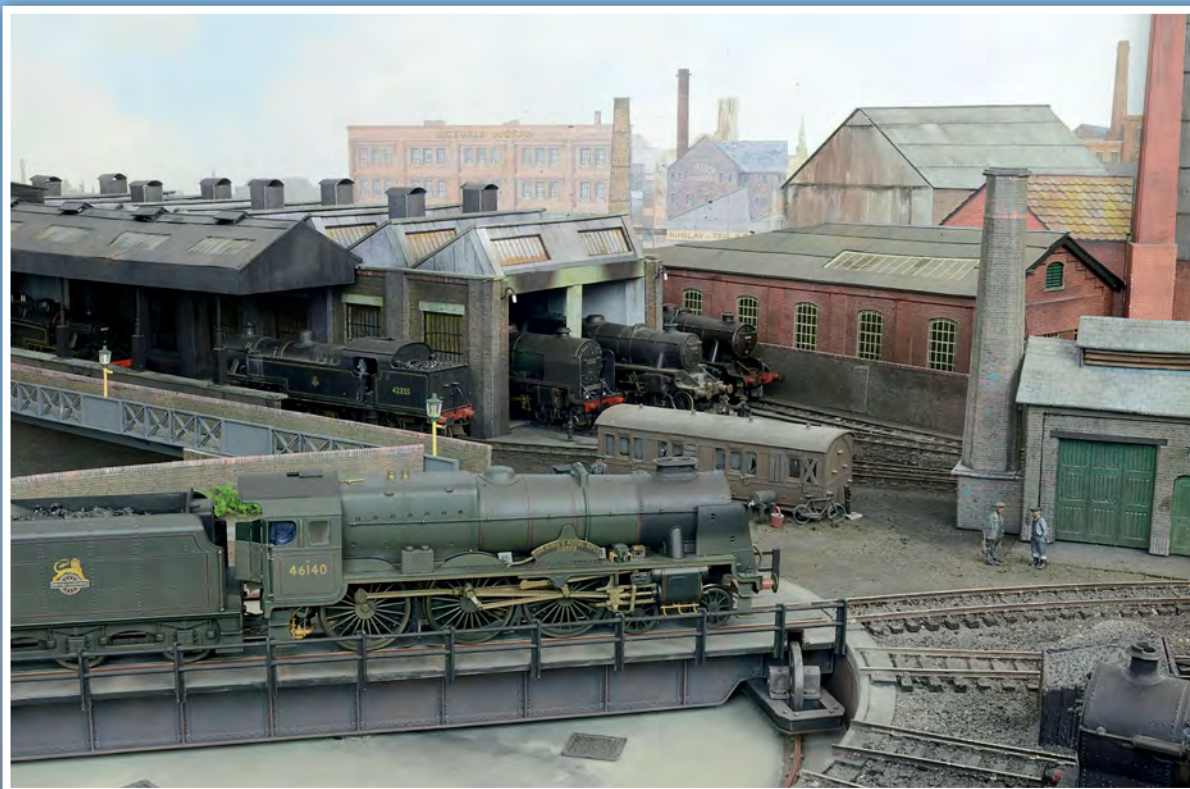
years so I asked for his input. We agreed that we wanted potential for interesting operation but also to allow for continuous running, so a round and round layout was decided on with station one side and storage yard the other. Lots of scribbling ensued but eventually a suitable plan was found in one of Cyril Freezer's books and I thought we were set. Then the talk took over - the station would need a goods yard wouldn't it and it would be good to have an engine shed and also a length of countryside to watch trains run through.

SETTING THE SCENE

For me the visual impact of a layout is important and to create the look I wanted a backscene of a reasonable height, at least 12in to 15in, was essential. Creating this, because of the slope of the roof, reduced the width of the scenic layout but gave me space behind the backscenes for a storage yard on each side. With this structure in »







Left:
At the shed rebuilt 'Royal Scot' 46140 *The King's Royal Rifle Corps* has just been turned on the turntable.

Below:
Ex-LMS Beyer Garratt 2-6-0+0-6-2 47996 rumbles into Bilston Road's centre line with a loaded coal train as a Thompson 'B1' 4-6-0 arrives with an inter-regional working. The 'B1' will swap for a 'Jubilee' before heading for servicing at the depot.





A Fowler '2P' 4-4-0 steams away from Bilston Road with a short stopping train while a Crosti boilded '9F' 2-10-0 waits for the road to clear with its steel train.



place, we realised we could have the two sides of the layout with different scenery, allowing me to have both industrial urban landscape and open country.

Having arrived at the concept and main principles of the layout, work commenced on building the baseboards. A conventional framework screwed to the wall and plywood baseboards all supported at the front with 2in x 2in legs was the result. The backscenes were also built at this time with removable sections for those inevitable accidents in the hidden storage yards! Once the baseboards were finished, the track plan was drawn full size and amendments made until all seemed

well and track laying could go ahead.

I'm a bit conventional so it was Peco track painted, laid and ballasted with 'N' gauge ballast. The station side and engine shed were code 75 and the rest code 100. Why the difference? I already had a lot of code 100 track and wanted to keep costs down.

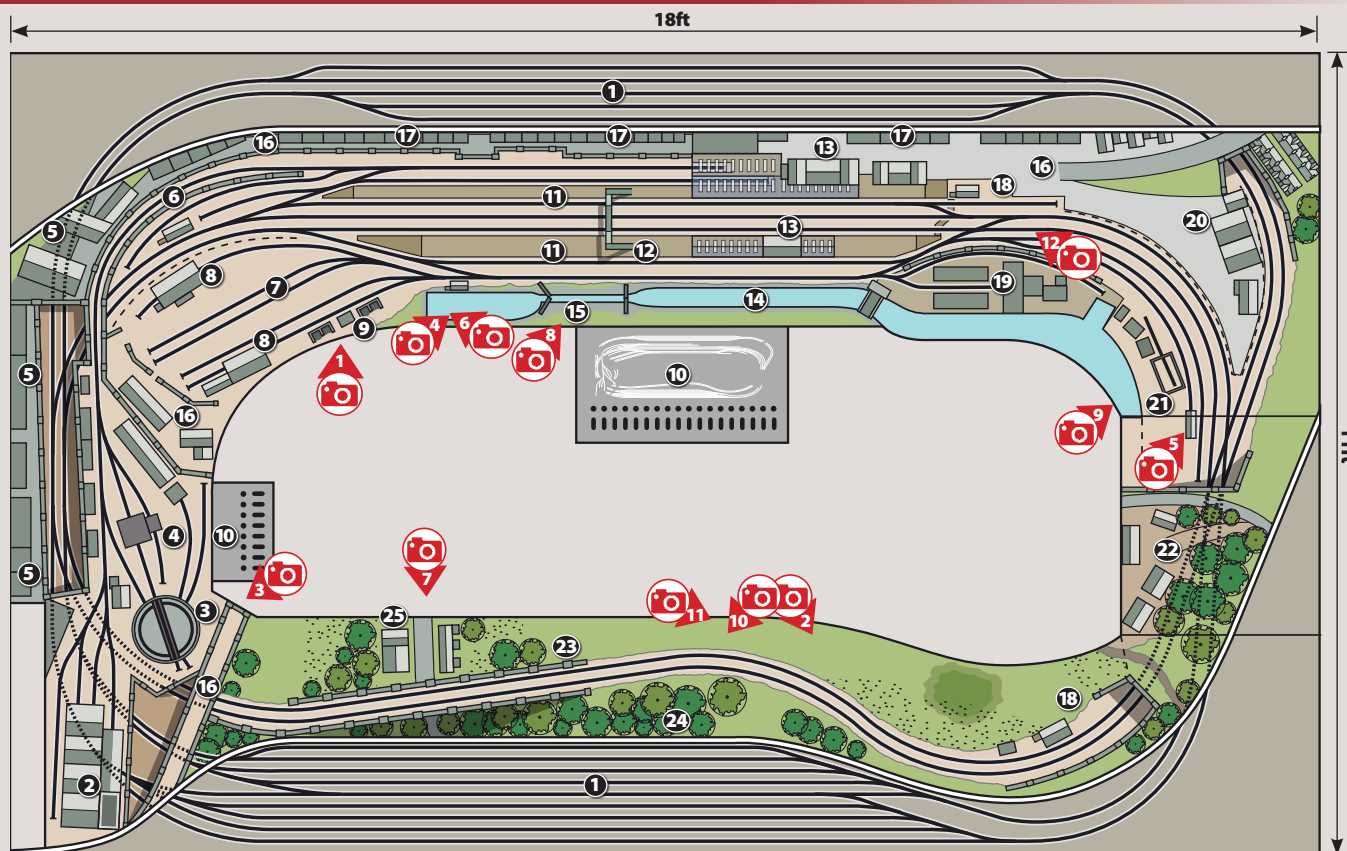
ELECTRICS

When it comes to electrics I'm a bit of a dinosaur. Digital Command Control (DCC) was still a 'not sure' factor when I was designing this layout. Besides, I had quite a collection of locomotives and the cost of fitting them all with decoders was an expense too far. So »



A Fairburn 2-6-4T runs into Bilston Road with a rake of BR Mk 1 57ft non-corridor stock. The goods yard is busy loading and unloading wagons with a Fowler 'Jinty' 0-6-0T in attendance.

BILSTON ROAD TRACK DIAGRAM (Not to scale)



KEY

1 Hidden storage	6 Incline	11 Platform	16 Road	21 Derelict shed
2 Engine shed	7 Goods yard	12 Footbridge	17 Low relief houses	22 Farm
3 Turntable	8 Goods shed	13 Station building	18 Signalbox	23 Viaduct
4 Coaling plant	9 Coal staithe	14 Canal	19 Brewery	24 Tree line
5 Low relief factories	10 Control panel	15 Lock	20 BRS depot	25 Public house

traditional sectioned cab control was used with two handheld controllers, the sections being selected through double pole, double throw centre-off switches.

Within the layout are 15 sections which can be switched to either controller or isolated. The engine shed is a separate circuit using a Morley Controllers Vector Zero Two dual unit to control the track and the turntable, which is a Peco kit powered by the excellent Locomotech drive unit. The approach road to the shed can be switched between the main panel and the shed controller to allow smooth arrivals and departures between the areas.

Points are operated by Peco point motors through on/off spring loaded switches on the control panel. I wanted route setting, especially in the hidden yards, where operating one switch would throw the relevant points to set up the required road. In some cases, in the storage yard, up to ten points are needed to set the route so a homemade heavy duty capacitor discharge unit and diode matrix are used.

“For me the visual impact of a layout is so important.”

GEOFF READ

Some of the roads in the storage yards have been split into two sections, so in total 18 trains can be held. To locate the trains, each section has two reed switches about two inches apart where the locomotive should stop. With small magnets on the locomotive, the first operates a buzzer, giving you an audible warning, and the second is connected to an LED on the control panel. The buzzer tells you to cut power so by the time you do this the locomotive is over the second, lighting the LED. It is simple but effective and you have a clear indication of the occupied roads. The signals all

work, the coloured lights are operated automatically by a time delay unit and the semaphores by Peco servos activated from switches on the control panel.

STOCK

I generally run the layout based in the late 1950s with all LMR stock – ‘Princess Royals’, ‘Duchesses’, ‘Jubilees’, ‘Black Fives’, ‘4Fs’, ‘3Fs’ and some BR ‘Standard’ ‘9F’ 2-10-0s and ‘WD’

2-8-0s. The majority is ready-to-run joined by kits and scratchbuilt items.

I tend to run the longer trains in fixed rakes. The passenger trains are made up of four expresses, two nine-coach and two six-coach, and the freight of two coal trains, one full and one empty, a mixed freight, a van train, an oil train and a train of empty bogie bolsters. The stopping/local passengers are two, three or five coach trains, along with a push-pull set and an early Derby Lightweight DMU. The rest are short pick-up freights and parcel trains. I do change the formations with other stock. For example, the oil train may be exchanged for cement or the bogie bolster for milk.

As I have quite a collection of stock there are a number of alternatives available. Items of interest include a Crosti boilered ‘9F’ 2-10-0 made with a Golden Arrow body on a Hornby chassis (completed just before Hornby brought one out!) and a Fowler ‘7F’ 0-8-0 which was made from an old Hornby ‘4F’ cab and firebox, a scratchbuilt boiler and footplate running on a Comet ‘8F’ chassis and powered by the ‘4F’ tender drive - not perfect but good enough when there’s no kit available. Coaching stock made from kits include »



An imposing 10 arch viaduct built from Scalescenes kits offering a dramatic scenic element on the country side of the layout. A Stanier 'Black Five' crosses with a passenger working.





Left:
Detail brings the station to life with nameboards, passengers, trolleys and more.

Right: The derelict barge and single road engine shed fill a corner at the end of the sidings outside the station.

Below:
The scratchbuilt Fowler '7F' 0-8-0 – powered by a Hornby '4F' tender drive unit – leads an empty rake of 16ton mineral wagons across the viaduct and into the reverse curves.





two London Midland & Scottish Railway (LMS) Royal Mail vehicles from 247 Components kits and an LMS inspection coach from a Comet kit (again completed not long before Bachmann produced one).

BUILDINGS AND SCENERY

With the layout I have tried to create a 3D picture of a particular time and space, so all elements must be appropriate and relevant, including colours and weathering.

To give the desired depth I create layers, first painting a realistic sky on the backscene with, in the town area, a montage of Townscene sheets followed by low relief in front of that. In the gaps I've painted buildings with a definite perspective. Then when the complete buildings are set in place there is an overall sense of depth and distance.

The placing of buildings wasn't planned as a whole but rather I tried to replicate the real growth emanating from the railway. So I began with the station buildings, and then moved on to create the town area. Moving out from the town centre, I developed the residential areas, backs of houses along the railway and terraced homes. Then into the industrial parts, warehousing first and then the heavier industry. Hopefully this gives a realistic and natural feel as you move around the layout. The structures are a complete mixture of ready-made, kits and scratchbuilt. The station building, for example, started life as a Metcalfe kit but has had an additional storey added, different brickwork and a Ratio canopy to make it look more



Crosti '9F' 2-10-0 92026 leads a long rake of steel wagons through the reverse curves. This model was built from a Golden Arrow body kit and a Hornby chassis.

appropriate for the area modelled.

On the countryside, I painted the backscene of rolling hills and fields, again trying to give a sense of depth. The basic structure of the forward landscape is polystyrene blocks carved to shape and covered in plaster followed by the usual scatter material, static grass and trees made from sea foam. The large standalone tree is made from wire wound into shape and the foliage from wire wool teased out, sprayed black and dipped into scatter material.

OPERATION

I've tried to make the operating of my layout versatile and entertaining to maintain the interest but reasonably prototypical. For example, within the sequence I have a train coming from the North East of England behind a 'B1' - the only 'foreigner' - which is released to the shed and replaced by a 'Jubilee', then an LMS 50ft Kitchen car and a dining car are added and the train continues on south; a parcels train drops a vehicle in the parcels depot and continues north; and the down pick-up goods backs across the up main line into the goods yards and shunts the wagons. There are a number of similar moves with other trains. On the other hand, I can just set trains running and sit and watch or spend a relaxing time shunting the yard. To enable hands-free operation, the stock has been fitted with Spratt and Winkle delay couplings. I find

these easy to fit and they work well. The interesting thing about having hidden storage yards is that, as in real life, when you walk in there are no trains visible and as you operate they appear, do what they need to and then disappear again.

I'm currently developing a sequence which reflects the daily timetable through the West Midlands; as an aid for this I'm referring to an article published a while back in *Hornby Magazine* on main line running through Northfield. I also occasionally move the time forward to the early 1960s and run the layout with BR 'Standard' locomotives and early green diesels.

THE FUTURE

They say a layout is never finished, that's true, but there's not much to do on Bilston Road apart from adding a few extra details and a bit of fine tuning. I feel it has achieved what I set out to.

The problem is I enjoy the creating and the building, some of which has been fulfilled by helping Rod build his American layout, Great Falls.

So already the next project is

being planned in the other half of the loft, a smaller layout of 14ft x 2ft, modelling a country station to fiddle yard. This time though, it will have DCC sound, finescale track, point rodding, more detailed buildings - definitely improving the standard of the whole layout. Watch this space! [Fibna](#)

"I have tried to create a 3D picture of a specific time and space."

GEOFF READ





With the town
surrounding the
station, 'Princess Royal'
46203 *Princess Margaret
Rose* takes the centre road
with a non-stop express at
Bilston Road.



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15 WAYS TO MODEL...

Bulk freight

For years now rail-borne freight has been moving away from wagonload traffic.

TIM SHACKLETON

looks at ways of modelling the bulk hauls that have characterised operations since the 1960s.

I'VE BEEN WATCHING TRAINS for well over half a century and probably the biggest single change I've seen in traffic operations has been the rise and rise of bulk freight. It's nothing new, however – I grew up within sight and sound of the heavy coal trains that had been plodding through my local station since time immemorial, alternating with long trains of empties rattling and banging the opposite way. My notebooks of the time also record bulk hauls of oil tankers, cattle wagons, iron ore tipplers, banana vans and bogie bolsters but the vast majority of the goods trains I saw were traditional mixed freights carrying a wide range of cargo in an equally heterogeneous collection of rolling stock.

Today such trains with all their fascinating variety have all but disappeared from our main lines, and only one freight operator still handles wagonload traffic. So for the last 30 years or so I've been out photographing bulk hauls of power station coal, biomass, steel coil and slab, aggregates, cement, containers, cars, oil, ballast and, to be honest, not a lot else – but to me it's still just as fascinating as linesiding was back

in steam days, with the added attraction that, thanks to www.realtimetrains.co.uk, you know where everything is at any given moment.

Modelling bulk freight isn't just a matter of buying a lot of identical wagons – far from it, as I'll explain. A touch of variety is intriguing, 100% authentic and adds a disproportionate amount of visual interest to operations. More important is making sure the nature of your freight operations matches the scope of your layout. Iron ore or biomass trains, as a case in point, don't just turn up at a small rural station – they run on a regular basis between pre-determined places (loading point and end-user) and only deviate from their planned route if there's some massive disruption.

Remember too that most of us will only have space for a limited number of wagons – this is where 'N' gauge really comes into its own. But unless you count each wagon as it rolls past you, I reckon you can reduce the length of a bulk freight by at least 20% before it becomes obvious that it's a cut-down version of the real thing. Here are some pointers to help you get the most from operations on your own layout... [Eibon](#)



Even today, motive power is not always 100% predictable. At Low Moor in September 1961, well-scrubbed 'Jubilee' 4-6-0 No 45694 *Bellerophon* has charge of a long train of mineral empties correctly running under Class 5 headlamps. [Tim Shackleton](#).



Law Junction, the East Neuk MRC's impressive 'N' gauge exhibition layout, is big enough to handle scale-length trains with ease. It's a model of a real location on the electrified West Coast Main Line between Carstairs and Motherwell, and most of the layout is built accurately to scale. The trains too are faithful models of actual formations working on this stretch of line in the 2003-2006 period. [Arran Aird](#).

1. SCALING TO FIT

Long trains clearly look impressive but, away from model railway clubs, few people have a home layout big enough to do them justice. However there have always been shorter bulk freight workings that are more practicable for the average modeller. Scrap metal is one such traffic – recycling has long been an integral aspect of the steel industry and these days there are specialist wagons to handle this traffic, some of which are available in kit or ready-to-run form. Bulk grain, cement and household coal are others, often being moved in rakes of less than a dozen wagons. Even some specialised container flows – chemicals and bulk liquids for instance – may load only a few wagons at a time.



2. WHERE'S IT ALL GOING?



Is your bulk freight traffic merely passing through, or could its point of origin or destination form an integral feature of your layout? Few of us have the space to model an oil refinery or a steelworks, but the offstage presence of an industry can be suggested by carefully condensing some of its main features – or even by modelling just a few of the sidings associated with its operations. I built this distribution depot inspired by a real life example at Paddock Wood in Kent that handled bulk trainloads of perishables from the Continent.

These long-wheelbase Transfesa vans – once a familiar sight in many parts of Britain – have brought onions from Spain, while agricultural traffic from the UK is handled in 12ton ventilated vans.



3. SIZE MATTERS

Bulk trains are much longer now than in steam days. The famous Tyne Dock-Consett iron ore trains, for instance, had a maximum loading of just nine bogie wagons. Today a payload of under 1,000 tonnes isn't economically viable, so trains tend to be much longer than they once were, frequently loading up to 20 or 30 bogie wagons. Remember though that these 'jumbo' trains may be split into shorter portions for onward delivery to different terminals, which gives you the opportunity to run more manageable bulk trains on your

layout. I reckon the minimum you can possibly get away with for a layout set in the modern era would be eight to ten bogie wagons.

Many ready-to-run wagons are suitable for bulk operation but for some specialised traffic flows, kit-building may be your only option. The unique Tyne Dock-Consett iron ore hoppers have so far not been made available in ready-to-run form. This example – one of two complete sets running on the 'EM' gauge layout South Pelaw – was built from a Dave Alexander kit.



The first and best known of all 'long goods' was the 100-wagon coal train that Tony Smith built for Pendon Museum in the 1970s. Seen here crossing the famous Brunel timber viaduct on Dartmoor, this train now runs on the 70ft long Vale scene.



4. SINGLE-LINE WORKING

There's plenty of evidence of heavy freight on single-line branches – even on some very rural railways. The china clay lines in Cornwall have long been a popular subject for modellers, but there are others. Usually the *raison d'être* is a local industry that produces bulk trainloads of commodities such as limestone or iron ore. Most of these lines, however, have tended to be freight-only, certainly in their latter years, and see little if any other traffic. One exception is the steeply graded single line from the port of Felixstowe to Westerfield Junction, just north of Ipswich. This sees a round-the-clock stream of heavy container trains alternating with the regular passenger service – hardly your typical branch line!

On 31 October 2016, 66752 *The Hoosier State* brings a train of containers along the busy Felixstowe branch.



5. NUMBERS GAME

If you assemble a train of identical wagons, it's obvious they can't all carry the same running number! Fortunately we have enthusiastic help from companies such as Cambridge Custom Transfers and Modelmaster (both largely steam era only) and, for modellers of the current scene, Fox Transfers, Precision Labels and Railtec. They offer sets of replacement numbers and/or data panels for many of the wagon types likely to be seen running in block formation over the last 50-60 years. These are supplied in waterslide form, which makes them very easy to apply.



6. NO TWO ALIKE

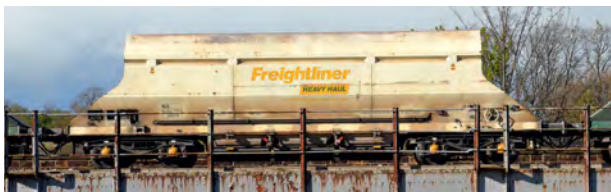
Some bulk freights are a real mish-mash of stock – steel and aggregates especially, but also iron ore trains of the steam era and even many chemical flows, where no two wagons ever appear the same. One of the pleasures of modelling such trains is bringing together a wide range of wagon types in every condition under the sun, from heavily weathered to recently repainted. The only common factor is the commodity they're carrying.

A Beyer-Garratt 2-6-0+0-6-2

takes water – all the power of these gargantuan locomotives is apparent as 47991 fills its tanks to the brim on Melton troughs while working a down train of iron ore empties from Teesside in August 1955. Note the enormous variety of wagon types, almost all of them hoppers (including the wooden-bodied ones). The Garratt would have worked through from York and the train is on the short four-track section between Brentingby Junction and Melton Mowbray.



7. APPEARANCE COUNTS



Modern wagons designed for specialist traffic tend to be built in large batches and often enter service at the same time, with other batches following later. It follows, then, that over time they're all going to weather at broadly the same rate. You won't see significant variations in the kind of

external condition they're in although each wagon will show individual weathering features. I photographed this rake of 20 HIAs – now available in 'OO' through Dapol – at Mirfield on April 26 2016, working an Arcow Quarry–Bredbury aggregates flow. Note the similarities as well as the differences.

8. ALL BY MYSELF



A wagon normally only seen running in block formation may sometimes need to be detached from the train due to mechanical problems such as an overheated axlebox or faulty brakes. Once uncoupled and 'carded', it may remain parked in the nearest available siding for some considerable time until repairs can be effected. When fit to travel once again, it will be attached to a passing goods train – or just picked up by a pilot locomotive – and make its way (often in several

stages) back to its usual sphere of operations. This gives you the opportunity to make creative use of specialist wagon types not normally seen running singly, let alone found in a local goods yard.

This internationally-registered Polybulk wagon seems to have suffered a failure en route and has been parked up for inspection. Such an occurrence allows you to buy those tempting wagon types you couldn't otherwise justify on your layout.

9. RINGING THE CHANGES



Manufacturers have been quick to recognise that not all wagons of similar type are truly identical. When building up a block train, be sure to buy a selection of stock that shows prototypical variations – different buffers, different axleboxes, different doors and so on. Even commonplace wagon types can show a bewildering range of differences – subsequent repairs and modifications only added to the mix. It was rare in steam days

to find two truly identical wagons coupled together and some bulk freights were a real mish-mash of stock – steel and aggregates especially, but also iron ore trains and many chemical flows.

Fully-fitted freights were allowed to travel at line speeds, and here a BR '5MT' 4-6-0 (note the BR1F tender) fairly storms through Brockenhurst in May 1967 with its train of rocking vans, each of them a different type.

Until the arrival of huge numbers of Class 66, the Brush Class 60s had a ten-year monopoly of heavy-haul operations in the UK. On July 19 2000, 60023 inches out of Marks Tey yard near Colchester with a sand train for Hayes – one of a surprising number of bulk operations that, even in the privatisation era, used four-wheel wagons. Tim Shackleton.



10. AN EYE ON COSTS

Even at discount prices, buying brand new wagons in multiple can be painfully expensive. We all have to watch the pennies but I've managed to build up some impressively scale-length rakes on the second-hand market by visiting shows, swapmeets, model shops and online auction sites. I reckon that a good 70-80% of the wagons I've bought have never been run by their previous owners. Over even a few weeks of concentrated

hunting it's amazing just what you can pick up. The best value undoubtedly comes from buying in bulk rather than individually. Not everyone wants ten identical wagons so when someone sells off their collection, the price may be adjusted accordingly. Postage costs come down too compared with buying items individually. I acquired this rake of Shell-BP Class B tank wagons over an extended period, until I had the 20 examples I wanted.



11. RINGING THE CHANGES



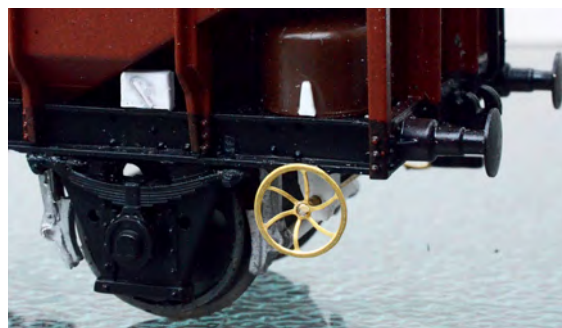
I love adding subtle differences of detail to my wagon fleet. When building up a rake of Bachmann bulk grain hoppers, I modified one bauxite liveried wagon to the long wheelbase Diagram 1/275 vacuum-braked version. This official BR portrait shows the wagons details.



The final modification is to fit 16in diameter Dowty hydraulic buffers from Lanarkshire Model Supplies (BH04). Not all vacuum-fitted wagons had these but they are very different to the Oleo type carried by the remainder.



Like the late build through-piped wagons, they didn't have the prominent reinforcing strip at cantail level. This is easily filed off – I used an emery board.



The wheelbase needs extending by two scale feet, which involved cutting off the spring/axlebox assemblies and repositioning them at 50mm centres. The changeover switch is a simple scratchbuild from styrene, the vacuum cylinders came from Airfix brake vans (which mostly were through piped only and didn't have vacuum cylinders), the brake shoes are ABS white metal castings (B504) and the curly-spoke brake wheels are from an incredibly useful etch by Wizard Models (code CWLB).

12. MONOPOLY SITUATION

Whether they're transporting petroleum products, cement, aggregates or any other load, company-operated trains will only carry the product of one supplier. You won't see long trains of Shell, Esso, Total and Mobil tank wagons mixed indiscriminately, or bulk hauls of cement

wagons branded variously for Blue Circle, Rugby and Tunnel. Such variety may look good on a layout, but unfortunately it isn't in any way prototypical. The exception to this rule is when fleets are merged, either through takeover or for operating convenience. When Fastline

Freight went out of business, for instance, its hopper wagons quickly passed to GBRf which absorbed them into its own fleet without rebranding them. All the wagons in this long bulk cement train are in the service of Blue Circle Cement - and many of them carry its branding.



13. RUNNING ON EMPTY

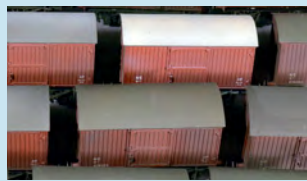
Everyone likes to see wagons earning their keep, but buying ready-made loads can work out expensive if you have a long train to fill up and don't fancy making your own. Remember though that most bulk hauls – coal, steel, aggregates – returned home empty. A long train of empty bogie bolsters, coal wagons or aggregate hoppers can look really good on a layout. The compromise solution is to run van trains – no one can tell from the outside whether they're loaded or empty! The level of separately fitted parts on today's



container wagons makes you want to run them empty so all that lovely detail can be seen. These are upgraded Hornby FFA/FGA wagons with the bodies lowered on the bogies. I've also fitted them with scale wheels and extra details courtesy of S Kits.

14. MAKING A DIFFERENCE

Weathering is a key tool in adding variety to bulk freights. The wagon types may be similar but they will show subtle differences in terms of their external appearance. Colours will vary too, and the longer they've been in service, the more marked these differences will be. Some will be absolutely filthy, the odd one may be new or freshly repainted after shopping, and most will be somewhere in between.



This is part of an express goods that I weathered for the Model Railway Club's 2mm scale layout Copenhagen Fields. It may not be immediately obvious that all 15 wagons are in fact identical.

15. MINERAL MARVEL

No layout set between 1950 and the early 1970s can be complete without BR's ubiquitous 16ton mineral wagon – and in some cases they lasted well beyond the beginning years of the '70s. Happily in 'N', 'OO' and 'O' gauge we are catered for with high quality models of these hard worked wagons including a wide range of design differences too. However, while they were most commonly seen in long bulk rakes, they could also be

seen in shorter cuts and as part of mixed goods formations making them highly versatile for the steam era modeller. Here a '9F' draws a rake of loaded Graham Farish 16ton minerals out of the storage yard on Barrenthorpe, but it isn't the only bulk formation – there is an empty rake of 20ton hoppers for the opposite direction plus on the far left there is a string of 12ton box vans, all with detail differences.



What would it cost to buy this little lot in 4mm scale? Well over £2,000, if truth be known. On January 25 2016, 66718 Sir Paul Hendy OBE – available only as an expensive limited-edition model – crawls along the down slow at Mirfield with 25 IIA biomass hoppers returning to Liverpool Bulk Terminal from Drax power station. Tim Shackleton.



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Similar available in 00 - PO226 £15.99

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The newly re-designed N Country Station is a re-release of the popular N Scale Red Brick Station. The design is based on standard designs by Cheshire Lines Railway. It is a sturdy building with laser cut components for intricate detail. It also includes an opposite platform shelter. Designed to stand with the Red Brick Platform (PN110).

Country Station also available in 00:
PO237 - £13.75



NEW FROM METCALFE:

N Workers Cottages: PN155 - £9.99

NEW: N Workers Cottages. Two complete sets of cottages and outbuildings make up this attractive kit. Based on the Settle Carlisle Railway Workers Cottages, this design lends itself to many uses be it railway, agricultural or industrial.

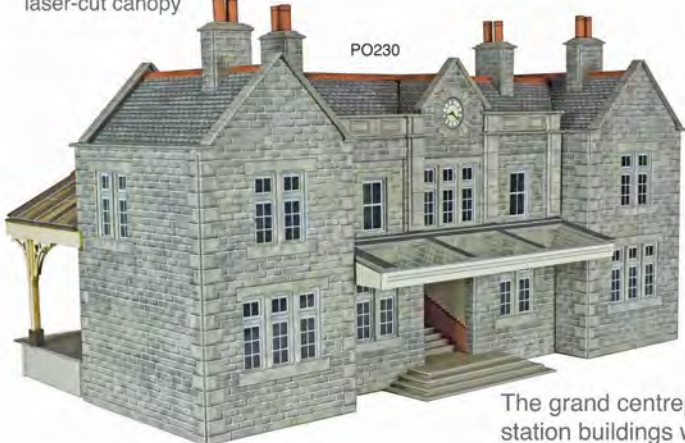


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PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.

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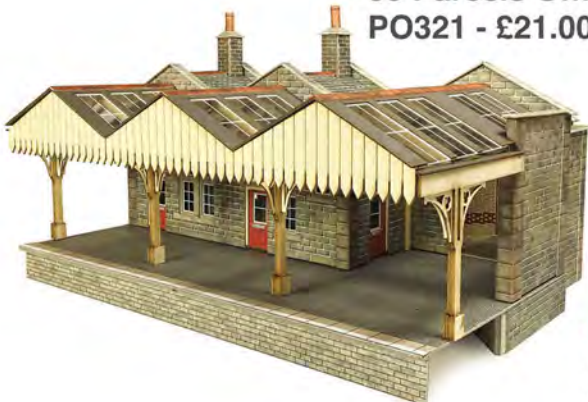
Island Platform Building shown here with the Stone Platform Kit (see below). Building does not come with platform.

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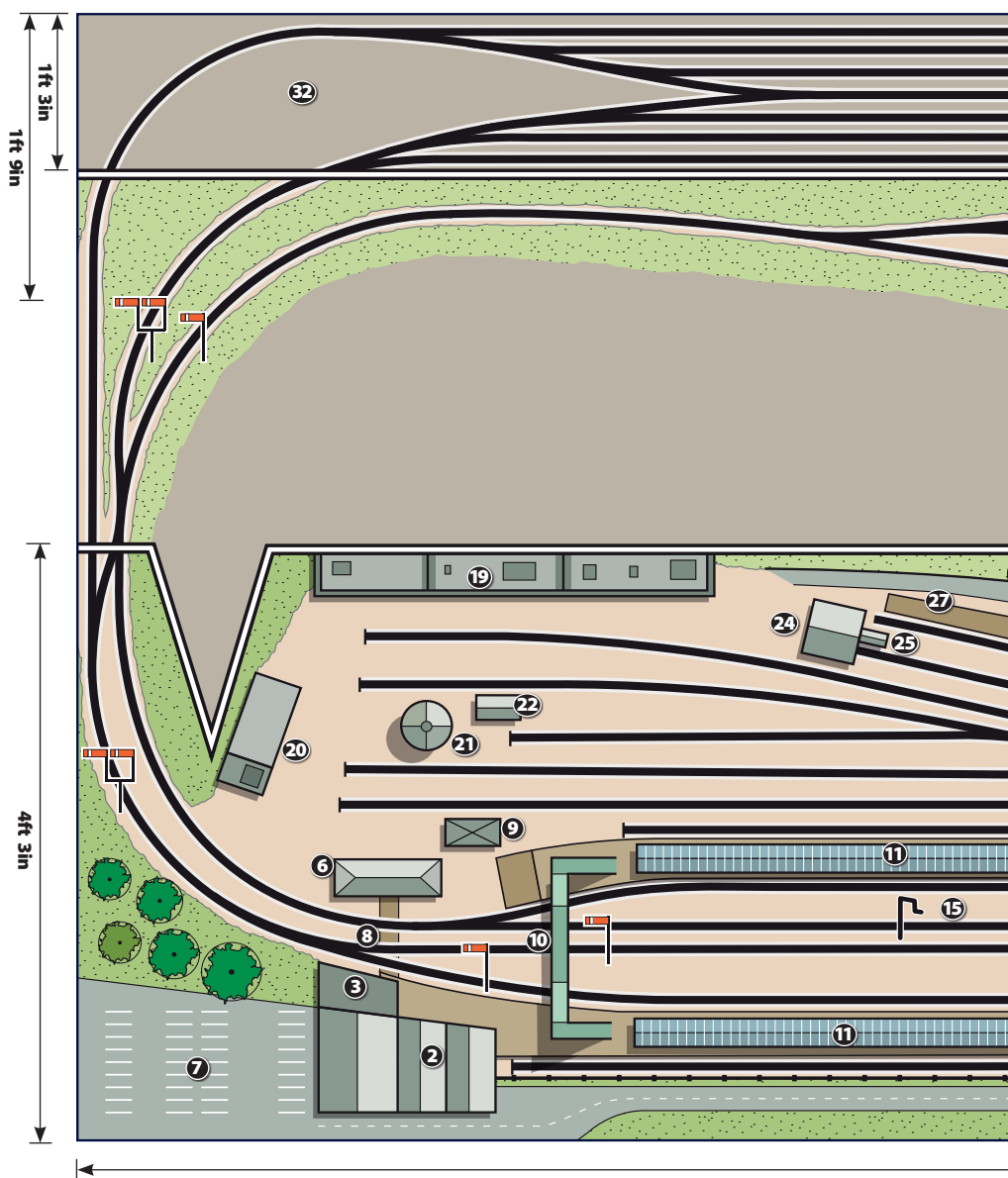
A great addition to any street scene. Contains two stalls with colourful canopies and merchandise. Laser Cut.

BULKHA

Designing a layout for bulk trains can be a challenge.

MARK CHIVERS reveals his plan for a 'OO' gauge layout that maximises their spectacle while also providing plenty of operational potential for passenger and mixed goods too.

KEY	
1 Platform	18 Terrace houses
2 Station building	19 Industrial units
3 Store	20 Cement depot
4 Road	21 Storage silo
5 Fence	22 Pump house
6 Signalbox	23 Hut
7 Car park	24 Goods shed
8 Foot crossing	25 Goods office
9 Water tower	26 Warehouse
10 Footbridge	27 Loading dock
11 Canopy	28 Milk loading point
12 Road bridge	29 Milk loading shed
13 Coal bunker	30 Milk loading apparatus
14 Carriage shed	31 Disused platform
15 Water crane	32 Storage yard
16 Retaining wall	33 Reversing line
17 Carriage sidings	

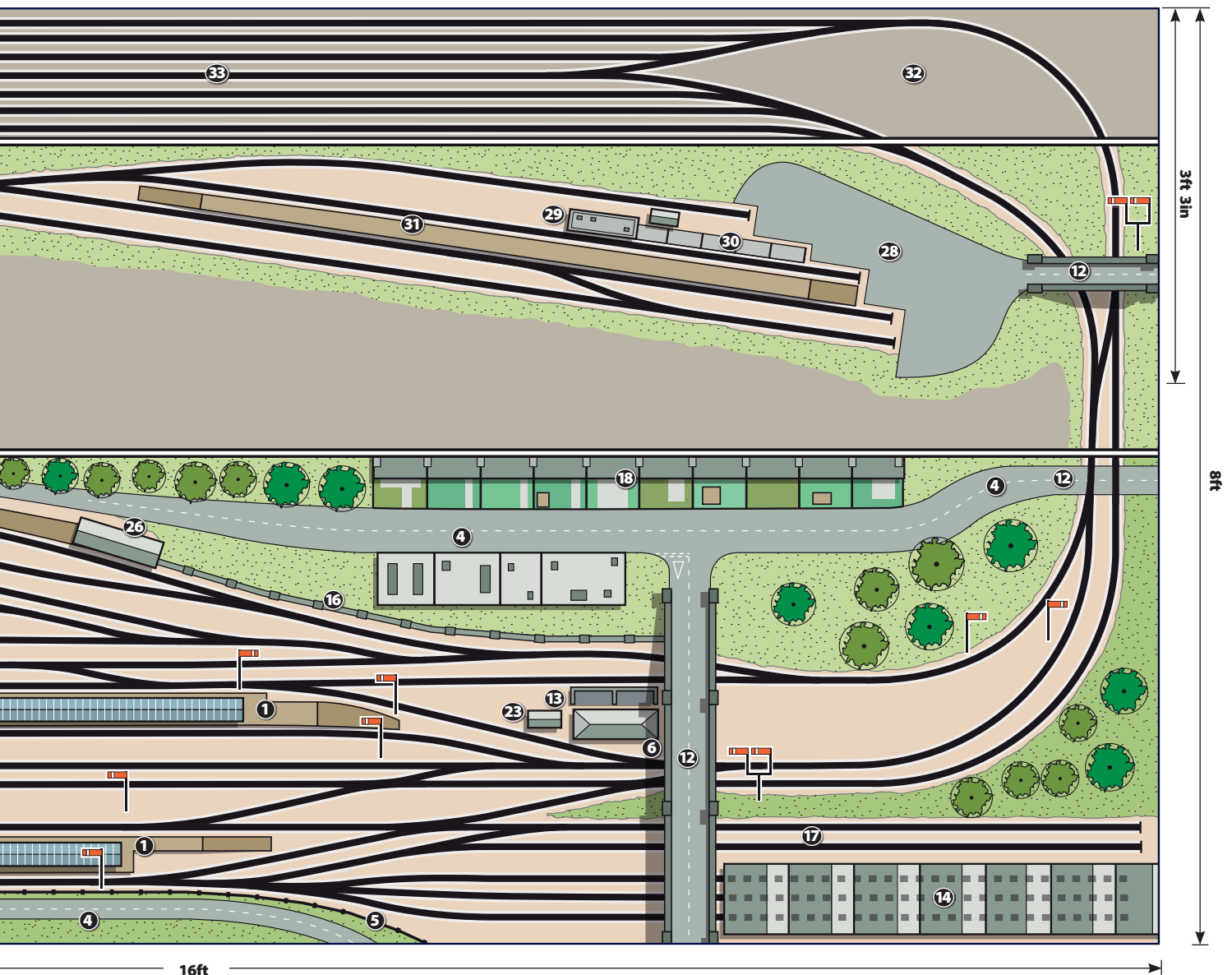


FREIGHT TRAINS are fascinating. Whether it's a BR Standard '9F' 2-10-0 on a seemingly endless rake of 16ton steel mineral wagons or a modern DB Cargo Class 66 hauling 104tonne HTA bulk coal hopper wagons, there is something special about these impressive lengthy trains.

Continuing this issue's bulk freight theme, I was keen to include a good cross-section of this traffic in the overall mix but also incorporate passenger services and other freight traffic for added variety in a plan which is designed to suit the average home garage or loft space.

Having considered a few options, attention soon turned to the South West as I happened across images of the Blue Circle Cement

HANDLING



distribution depot at Exeter in Devon. Situated within the confines of the goods yard alongside Exeter Central station, the depot appeared a modest affair with a sizeable cement storage silo, associated sidings and road access for lorries, plus it suited a choice of eras. Not only that, but further bulk freight flows could be incorporated such as aggregates, china clay, coal, fuel oil, milk and more passing through. Its prime location also offered a wealth of passenger train possibilities with express, secondary and branch-line services hauled by a mixture of BR Southern Region and Western Region motive power. Whilst our example assumes South West operation, the layout could be set on any region with a choice of eras as the plan only takes inspiration from Exeter and isn't an exact replica. »

**Southern Railway
Urie 'H15' 4-6-0
E332 crosses the
scissor crossing
at Exeter Central
(then named Queen
Street) with an
express for London
Waterloo in 1927.**
Bernard Wicher/Rail
Archive Stephenson.



GARAGE PLAN

At 16ft x 8ft to fit a typical single garage space, clearly a faithful reproduction of the location on our plan is not possible, but with selective compression and some amendment to the track configuration, an interesting and engaging double track continuous loop layout has been developed with more than a passing resemblance to the prototype.

Peco 'OO' gauge code 100 track has been used to illustrate this plan, although code 75 could be substituted for a finer appearance, and includes 81 yard lengths of flexible track together with 32 medium radius turnouts, seven curved double radius points, two large radius turnouts, three large 'Y' points, four double-slips and a three-way turnout to achieve the complex scheme.

Suitable for a large room, loft or garage, the chosen design also incorporates a separate milk loading depot on a branch line peninsula running parallel to the rear storage yard. This section was inspired by a prototype facility at Torrington in North Devon offering fairly basic milk loading facilities utilising a former goods shed building and some rudimentary overhead pipe loading apparatus. The design also includes a platform which could remain disused or retain a branch-line passenger shuttle for added variety. The track layout here assumes trainloads of empty six-wheel tanks arrive in the former platform road and the locomotive runs round to shunt its train into the uppermost siding. The first few tanks are then uncoupled and moved to the loading point within the former goods shed area. Once filled, they can be removed and stabled on the lower of the four lines with subsequent wagons



The carriage sidings at Exeter Central can be seen to the right as 'Modified Hall' 4-6-0 6973 *Bricklehampton Hall* enters Exeter Central with a diverted Paddington-Penzance express on August 26 1961. Mike Fox/Rail Archive Stephenson.

WHAT WE USED

Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100	81
Curved double radius right-hand point	Peco	SL-86	3
Curved double radius left-hand point	Peco	SL-87	4
Large radius right-hand point	Peco	SL-88	2
Double slip	Peco	SL-90	4
Medium radius right-hand point	Peco	SL-95	20
Medium radius left-hand point	Peco	SL-96	12
Large radius 'Y' point	Peco	SL-98	3
Medium radius three-way point	Peco	SL-99	1

repeating the process, ready for departure.

As a whole, the plan should provide for intense operation with the main station area offering two east-facing bay platforms, two main platforms, four through roads, carriage sidings, cement terminal and general goods facilities together with much shunting potential. Both main platforms will accommodate five-coach trains, while bay platforms will

comfortably hold three-coach formations. The storage yards at the top of the scheme offer three up and three down sidings, together with a useful bi-directional line which will prove useful for trains to and from the branch line and bay platforms as well as trip freights to and from the station yard. Five carriage stabling sidings on the scenic section are also provided, three of which are covered.

Exeter Central was a busy location with plenty of freight and passenger operation including diversions from the Great Western Main Line. On August 26 1961 'Warship' D867 *Zenith* pauses at Exeter Central with the diverted up 'Cornish Riviera Express'.

Mike Fox/Rail Archive Stephenson.



BULK FORMATIONS

Bulk cement trains bound for the distribution depot can be worked from either direction, but will require a slightly more challenging series of shunting moves for those to and from the west. The series of crossovers from the Up to the Down lines will prove very useful. As with most layouts, a degree of adaptation comes into play and should ensure exciting operations.

In the yard, the cement storage silo and pump house are adjacent to three sidings, which could be fully detailed up with flexible hoses and equipment to assist with emptying the bulk powder wagons. Having discharged their payloads, empty wagons can be shunted to neighbouring sidings ready for their return journey. The yard loading platform could also be used for receiving bagged cement, as well as other goods.


Significant structures include the station building, platform canopies, carriage shed, cement silo and road bridges which could be a mixture of scratchbuilt, kit-built and ready-to-plant examples. The large road bridge spanning the running lines and sidings to the right-hand side of the scheme would suit a scratch-building project and links with the road running parallel to the row of terrace houses along the embankment on the other side. To the left of this bridge a retaining wall curves and gradually ebbs into the goods yard area, with warehouse units providing an industrial feel to the area, while to the right the embankment has been left to nature, offering plenty of scenic opportunities.

Many suitable 'OO' scale buildings and



Bulleid's 1Co-Co1 diesel-electric 10202 stands in the centre roads at Exeter Central on August 14 1952. Note the town houses in the background and the covered footbridge. Bob Tuck/Rail Archive Stephenson.

accessories feature in Bachmann's Scenecraft and Hornby's Skaledale ranges of resin-cast items, including cement and milk related structures. American kit manufacturer Walthers also produces its 'HO' scale Medusa Cement Company kit (Cat No. 933-3019) with cement silos and an unloading shed which could be adapted and incorporated if space allows. We've used the similar, but larger, Valley Cement kit on Shortley Bridge and although designed to 'HO' scale it looks perfectly in keeping with 'OO' scale rolling stock too.

This layout design represents a significant investment - in finances, time and space - but it will certainly be exciting to watch lengthy bulk freights snake through the junctions and it will be challenging and entertaining to operate. Incidentally, careful consideration should be given for access to certain sections of the layout and methods of uncoupling, as the station and yard area at its widest point is just over 4ft. As with all designs it can be tweaked to suit your needs, and of course with a little imagination, anything is possible. 





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'Austerity'

BUDGET


Exactly 50 years after the last 'WD' 2-8-0s were withdrawn, **TIM SHACKLETON** takes a look at their low-cost modelling potential – and comes up with some fascinating variations.

FOR A QUARTER OF A CENTURY between 1943-1967 and across three strikingly different decades the War Department ('WD') 2-8-0 was the archetypal British heavy freight locomotive. The class had a wide route availability, which meant these big 2-8-0s could go anywhere that many smaller and less powerful engines could, doing jobs with efficiency too.

The British Railways owned locomotives were bought very cheaply from the government at the end of the Second World War, which forced individual regions to accept them whether they wanted them or not. Initially they were spread far and wide, and my 1951 Ian Allan Locoshed Book even lists quite a few allocated to the Southern. As the years passed, however, the greater concentrations of 'WDs' tended to be in the North and Scotland until, by the early 1960s, it was hard to find them anywhere else. On an Easter shed 'bash' to London in 1963, for instance, we didn't see a single 'WD' whereas a Sunday jaunt around the Wakefield area could easily net 80 or 90 of them.

Bachmann's 'OO' gauge model of a 'WD' 2-8-0 has been around since 2000, making it one of the oldest models still in the catalogue. In the most recent production runs, provision has been made for Digital Command Control (DCC) fitting with the addition of a 21-pin socket in the tender, but otherwise it's exactly the same model I first bought a good 17 years ago. In some respects it's maybe fallen behind the standard of some of Bachmann's more recent steam locomotives – but it's still an impressive model that beautifully captures the unmistakable outline and character of the prototype.

There were many variations among the 733 'WDs' in BR service, some of which we'll explore here. You can find chapter and verse in John Hooper's book *The WD Austerity 2-8-0: The BR Record* (Book Law Publications, 2010). Here I will show how you can make some simple improvements to your own 'WDs'. The work will only take a few hours, will cost you next to nothing and is mostly concerned with adding missing details that we'd nowadays take for granted, such as restoring the lift rings, fire iron cage and rivet detail that Bachmann omitted. Other modifications are concerned with points of detail, such as the mysterious circular cover that appears on the tender rear of a significant number of WDs, the Scottish-pattern clack valves and the far-from-universal damper rod beside the firebox on the fireman's side.

I always enjoy working on 'WDs' – one of my favourite locomotive classes – and I hope some of this pleasure comes across in the way I've customised and weathered this particular model. 

USEFUL LINKS

247 Developments	www.247developments.co.uk
Airbrush Co (Lifecolor/Wilder)	www.airbrushes.com
AK Interactive	www.ak-interactive.com
Alan Gibson Workshop	www.alangibsonworkshop.com
DCC Supplies	www.dccsupplies.com
Humbrol	www.humbrol.com
MIG Ammo	www.migjimenez.com
Scale Link	www.scalelink.co.uk

The 'WD' 2-8-0s were hard working locomotives which lacked the glamour of 'Pacifics' but were more important to the railway and its operation. In 1962 90441 passes through Glenfarg and reaches the summit of the climb from Bridge of Earn with a train of coal empties from Perth to the Fife coal field.

W.J. Verden Anderson/
Rail Archive Stephenson.



A 'WD' portfolio



Sunday afternoon line-up of 'WDs' at Dunfermline shed in August 1966, resting up after their labours in the Fife coalfields. All four seen here have the unique Scottish-pattern clack valves. The floodlights mark out Dunfermline Athletic's football ground.



A closer look at the front end of a Thornton-allocated 'WD', with BR-pattern clack valves on the left and on the right the separate short grab handle that was used when opening the smokebox door.



There were variations at the back end of a 'WD' as well as everywhere else. This is the most common arrangement but note the unusual circular disc on the rear of the bunker.



A 'WD' going about its lawful weekday business at Wakefield Kirkgate in April 1967, a scene then so commonplace it attracts no interest whatsoever from the platform staff on the left.

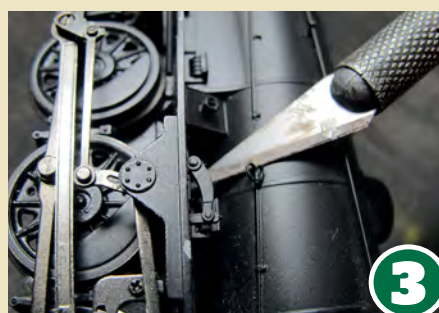
1



The Bachmann 'WD' really is a very good model indeed, though not perhaps as refined as more recent ready-to-run productions. Nothing stands out as being in urgent need of enhancement or rectification. Considering the enormous number of variations among the 733 locomotives in the class, it's surprising that over 17 years Bachmann has offered just two BR-liveried models with detail differences – the basic 'WD' as here and the Western Region version with fire iron tunnel and enclosed top feed.



The unwanted Vulcan nameplate can be gently prised off with the tip of a bluntish scalpel, and the glue marks underneath polished away with wet and dry.



As supplied, the oil feeds along the boiler are much too orderly, and need replacing with something infinitely more ragged-looking. I sliced them off a bit at a time, being careful not to allow the blade to dig too deep. The clips that hold the pipes in place should be retained.



This is what you end up with. In trying to sand the marks smooth, be careful not to leave any obvious marks. All 'WDs' have lubricator feed pipes running along the right-hand side of the boiler but not all of them have the corresponding arrangement on the other side. As ever, check first with photographs.



Assorted holes need to be drilled at the front end – check with photographs. The reinforced lifting rings are from brass discs and the rivet strip on the inside face of the front frames came from a Scale Link etch (Cat No. SLF055).



The replacement Scottish-pattern clack valves are from brass castings by Alan Gibson (Cat No. 4M800), set into holes drilled into the boiler barrel. The filler marks a miscalculation when I was drilling out for the feed pipes.



The smokebox front grab handle is formed from Alan Gibson 0.45mm brass wire using round-nosed pliers and set into a hole drilled just beneath and forward of the handrail.

Just another 'WD' among many? Hardly – among other detail alterations I've changed the top feed to the BR Standard-pattern clack valves fitted to many Scottish-allocated 'WDs', about 60 engines in all. To the best of my knowledge just one English 'WD' had this feature, 90170 of Agecroft which it acquired during boiler overhaul at Cowlairs. If you look closely you'll see three other patterns of top feed in this shot, one engine with the Crewe-pattern modified firebox and an awful lot of heavy-duty weathering. The 'WDs' were notably prone to priming, even in soft-water areas, and this heavy streaking was the consequence.





8

Many but not all 'WDs' have a lever on the fireman's side of the firebox – I believe it controlled the damper in the ashpan. This is quickly made from scraps of brass left over from an etched kit.



9

The characteristically sagging oil feeds are made from 0.2mm nickel wire, formed to shape by hand and glued in place with a spot of cyano gel. Normally there are four of these pipes, clamped together, but I think you can just about get by with a single thickness.



10

Bachmann's cast-alloy footplate is a little lacking in rivet detail, so I've added this in the right places using the indispensable Archer rivet strips from DCC Supplies. Made up of tiny spots of resin, you use them exactly like waterslide transfers. I wasn't sure how well they'd take to the Mazak surface so I painted on a grey primer to give better adhesion, then bedded them in with Microsol.



11

I managed to snap off the cylinder drain cocks on one side, so I made up new ones from 0.45mm brass wire. Some 'WDs' seemed to have lost the front cover plates on their cylinders, exposing the cast ribbing beneath. This detail was a special 3D-printed commission from Alan Buttler of Modelu.



12

The enigmatic cover plate on the rear tender bulkhead, found on some 'WDs' but not on others. No one seems to know what it was for. My initial supposition was that it was connected with oil burning (the WDs were designed for speedy conversion should the need arise) but it could equally well relate to water pick-up equipment that was never fitted. Who knows?



13

Far and away the rarest variation among 'WDs' – the tender tool rack. On all but a handful of engines this was on the right-hand (fireman's) side but the odd example has one on the driver's side. I made this fitting out of Evergreen styrene – 247 Developments does a nice etch for the conventional right-handed tool rack.

14



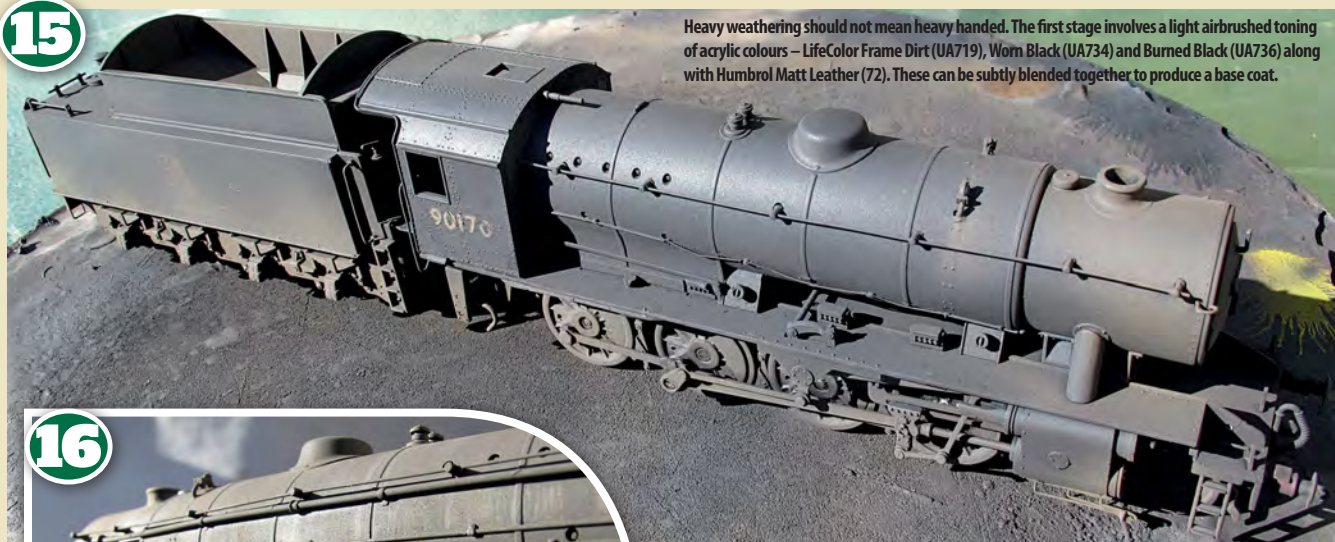
With a few more extra details now added – tender rear steps, water gauge, fall plate, buffer steps – the renumbered model is ready for weathering. A dean 'WD' was a rare sight, generally only when freshly ex-works. Maybe I should model one in such a condition?



STEP BY STEP DETAILING BACHMANN 'WD' 2-8-0s IN 'OO'

Intermediate
Beginner **SKILL LEVEL** Advanced

15



Heavy weathering should not mean heavy handed. The first stage involves a light airbrushed toning of acrylic colours – LifeColor Frame Dirt (UA719), Worn Black (UA734) and Burned Black (UA736) along with Humbrol Matt Leather (72). These can be subtly blended together to produce a base coat.

16



Gentle hand-applied streaking of the boiler using an assortment of AK Interactive and Mig Ammo washes, mostly browny-greys and dust colours. If anything's overdone – almost an impossibility with 'WDs' – you can easily go over it again with a thin airbrushed waft of Burned Black to tone it down again.

17



Final toning and detail weathering is carried out with powders. Here you can see how I've used Adam Wilder Old Grease (GP11) and Mig Ammo Russian Earth (3014) to add subtle shading to the tender sides. I did the same with the running plate and cab roof.

18



The weathering of 'WDs' is almost a subject in its own right. It is so easy to go completely over the top. Restraint, as ever, is the keynote when it comes to recreating the astonishing decrepitude of these neglected, work-weary locomotives.

19

Another 'WD' from my collection, this time an ex-Western Region one subsequently transferred to Rose Grove. At one time 90297 apparently had a chime whistle. Note the emulsified oil that has shot out from cylinders and coated the motion and leading driving wheels.



20

Fifty years on from the withdrawal of the last 'WD', who'd have thought that heavy freight locomotives would one day look like this? For the last few years, however, the ubiquitous Class 66 has very much been the 2-8-0's diesel equivalent. The DB Cargo examples in particular often rival the 'WDs' in terms of their neglected appearance. GBRf, on the other hand, clearly cares about these things.



NEXT MONTH

● With spring in the air Tim Shackleton takes a look at modelling a pair of very different – and much larger – green locomotives as he tackles a Class 55 and Class 66.

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SL-380F	Single Slip	£32.25
SL-390F	Double Slip	£33.75
SL-394F	Long Crossing	£10.00

N GAUGE

PECO N Gauge Streamline Code 55 Fine Electrofrog

SL-E386F	Curved Turnout Right Hand	£10.69
SL-E387F	Curved Turnout Left Hand	£10.69
SL-E388F	Large Radius Turnout Right Hand	£10.69
SL-E389F	Large Radius Turnout Left Hand	£10.69
SL-E380F	Single Slip	£33.38
SL-E383F	Scissors Crossing	£57.75
SL-E390F	Double Slip	£34.88
SL-E391F	Small Radius Turnout Right Hand	£8.63
SL-E392F	Small Radius Turnout Left Hand	£8.63
SL-E393F	Short Crossing	£8.82
SL-E394F	Long Crossing	£9.57
SL-E395F	Medium Radius Turnout Right Hand	£9.64
SL-E396F	Medium Radius Turnout Left Hand	£9.64
SL-E397F	Medium Radius Y Turnout	£9.75
SL-E399F	Asymmetric Three Way Turnout	£28.20

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SL-102	Flexible Track® Concrete Sleeper Nickle Silver	£2.92
SL-102(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£68.50
SL-184	Catch Point Right Hand	£7.84
SL-185	Catch Point Left Hand	£7.84

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

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SL-184	Catch Point Right Hand	£8.07
SL-185	Catch Point Left Hand	£8.07

PECO OO / HO Streamline Code 75 Fine Insulfrog

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SL-194	Long Crossing	£9.72

PECO OO / HO Streamline Code 75 Fine Electrofrog

SL-E1095	Medium Radius Turnout RH with Concrete Sleepers	£12.00
SL-E1096	Medium Radius Turnout LH with Concrete Sleepers	£12.00
SL-E180	Single Slip	£32.44
SL-E186	Curved Turnout Right Hand	£12.19
SL-E187	Curved Turnout Left Hand	£12.19
SL-E188	Large Radius Turnout Right Hand	£11.82
SL-E189	Large Radius Turnout Left Hand	£11.82
SL-E190	Double Slip	£34.88
SL-E191	Small Radius Turnout Right Hand	£10.48
SL-E192	Small Radius Turnout Left Hand	£10.48
SL-E193	Short Crossing	£9.68
SL-E194	Long Crossing	£10.47
SL-E195	Medium Radius Turnout Right Hand	£10.77
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**LIVE
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Will others follow Hornby's industrial footsteps?

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LETTER**

Hornby's Peckett 0-4-0ST proved to be a huge success and a rapid sell out following its arrival in late 2016, but David Baker suggests there is more potential for industrial locomotives in the future. This is Paul Marshall-Potter's Shelfie, as featured in HM117. Mike Wild/*Hornby Magazine*.



CONGRATULATIONS and well done Hornby for thinking outside the box with the fantastic industrial locomotives such as the Sentinel (HM80) and Peckett 0-4-0ST (HM115/HM117). As a modeller of industrial railways, these recent models tick many boxes for modellers around the world.

All of Hornby's recent industrials have found a niche on my layouts, along with its Hunslet 'Austerity', as they are first class models in their own right.

However, I cannot help but wonder why other manufacturers have not dared to test the water. After all, there are many

hundreds of industrial locomotives they could choose to model with numerous liveries to choose from - and who knows, maybe even offer them as a set. Without these unsung locomotives, there would be very little freight for the railways past and present to haul.

David Baker, by e-mail.

MAIL FROM THE...

HORNBY **FORUM**

Small layouts

Read more at: www.hornby.com/uk-en/forum/small-layout/

■ I am new to model railways and I am starting as a retirement hobby. My problem is having very limited space. I want to build in 'OO', but have a maximum baseboard size of 5ft x 4ft. Looking at various track plan websites this seems to be almost impossible to achieve. Does anyone have any suggestions as to where I might find some plans on this size or is it just a non-starter?

Hornby forum user Johnny Wizz



Compact layouts can be designed to fit on narrow baseboards where a full circuit wouldn't fit.

In response:

■ Forget a 'roundy-roundy' layout and consider an end-to-end one. These can be fairly narrow and hug one or more sides of a room. You operate these much more like the real thing with stations at either end, separated by a scenic section.

Hornby forum user LC&DR

■ Very small 'OO' layouts in the continuous run format tend to look odd, because if you put three coaches behind an engine, it almost catches itself up. For such a small area, you'd be better with an end-to-end, or a shunting puzzle type of layout - but even those are quite limited in what you can do. One option is to have the small layout, but have one of the ends made so it can plug in to a longer temporary run, so the train can appear to actually go somewhere.

Hornby forum user 2e0dtoeric

■ Have you thought of a shelf layout along a wall with a small terminus station and narrow scenic link to a small storage yard? With a maximum size 12in to 18in wide x 4ft long in a corner, 12in wide x 4ft long storage yard in the another corner, narrow scenic link 12in wide to fill the gap between station and yard, it could do the job. You could build another terminus instead of a storage yard if you prefer.

Hornby forum user Tony57

SYMPATHY FOR SHOP OWNERS

I have just been reading the interesting correspondence in HM118 on the decline of model shops. I too had a dabble at running one many years ago. My impetus to have a go came about because there was only one proper model shop locally and they did not sell second-hand stock. True, there were other retailers but they were located in other shops. Of course, there was also Woolworth's at that time with its Playcraft range.

Unfortunately, I underestimated the amount of capital I needed which made it difficult to acquire some key accounts. Trix was amenable in stocking its products and I also managed to get hold of some new Hornby Dublo products and other bits via a friendly retailer who was having a clearout.

I do feel for retailers now as I know their overheads are very high and of course they have much greater competition too.

Robert Holmson, by e-mail.

LOCOMOTECH TURNTABLE MOTORS REALLY WORK

A friend asked me to help with powering his Peco turntable. The problem was that the various options seemed not to have any indexing and I felt this would not be satisfactory. I searched the net and found a firm called Locomotech which offered a Deluxe Motorising Kit with automatic indexing for £64.99. It duly arrived complete with clear instructions and was simple to assemble - it works perfectly with absolutely accurate alignment. I feel this solution deserves to be more widely known. Perhaps *Hornby Magazine* could test it for the benefit of readers?

Mike Shepherd, by e-mail.

SPECIFICATION TABLES WOULD HELP MAKE COMPARISONS

I look forward to every edition of *Hornby Magazine* and find your reviews valuable. I started dabbling with airbrushing a few years ago and bought a cheap compressor which I find works very well with Valejo

What are the points behind the Freightliner Class 70 for?

Whilst reading HM118, on p107 of *Railway Realism* I noticed the points and short sections of track behind the locomotive.

I couldn't understand their use as they

only look big enough for a locomotive. It seems a lot of work for a small space. Can anyone explain this for me?

Tony Long, by e-mail.



acrylic paints. However, I have had very mixed results with other paints and of course the authentic railway colours always seem to be the ones giving me headaches.

I am ready to move up in my painting endeavours so I was very interested in your review of compressors. The engineer in me really wanted to see a specification comparison table at the end of the review as some compressor reviews included pressure ranges and others didn't. Of course, I could go and find out for myself but such a review would be nicely finished with a specification

comparison table so it is easier to identify which would be most suitable to shortlist.

Please keep up the excellent work.

Ian Ramsay-Connell, by e-mail.

'NIGHT FERRY' IN WAVERLEY

I refer to David Centers' letter concerning the 'Night Ferry' - *Hornby Post*, HM118. On one occasion in the 1970s, a 'Night Ferry' Fourgon was seen parked in platform 2 at Edinburgh Waverley with a broken spring which had been held in place by a thick plank!

Alex Rankin, Longniddry, East Lothian.

Rolling stock storage

Read more at: www.hornby.com/uk-en/forum/how-do-you-store-you-locos-wagons-and-coaches/

■ Planning is going well for my new layout with most parts ordered or in my possession ready for the build to begin. This will most likely be kept against a wall and put on the dining table every time I use it. However, I need to think about where am I going to store my rolling stock. Space is at a premium - what do other members do? I can't imagine that everyone leaves their rolling stock permanently out on their track.

Hornby forum user Castle-Man

In response:

■ Castle-Man, I have more shelves than you can throw a stick at. I like everything on display at all times including in a Lidl

glass cabinet. I leave about 22 locomotives out at a time on the layout, plus coaches and wagons. The last thing I would want to do is to spend 40 minutes or so unpacking and setting up each time I go to run the railway. This way I can walk upstairs, turn on the power and run it within seconds. I appreciate you have a storage problem, but I think you will find it tiresome if you have to spend ages setting up. You will start to find reasons why you won't bother.

Hornby forum user yelow

■ For rolling stock I use the cardboard trays that are used to carry tins at supermarkets, and then put these inside the large cardboard fruit trays that Tesco heaps up by the windows behind the cash desks. Unboxed stock fits nicely in these. For multiple units and locomotives I use those lock top boxes made by Really Useful Boxes - not cheap but very durable.

Hornby forum user LC&DR



The *Hornby Magazine* team regularly exhibits its layouts and the stock for these is often stored between shows in a combination of drawer units and custom made stock boxes like the one above. These are easier to handle than individual locomotive boxes, especially when setting up for a running session.

● See more online at the Hornby Forum and the Engine Shed blog.



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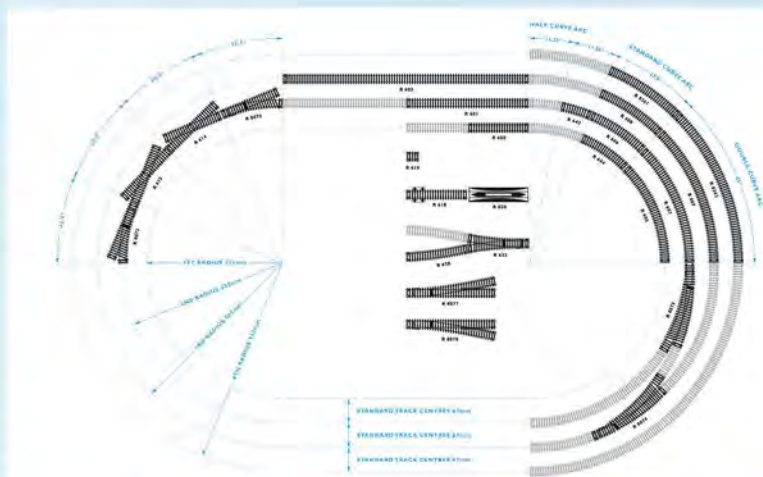
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**LIVE
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Willowbrook Marsh

*The acquisition of an ageing 'O' gauge exhibition layout was the catalyst for **NIGEL ADAMS** of Luton Model Railway Club to revamp it and set it in East Anglia in the 1950s and 1960s.*

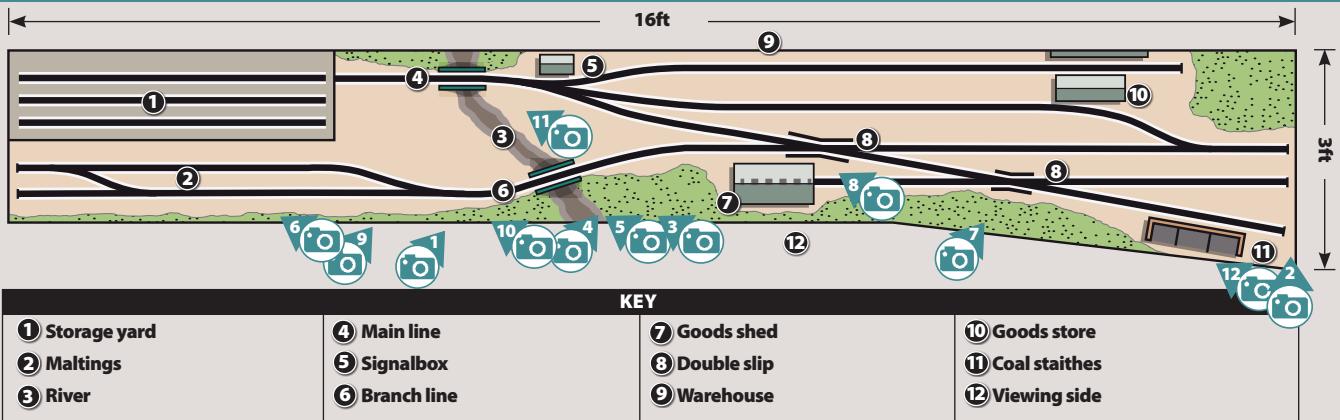
PHOTOGRAPHY, MIKE BISSET



A Class 08 eases across the river with an arriving set of vans for loading. Heavily weathered in early BR black livery, this locomotive represents a mid-1950s period locomotive.



WILLOWBROOK MARSH TRACK DIAGRAM (Not to scale)



WILLOWBROOK Marsh began life as another layout entirely, formerly known as Yaxley Fen, constructed by Ralph Nuttall during the early 1990s. Due to work commitments and growing family at the time, I was looking to get back into modelling, and constructing a layout entirely from scratch was not a practical proposition. Therefore, when the opportunity arose to purchase a 'bare bones' layout which I could redevelop, the chance was seized when I saw this layout advertised in need of a good home.

At the time, I didn't know the layout name – the moment I saw it I remembered having viewed it many times at shows in the past. Whilst not now in the best of conditions, and certainly requiring a lot of work, I could see that this was going to be something I could develop without having to resort to carpentry and the basics of construction.

So, what did I get for my investment? Well, 16ft x 3ft of baseboards in three segments, some poor track plus rather tired scenery, and wiring was virtually non-existent. It was perfect for a start on a theme I had toyed with in my mind for a number of years. The idea was to create something that would instantly tell a viewer where the layout was based and its period. I have always harboured a soft spot for the East Anglian region with its sleepy stations and bucolic charm. Here was an opportunity to recreate it.

ASSESSMENT

First was an assessment of what I had acquired. The baseboards were solid enough, and the layout had integral legs as well. This was a bonus as it meant I wouldn't accidentally leave them behind when showing the layout.

It was clear that the method of assembly/erection needed to change to make it simpler and faster to set up. The traditional method of nuts, bolts and washers didn't offer alignment and was fiddly. I therefore changed the joining of baseboards to the hinge and removable pin system, which offered »

me simple assembly and repeatable alignment with just a pin to drop in at a show. Four hinges later and the layout could be up in a matter of minutes.

The integral legs are braced with separate wooden bars - which I carelessly managed to leave behind on just one occasion, only discovering my foolishness when at the show. Fortune may have smiled that day as I was only about five miles from home, acting as a stand-in layout. This was due to very bad snowy weather forcing the original destination (much further away) to cancel its show. Then, by luck, I received a panicked call from a local event that also had suffered layouts dropping out. The layout was already in the car, so why not? Luckily my wife came to the rescue delivering the much needed support bars in good time.

I now had a freestanding layout that needed fettling. After some work on the track, a mixture of Peco flexible and Marcway points - two double slips and a three-way point made up the major components plus a couple of simple left and right-hand points - I was able to run stock through all pointwork in all directions and check



The Bristol 'L' single decker takes pride of place on the road as Nigel owns a full size example too.



all the baseboard joints for alignment.

Point operation was originally wire in tube and actuated by slider switches to change the point frog polarity. This has proven unreliable and slowly point operation is being changed to use Tortoise

stall motors which I like very much. They provide a much gentler action than a solenoid, are relatively quiet in operation and are proving very reliable. Despite their slightly larger size than competitor units, I believe these were a good choice.



'J69' 0-6-OT 68603 pauses on the maltings branch to allow a Class 08 to arrive on the main branch line with inbound goods.



4 The kit-built BTH Class 15 departs Willowbrook Marsh with loaded stone wagons. This is one of the largest locomotives to operate on this busy shunting layout.



REWIRING

All good so far. Now I needed to replace the remains of the original wiring. The simplest method was to start again. It was clear that the layout could be operated as two independent segments which would help keep something running at all times when at an exhibition.

The track plan depicts a small goods yard at the end of a former station (perhaps closed as part of the Anglian rationalisation) with a spur to a maltings complex that provides the scenic break for the fiddle yard traverser. This gave me the two segments of the layout. Trains could arrive, depart and shunt in the main yard, as well as having periodic shunting taking place in the maltings with occasional transfer of wagons between the two.

I therefore set about rewiring with this plan in mind and creating sectioning where required. Two controllers were wired in, using handheld units of my own design and construction - being an electronics engineer does have some advantages. These were arranged so either unit could take control of the whole layout to allow seamless exchange of stock.

Having proven that all was sound electrically and that the layout was operationally interesting without getting wound up in knots, I could now plan how things would work on the rolling stock side. This was of great interest as the layout had only a passing/run-round loop capable of accepting a maximum of four wagons and a brake van. Also, the storage yard was of a similar size, preventing long trains or large bogie wagons. »

5 A fisherman passes his day at the banks of the river, undisturbed by the sound of an English Electric 350hp diesel shunter passing above.





LMS built diesel
shunter 12006 shunts
at the maltings siding with BR
and ex-LNER ventilated vans.





107 A Ruston Hornsby 88DS shunts a brake van at Willowbrook Marsh.



108 The 'J69' wheezes into the yard past Willowbrook Marsh signalbox.

RUNNING THE RAILWAY

The layout has some operating challenges to keep it interesting and the compact nature of the trackwork presents a need to think how to handle a mixed train. In the yard is a coal siding which provides arrivals for the local merchant to handle; this is adjacent to a small engine shed which usually stables a solitary steam locomotive. This is a Connoisseur Kits 'J69' 0-6-0T which is heavily work-worn and weathered. Although it runs, it doesn't see much use on this layout as my passion is for small early diesel types and these get the majority of exposure.

Much of the locomotive stock is made up of Class 03 or 04 0-6-0s, one with the Wisbech style skirt. There are quite a few Class 08 shunters that appear and one London Midland & Scottish Railway (LMS) jackshaft shunter which always attracts a comment with its fascinating motion. To help keep my fellow operators' frustration level at the highest possible, I have a heavily geared down Class 08 which was originally a DA engineering kit - a bit overscale when compared to the Bachmann or MMP offerings - but I like it, so it runs. This model has a 180:1 geartrain and will crawl the length of the layout, taking over five minutes, much to their disapproval.

Larger locomotives will appear periodically handling the arrivals and departures; these may be the LMS 800hp 10800 which spawned the later NBL Class 16 of the modernisation plan. Or perhaps a Class 24 or 25 will appear alongside a 'Baby Deltic' from a Steven Beattie Diesel kit. Hats off to my friend Gordon Hills who constructed this for me when I had all but given up - it was a challenge to construct to say the least. Other interesting prototypes might be a Clayton Class 17 or a BTH Class 15, again a Steven Beattie challenge created before the superb Little »

Loco Company ready-to-run version (and a triumph it is too - I had to have one).

Turning to the far side of the yard, there is a small goods shed which is based on a Mid-Suffolk Railway design and this would have handled most of the incoming traffic for the surrounding area. It is here that vans and flat wagons are handled, some maybe carrying a new tractor or farm implement of some kind.

The road vehicles then would convey this traffic to the surrounding farms and hamlets. There is a local bus service which passes the entrance gate to the yard and this will no doubt have been perceived by those who closed the railway as being the 'rail replacement' service. The bus causes much comment at shows as there are not many 7mm:1ft scale large vehicles available. This was not a cheap model and it is now unavailable but was produced by the St Petersburg Tram Collection and imported into this country at a substantial price tag. However, it is very finely detailed, as many who have seen it at a show will attest. Anyone who sees the layout is encouraged to come and have a close look. It is very much an indulgence on my part, as I own a real one and just had to have a model of it. The vehicle in question is a Bristol 'L' type single decker which was a very common vehicle to be seen in East Anglia during the post war period up to the mid 1960s. The local operating companies, Eastern Counties or United Counties, both had many of these vehicles in various formats of engine or body configurations. In my case I think this is the classic British bus with its half cab design and familiar styling - there were very few locations around the country that did not see vehicles of this type or its double decker equivalent (a Bristol 'K' type) during the 1950-1960s.

A SCENIC SPECTACLE

The spur line to the maltings is of interest as it crosses a small river where a fisherman sits in hope of a catch, and the wooden bridge is modelled on that which formerly existed at Snape in Suffolk. Once



Above: A Class 03 diesel shunter moves carefully into the yard at the maltings with a fresh string of wagons.

across the bridge, with its undoubtedly low weight limit, we now enter the maltings complex proper through an arched access that forms part of an office building. This is also based on the one at Snape maltings which still stands today.

The track splits into two sidings here, with a very tiny run-round loop only capable of taking a small locomotive. This rather nicely allows me to use a few of my favourite diesels - a little Ruston & Hornsby 88DS, or sometimes the smaller 48DS, being diminutive 0-4-0s. Both are originally from Impetus Kits. Now, with the recently introduced Judith Edge Kits rendition of the 88DS and the Little Loco Company announcement of a new ready to run 48DS, I am sorely tempted to have a couple more.

Here, in the quiet of an autumn day of the early 1960s, the locomotive will shunt a few vans around and make up a small train ready to transfer back to the main




Below: The entrance to the maltings sidings is through a narrow brick arch entrance beneath the offices. It is modelled on Snape in Suffolk.





line. In the course of the shunting there is a need to pass over a level crossing each time, which no doubt tests the patience of the motorist who sometimes can become trapped between the two sets of gates that protect the malting and 'main' arrivals line. This situation is actually more common than many people might imagine. There is a place just north of Peterborough on the East Coast Main Line where the line to Oakham and Melton Mowbray diverges, and this has a similar layout.

Other buildings on the layout depict more of the East Anglian look with an Essex barn and some small coal offices based on those existing at Boston. It is most gratifying to have visitors at shows say that they can feel the Anglian atmosphere of the layout.

Operationally, the layout offers much of interest to the viewer and we are pleased to see many regular faces at shows. If you haven't seen the layout yet, then do come along and have a chat – we love to talk to people and especially 'show and tell' with our models. We look forward to seeing you at Willowbrook Marsh very soon. 



 Below: Traffic is trapped between the gates of the two lines as a BR black liveried Class 08 arrives with a mixed rake of wagons.

 Above: Coal is bagged by the merchant for onward movement as the 'J69' arrives with a fresh wagon load to replenish stocks.

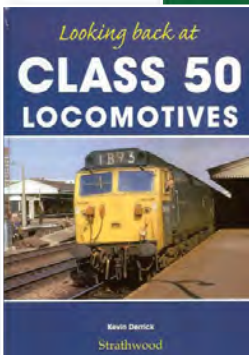
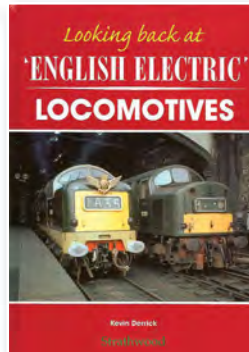


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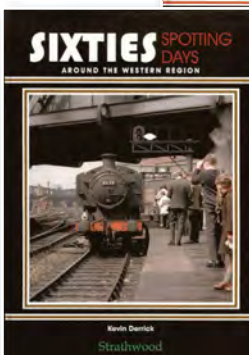
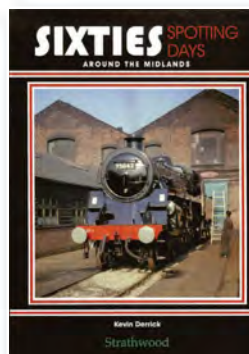
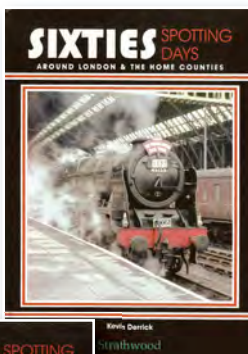
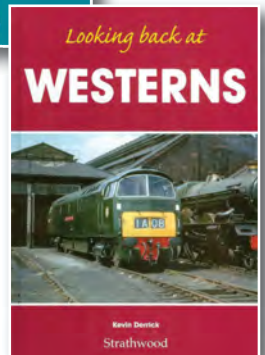
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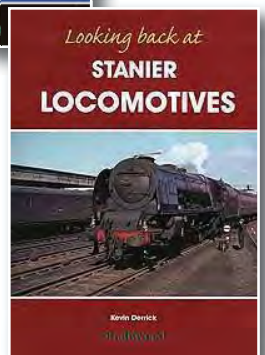
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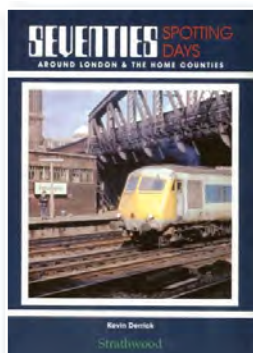
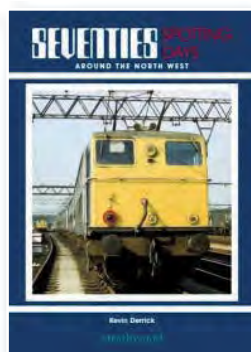
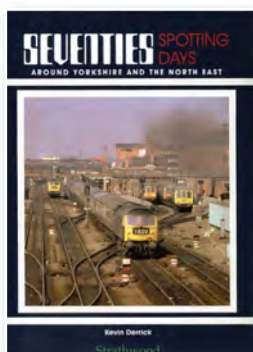
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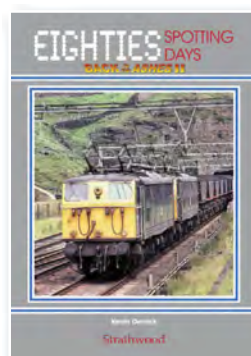
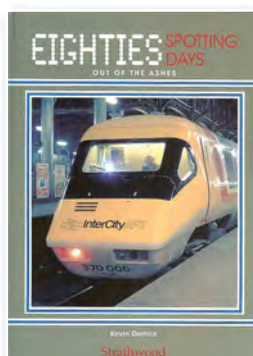
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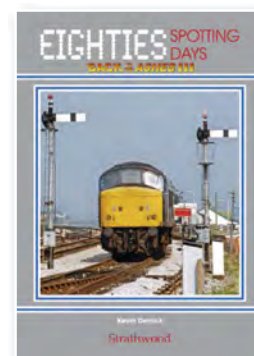
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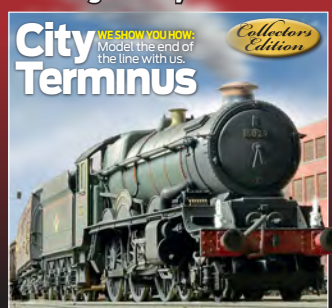
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**FIRST
REVIEW**

Bachmann's new LNWR 'Coal Tank' is a wonderful model of these venerable 0-6-2Ts.



VICTORIAN TANK LOCOMOTIVES are not common in ready-to-run form, but this latest release from Bachmann marks another step towards rectifying that situation. It's a few years since the Barwell company announced its intention to produce a London & North Western Railway (LNWR) 'Coal Tank' 0-6-2T, back in 2014, inspired by the return to steam of the National Trust's unique survivor 1054 and much has happened in the intervening period.

Unusually, the 'Coal Tank' depicts a class that didn't quite make it into the popular steam/diesel transition period, a factor that might have deterred manufacturers

a few years ago. However, now that we're almost at saturation point for 1955-1968 era subjects, manufacturers are looking beyond it for inspiration and finding plenty of interest among pre-grouping classes that survived after 1948. The popularity of the full size preserved example should also help to secure the success of this model.

As is usual with new Bachmann releases, three versions are available in the first batch: LNWR plain black 1054 (as preserved), 1930s LMS 7841 and unlined black 58900 with the early BR emblem, as reviewed here. None of the 'Coal Tanks' survived long enough to receive the post-1956 late crest.

In typical LNWR fashion, no fewer than 300 of these simple and rugged tanks were built at Crewe between 1881 and 1896 and distributed widely across the company's extensive system, which stretched from London to Carlisle, and from Swansea to West Yorkshire. They were a tank engine version of F.W. Webb's 17in 0-6-0 'Coal Engines', of which 500 were built between 1873 and 1892. The first were retired in 1921 with the final example succumbing in the late-1940s and early-1950s as newer traction became available. By 1953, the total was down to 15. A year later it was just five and between 1955 and October 1958, just a single example remained on BR's books – Abergavenny's 58926.

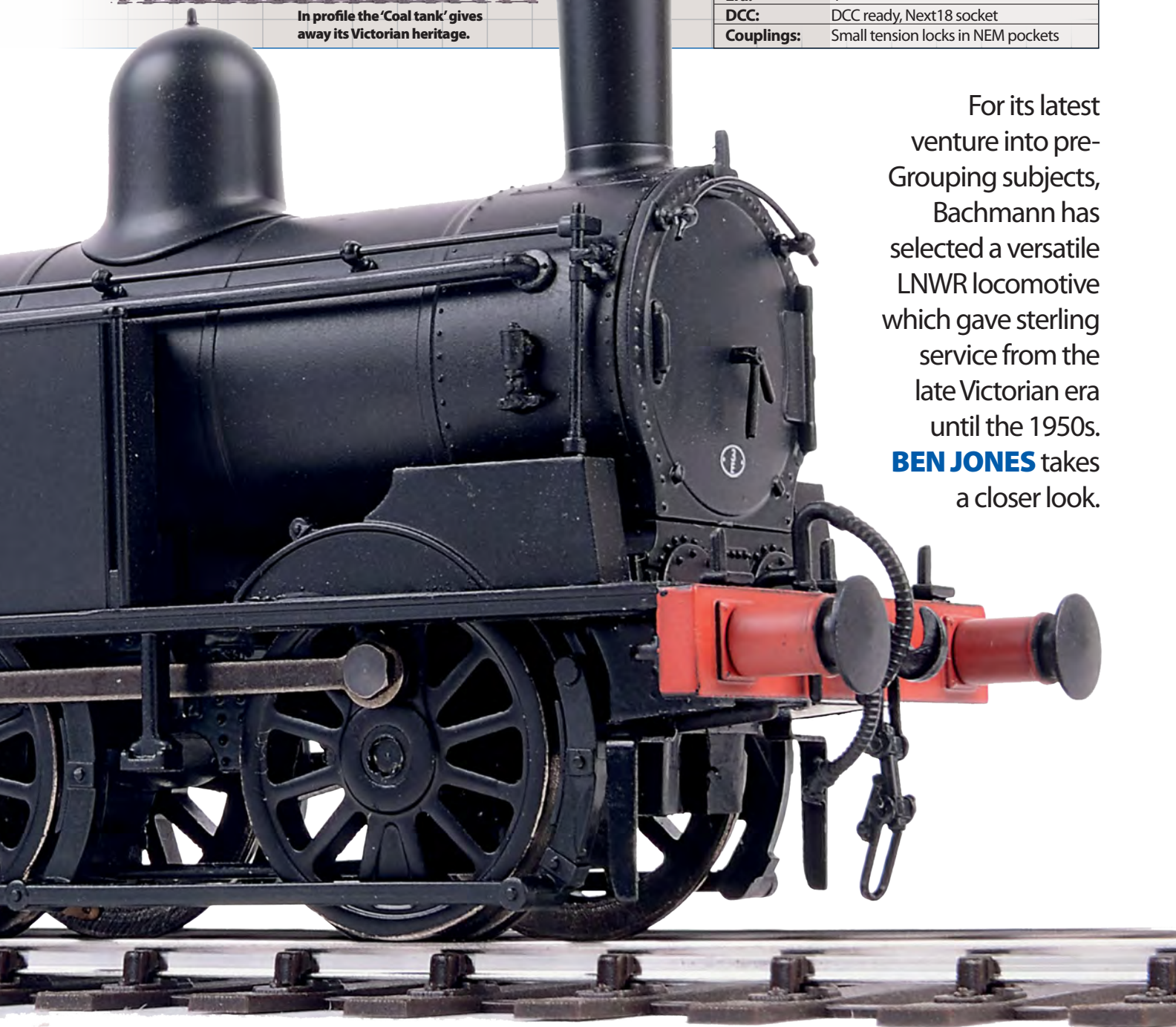


In profile the 'Coal tank' gives away its Victorian heritage.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	35-052
Description:	LNWR 'Coal Tank' 0-6-2T 58900, BR black
Scale:	'OO'
Price:	£119.95
Era:	4
DCC:	DCC ready, Next18 socket
Couplings:	Small tension locks in NEM pockets

For its latest venture into pre-Grouping subjects, Bachmann has selected a versatile LNWR locomotive which gave sterling service from the late Victorian era until the 1950s. **BEN JONES** takes a closer look.



THE MODEL

Bachmann's BR model depicts 58900 in early-1950s condition, with a Birmingham Monument Lane (3E) shedplate on the smokebox door – placing it between February 1951 and March 1954. The locomotive was frequently on station pilot duty at nearby New Street station during its time at '3E'. In BR days, the locomotive also worked out of Edge Hill and Speke Junction in Liverpool, Bletchley, Sutton Oak and Swansea Victoria.

As you might expect from a class that ran for more than 70 years, there were numerous detail differences and modifications over the years, and some of these have been captured by Bachmann. Original Ramsbottom safety valves

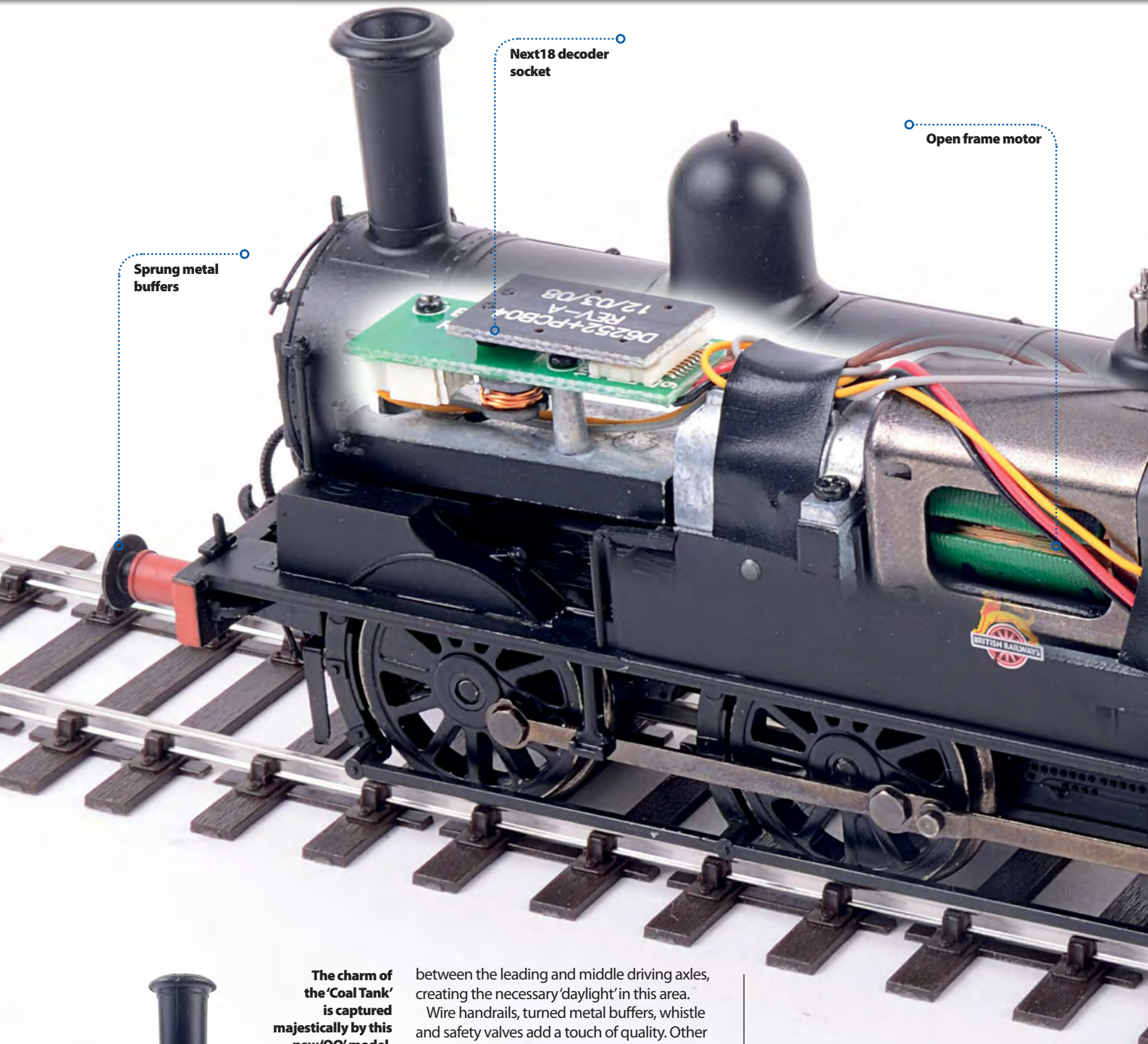
and LNWR lamp brackets are fitted to 1054, while the LMS/BR models have the later Ross type safety valves and LMS style brackets. All three models are supplied with steam heating pipes and vacuum hoses for passenger train operation.

58900 also features a riveted smokebox front, diagonal bars over the rear cab windows, separately fitted smokebox door handles, displacement lubricators and LMS pattern buffers, as opposed to the LNWR type fitted to 1054.

Over the last two decades, Bachmann has repeatedly displayed its expertise in capturing the character and detail of steam locomotives in 'OO', particularly small and medium, goods and mixed traffic types. This latest release is no

exception. Its unmistakable LNWR outline is captured near perfectly and there are numerous small details and neat design touches to enjoy.

The LNWR was famous for producing cheap, simple and robust locomotives in large quantities for goods work, and that immediately comes across on this model, not least in the neatly executed cab where there are noticeably fewer controls and gauges on the boiler backhead than on more sophisticated machines. Other features worthy of note include a representation of the inside motion under the boiler, an excellent treatment of the rudimentary front bufferbeam exposing the riveted cylinder covers under the smokebox and the cutaway chassis ➤



The charm of the 'Coal Tank' is captured majestically by this new 'OO' model.



between the leading and middle driving axles, creating the necessary 'daylight' in this area.

Wire handrails, turned metal buffers, whistle and safety valves add a touch of quality. Other separate components include the ejector pipe along the right-hand side of the boiler, metal guard irons and solid-looking brake shoes with control rods sitting outboard of the wheels.

The LNWR was famously 'careful' with its money and the 'Coal Tanks' featured the company's cheap-to-produce cast iron wheels, beautifully modelled here, as well as a radial trailing truck supporting the rear end. The latter employs a 'floating' axle with plenty of lateral and vertical play to ensure it behaves on uneven track, but also remains firmly in contact with the rail at all times.

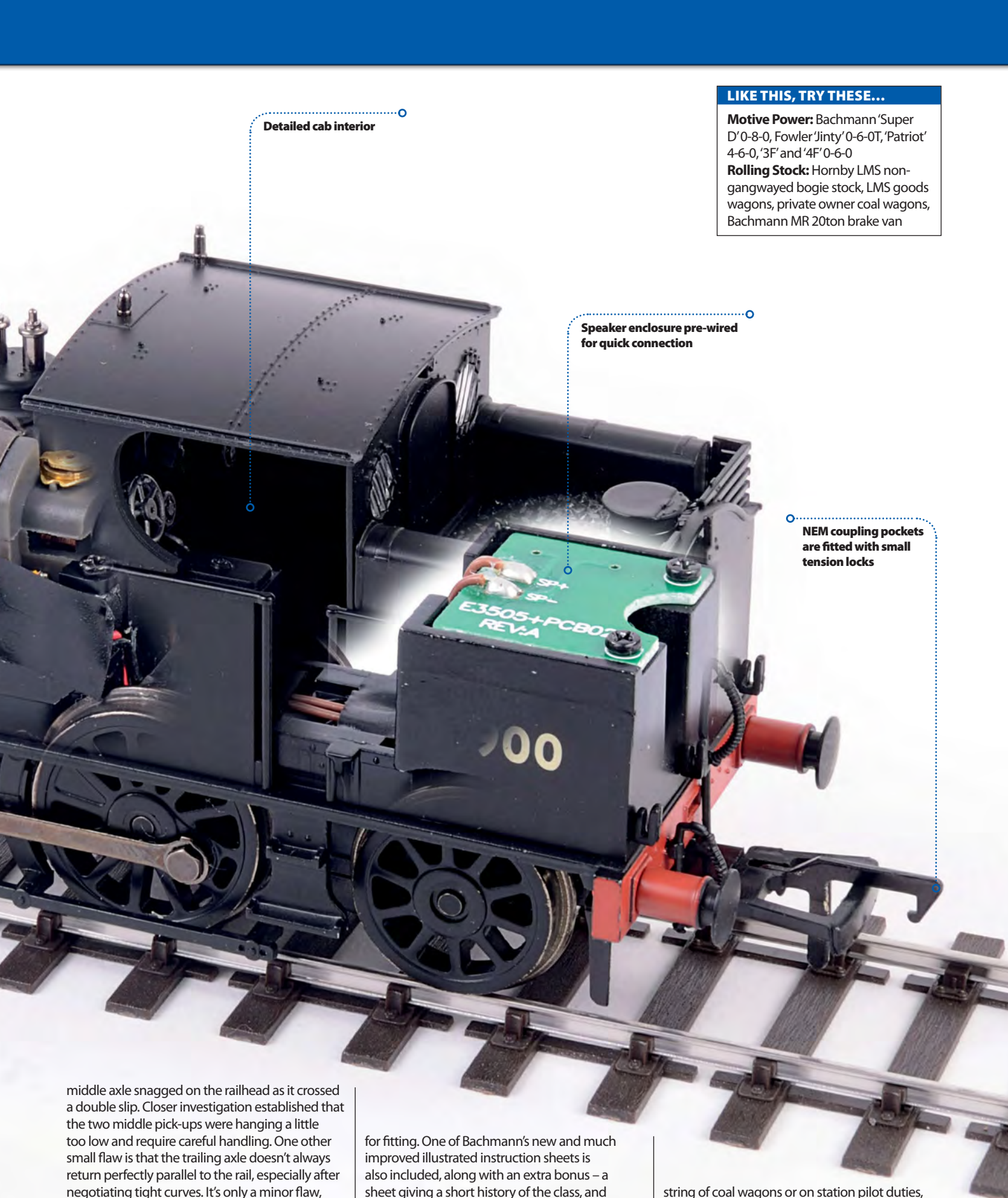
PERFORMANCE

Standard features across the trio include detachable NEM couplings at the front and rear, a 'Next18' Digital Command Control (DCC) decoder interface on the front of the chassis and provision for the installation of DCC sound using a 'sugar cube' speaker in the bunker with a specially designed enclosure. This will accommodate a

15mm x 11mm x 9mm Zimo cube speaker and the whole chassis has been pre-wired for sound too so there is no soldering required for this type of installation – an excellent initiative. No factory-fitted sound option is offered at this stage, although aftermarket suppliers will no doubt be on the case already. Access to the interface is quick and simple, as is installing the decoder.

Our sample was tested on DCC using an NCE PowerCab system and put through its paces on a layout with several inclines, complex junctions and Peco code 75 track. Performance was excellent, with five coaches being hauled on level track, falling to two on a 1-in-30 incline. The open frame motor is smooth and quiet, as is the tried-and-trusted mechanism. A die-cast metal running plate adds some extra weight, but this is not a machine designed for heavy haulage. Brass wiper pick-ups are fitted to the rear face of all six driving wheels, but not on the radial truck.

During our tests, one of the wipers on the



LIKE THIS, TRY THESE...

Motive Power: Bachmann 'Super D' 0-8-0, Fowler 'Jinty' 0-6-0T, 'Patriot' 4-6-0, '3F' and '4F' 0-6-0

Rolling Stock: Hornby LMS non-gangwayed bogie stock, LMS goods wagons, private owner coal wagons, Bachmann MR 20ton brake van

middle axle snagged on the railhead as it crossed a double slip. Closer investigation established that the two middle pick-ups were hanging a little too low and require careful handling. One other small flaw is that the trailing axle doesn't always return perfectly parallel to the rail, especially after negotiating tight curves. It's only a minor flaw, but it is noticeable when the model is in motion.

OVERALL

A detailing pack supplied with the models includes two vacuum and two steam heat hoses, two metal dummy screw link couplings and a vacuum brake reservoir, the latter of which is appropriate for 58900 in this condition but will require removal of the rear coupling

for fitting. One of Bachmann's new and much improved illustrated instruction sheets is also included, along with an extra bonus – a sheet giving a short history of the class, and 1054, written by Pete Skellon, author of the superb book *Bashers, Gadgets and Mourners: the life and times of the LNWR Coal Tanks*.

This is another superb 'OO' model from Bachmann, and a wonderful piece of Victoriana that will suit layouts over a wide geographical area from the 1880s until the mid-1950s. Whether you choose to run it with a couple of vintage coaches on a country branch line, hauling a

string of coal wagons or on station pilot duties, it should not disappoint. For something a little different, pair it with a Bachmann 'Super D' and some crimson/cream ex-LMS coaches to recreate the farewell railtour when it was paired with 49121 (see Reality Check).

Overall, this model oozes quality throughout and should certainly appeal to devotees of the 'Premier Line' and to many whose interests lie beyond the former LNWR system. (BJ)

LNWR WEBB 'Coal Tanks'

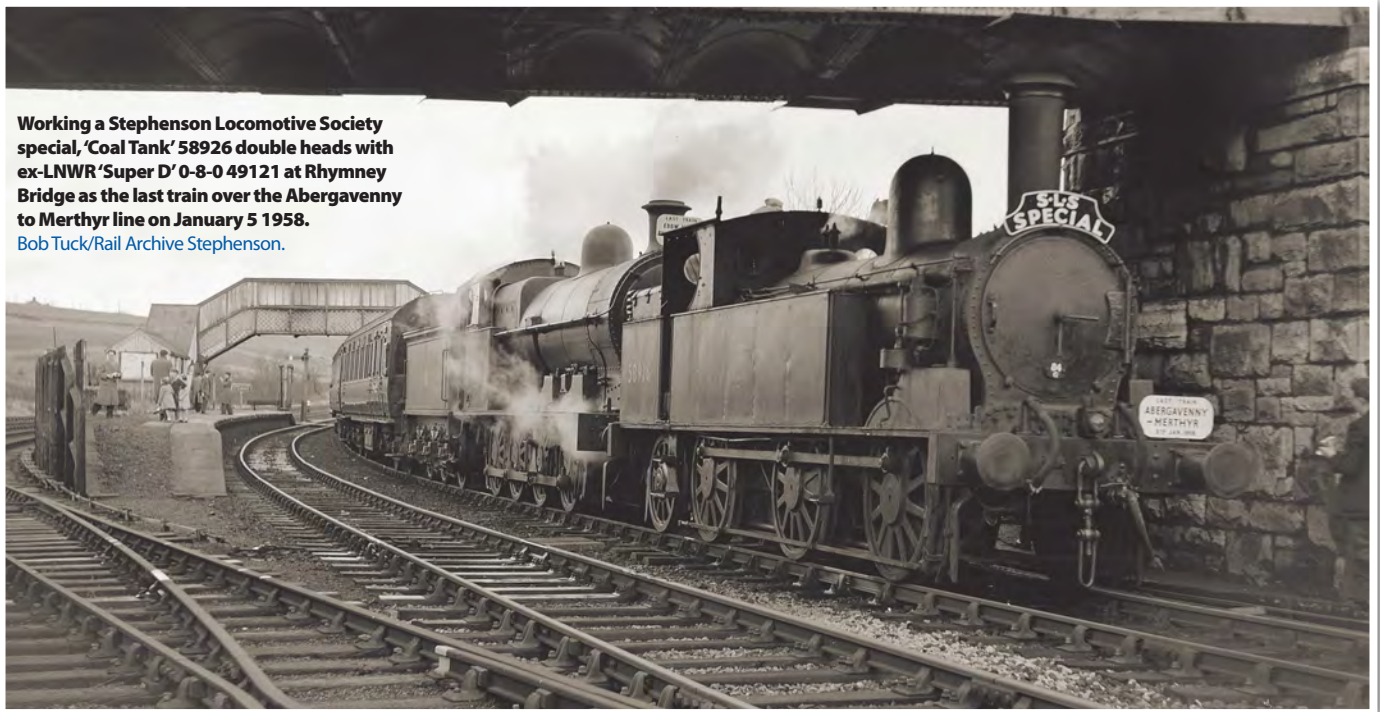
*One of the longest-lived products from Crewe works was the remarkable 'Coal Tank' of the London & North Western Railway. **EVAN GREEN-HUGHES** looks at the history of these Victorian locomotives, which handled everything from heavy coal trains to lightweight push-pull passenger services in their long careers.*

LNWR 'Coal Tank'
7709 basks in the sun
at Watford Junction
in September 1932.
[Colling Turner/Rail Archive](#)
[Stephenson.](#)



Working a Stephenson Locomotive Society special, 'Coal Tank' 58926 double heads with ex-LNWR 'Super D' 0-8-0 49121 at Rhymney Bridge as the last train over the Abergavenny to Merthyr line on January 5 1958.

Bob Tuck/Rail Archive Stephenson.



DURING the latter half of the 19th century, the railways of Britain were suddenly expected to cope with a massive expansion of traffic as the country moved from a rural past into a new industrialised future. The demand for goods and passenger services was such that the railway companies were having difficulty in keeping up and consequently most had embarked on ambitious programmes to expand their locomotive and rolling stock fleets.

One such company was the London & North Western Railway (LNWR) which from 1858 onwards had invested in no fewer than 943 of its rugged 'DX' 0-6-0s and also in a saddle tank version which became known as the 'Special Tank' of which 278 were built starting in 1870. Two years later production of a class known as the 'Coal Engines' commenced, these essentially being tender versions of the 'Special Tanks' and which became widespread throughout the LNWR system. All these engines, in a foretaste of what was to become standard practice in the 20th century, shared many common components, a move which both increased reliability and also cut manufacturing costs.

By 1876 there was a requirement for an engine which could haul heavier mineral trains than a 'Coal Engine' but which could also run equally well in each direction, removing the need to turn it at the end of each journey. A side tank version of the 'Coal Engine' was drawn up in which the weight of the water in the tanks would assist in gaining tractive effort and in which suitable provision for coal was provided by lengthening the frames and providing a radial truck at the rear under a lengthy bunker, making it one of the earliest big fleets of 0-6-2Ts.

KING OF COAL

Known as the 'Coal Tanks', the new locomotives were mechanically identical

to the earlier tender engines and used the same boiler, wheels, frames, cylinders and valve gear. They were fitted with three water tanks - one on each side of the boiler and the other surrounding the coal bunker at the rear and as a consequence they had to have a pipe connecting the tanks together which ran rather inconveniently along the cab floor, proving to be a hazard which crews had to negotiate. The first locomotive to this design received the number 602 and appeared in September 1881 and was followed by a further 30 before the end of the year. Production then continued until 1897 in batches of 20 and 10 until the fleet eventually numbered 300.

As built the 'Coal Tanks' were very crude engines indeed, and had only a handbrake fitted which worked a set of wooden blocks to slow the locomotive down. Crews would use a brake stick or other >>

FACTS AND FIGURES

Designer:	FW Webb
Built:	1881-1897
Withdrawn:	1921-1958
Builder:	LNWR, Crewe Works
Purpose:	Mixed traffic
Total built:	300
Total taken into BR stock in 1948:	50
BR number range:	58880-58935
Power classification:	'2F'
Wheel arrangement:	0-6-2T
Weight:	43tons 15cwt
Brakes:	Handbrake (as built) Vacuum (later)
Driving wheel diameter:	4ft 5 1/2in
Trailing wheel diameter:	3ft 9in
Length:	33ft 7in
Width:	7ft 6in
Boiler diameter:	4ft 2in, parallel
Boiler pressure:	150psi
Cylinders:	Two inside, 17in x 24in
Valve gear:	Stephenson link motion
Tractive effort:	16,530lbs
Coal capacity:	2tons
Water capacity:	1,150gallons

REALITY CHECK

implement to provide increased leverage on the handbrake wheel - but even then, the effort supplied was ineffective and the blocks often caught fire! The braking issues were most pronounced when the engines were used on heavy mineral trains, and this is probably one of the reasons that the class began to be used on more general duties almost from its inception.

In 1885-1886, 50 were built with equipment to work the simple vacuum train brake but others constructed at the same time were still being equipped with a handbrake only. By 1887, some existing class members were being fitted with the newly mandated automatic vacuum brake and this number had reached 73 within two years. The locomotives themselves were eventually fitted with brakes of differing designs but throughout their lives had a reputation for poor performance in this department.

Another very crude feature of the 'Coal Tanks' was the provision of steel-faced wooden buffer planks which were equipped with simple LNWR buffers. These proved to be very weak and often distorted or broke in service. Additional brackets and alternative buffers were added at various times but this, like the brakes, was always an issue of concern to maintenance staff. Also, soon after the class went into service, there were problems with leaks from the side tanks, and to cure this issue additional



As well as working passenger and freight traffic the 'Coal Tanks' were regulars on station pilot duties. On July 4 1952 58900 simmers on the centre roads at Birmingham New Street.

[John P. Wilson/Rail Archive Stephenson.](#)

brackets were necessary. A further issue was that the original driving wheels were not balanced. This was fine for slow goods work but unsuitable for faster running and, as a result, from about 1889 onwards lead was added to fill the space between two spokes of each wheel and to balance them.

The standard boiler fitted to the 'Coal Tanks' was designed for use at 140psi but

a new and improved version that worked at 150psi came out in 1890 and was fitted to the last 30 engines from new. The rest of the fleet were given uprated boilers as they became due for renewal but the two types worked side by side for a number of years. As built, the smokebox front sloped backwards and had a large door fitted which was hinged at the top - but over time



this design gave way to a more familiar flat-fronted three-piece type which had a tightening hand wheel in the centre. This was further amended in the 1920s when a single piece door began to be used. Carriage heating equipment began to be fitted from 1899 onwards and within five years 274 of them had been dealt with, further increasing their usefulness on mixed traffic duties.

IN SERVICE

Although the 'Coal Tanks' had been intended for goods work, they were widely used on all manner of duties from the outset and appeared all over the LNWR system. No fewer than 42 sheds had an allocation at one time or another with the largest number at one time being 49 at Abergavenny in the 1920s.

The class was to become synonymous with South Wales where they gave sterling service on both passenger and freight on the former Merthyr, Tredegar and Abergavenny route which abounded in steep gradients and winding routes. Further north, the class worked the LNWR's branches off its main Holyhead line with several being based at Rhyl, Bangor and Llandudno Junction. In Cumberland 'Coal Tanks' were used on the coal and haematite trains around Workington while several were based in the Manchester area where they gained a reputation for being capable of smart work when used on stopping

Push-pull fitted LNWR 'Coal Tank' 7720 exits the Britannia tubular bridge across the Menai Strait with a down local in 1930. F.R. Hebron/Rail Archive Stephenson.



In fully lined LNWR black livery, 'Coal Tank' 243 operates as station pilot at Birmingham New Street in 1905. Wilfred Beckerlegge/Rail Archive Stephenson.

suburban passenger trains. The class also successfully worked the heavily-graded route up to Buxton. Their versatility was also appreciated in the London area where Willesden shed used them on local goods workings as well as on suburban passenger services, while they also worked in pairs on the line to Liverpool's Riverside Station and singly around the Wirral.

Of particular interest is that from 1914 onwards some of the class were fitted with push-pull 'motor train' equipment with the first so equipped being 576 and 597 which were then deployed on the Brynmawr to Ebbw Vale service. The system used by the LNWR involved the use of mechanical rods and linkages which ran beneath the axles of the locomotives. By 1921 the company was operating 30 branches by this method with many being worked by 'Coal Tanks'. As a result, 55 locomotives had been equipped with the necessary equipment.

Following the 1923 grouping, the London Midland & Scottish Railway (LMS) took the decision to adopt the Midland Railway's vacuum-worked push-pull equipment instead of the LNWR system and subsequently 65 of these locomotives received it, 12 of them formerly

having had the mechanical type. The use of push-pull equipped 'Coal Tanks' was long-lived with the last one running on the Bangor to Bethesda branch as late as 1951.

The first of the class to be taken out of service was 178 in February 1920 and another 11 were scrapped over the next six years. A further 66 were displaced by new LMS standard classes by 1927 and there were more withdrawals throughout the 1930s. Although some engines earmarked for scrapping were reprieved during the war years, a total of 250 had gone by the time of nationalisation. British Railways scrapped another 23 almost immediately with the remainder all having gone by 1954. Service lives varied from 23 years to as long as 73 years. Interestingly a

number survived longer than they might have done due to them being loaned out to the National Coal Board for shunting and goods duties after official withdrawal.


ENTHUSIAST FOLLOWING

By the mid-1950s enthusiast interest in the class was high and the engines were chosen to work a number of special trains. Amongst the locomotives employed was 58926 which went on to be used as a stationary boiler at Pontypool Road shed, enabling it to last until 1958 when it was moved to Crewe for scrap. A former shedmaster at Bangor, JM Dunn, organised its preservation and it became the first engine to be saved by public subscription, being then repainted in LNWR colours as 1054.

After a period in store at Hednesford, it was donated to the National Trust and placed on display at Penrhyn Castle in North Wales. In 1973 it moved to Dinting Railway Centre on loan where it was restored to operating condition, taking part

in the 150th anniversary celebrations of the Liverpool & Manchester Railway in 1980. It reappeared on the main line in 1984 and 1986 working specials and was later relocated

to the Keighley & Worth Valley Railway where the Bahamas Locomotive Society had established a permanent home. This locomotive is still active today following a recent Heritage Lottery Fund supported overhaul and can often be seen at its home line as well as at other locations where it has been hired in as a visiting attraction.

1054 proved to be the only member of this once numerous class to survive into preservation and its immaculate LNWR livery and vintage looks have proved to be an attraction wherever it has appeared. At almost 130 years old, this engine is a living tribute to a design that, while it had drawbacks, proved incredibly useful to the railways for almost three quarters of a century. 

"The class became synonymous with South Wales."

EVAN GREEN-HUGHES



'OO' GAUGE



Hornby expands PULLMAN RANGE

- Price: £54.95
- Cat No: R4738 - R4742
- Site: www.hornby.com
- Era: 4/5



FIVE NEW 'OO' GAUGE matchboard-sided Pullman cars form these latest additions to the Hornby range with the arrival of Pullman Parlour First *Minerva*, Pullman Parlour Second Car No. 34, Pullman Kitchen First *Argus*, Pullman Kitchen Second Car No. 58 and Pullman Parlour Brake Second Car No. 162.

Appearing as 1950s-era vehicles, these well-appointed carriages include delightful interiors, working LED table lamps, fine separately applied handrails, lamp irons, water filler pipes and conduit, sprung metal buffers, ornate oval lavatory windows,

impressive roof vent detail and more.

Decoration is as we've come to expect of Pullman releases from Hornby with an even application of Pullman umber and cream together with a grey roof and exceptional lining throughout. Pullman coats of arms and lettering are crisply applied, while closer inspection reveals legible builder's plates beneath passenger doors and exquisite fine detail to the vestibule ends.

Detail is no less impressive underneath either, with finely moulded underframe trusses and equipment boxes mounted on

'HO' GAUGE

A MODERN CONVENIENCE from Busch

- Price: £17.58 ● Cat No: 59937
- Site: www.goldenvalleyhobbies.com ● Era: 9

New to the Busch range of 'HO' scale accessories is this modern four-wheel portable toilet cabin. Comprising card and laser-cut wood parts, the superstructure of the model is formed of a wooden body overlaid with a printed card exterior. It rides on a plastic superstructure with drawbar and rubber-tyred wheels while a set of laser-cut wooden parts provide separate access steps and handrails. Whilst clearly of European appearance it could be adapted for use in a British scene as part of an outdoor event scene – be prepared to pay the price though. (MC)





well finished four-wheel bogies, each of which also includes a minute delicate footstep. Brass wiper pick-ups are fitted to each bogie, aiding power collection to the table lamps.

Small tension lock couplings in NEM pocket coupling cams and a separate pack containing carriage roof boards and a pair of alternative close couplings complete these outstanding models, which still rate amongst the finest 'OO' gauge ready-to-run carriages available right now. (MC)



ALL SCALES

Wilder GREASE EFFECTS

- Price: £3.90
- Cat No: NL 35, NL36
- Site: www.airbrushes.com

Amongst the latest colours to be added to the respected Adam Wilder range of Nitroline washes are these two grease effects – Grease (Cat No. NL 35) and Old Grease (NL 36). Both are delivered in standard 50ml containers and offer great potential. The colours are enamel based which gives them a longer drying time and, by return, more opportunity to work the



colour for detailed weathering effect. We trialled these on a Class 08 chassis which gave rise to an authentic 'wet' greasy look to the outside frames which is so typical of these locomotives when in service. Excellent and available now. (MW)

'HO' GAUGE

Busch GRASS STRIPS

- Price: £5.23 ● Cat No: 1343
- Site: www.goldenvalleyhobbies.com
- Era: Any



New from German manufacturer Busch is this useful pack of green grass strips, perfect for use with borders, alongside railway lines and filling spaces. Finished in lush dark green, they are billed as summer grass, with each pack containing different length strips of 5mm static grass, applied to a 105mm x 138mm backing sheet. Each strip simply peels from the backing sheet ready to be glued in place. (MC)

'OO' GAUGE • Price: £47.95 • Cat No: 4F-025-001 • Site: www.dapol.co.uk • Era: 9

Dapol 'boxes clever'

DAPOL'S eagerly anticipated 'OO' gauge Freightliner Heavy Haul MJA twin bogie box wagons are now available.

Freightliner Heavy Haul introduced 30 pairs of these Greenbrier-built wagons for aggregates and mineral workings from 2003, although most are now currently in service with GB Railfreight.

Our review samples of 502003 and 502004 (Cat No. 4F-025-001) are decorated in Freightliner's distinctive all-over green livery. Three further pairs of are also available as 502017/502018 (4F-025-002), 502021/502022 (4F-025-003) and 502055/502056 (4F-025-004).

Straight from the box, they are impressive models with a crisply moulded body capturing the sturdy look of the prototypes. Differences in bodyside rib widths have been captured, with the second and 12th appearing slightly wider than the rest, while the locking door, handbrake wheels, brake equipment and air cylinder are also evident. Six separately applied metal rungs feature to the right on each side, together with metal panels located on tiny bodyside spigots, carrying Freightliner branding.

A couple of errors have crept in with bufferbeam grab handles on the inner ends together with lamp irons (they should be on the outer ends), and undersized solebar corner sections.

Each wagon is mounted on a pair of TF25 bogies with free-running metal wheels. Plastic buffers and shanks are fitted to outer ends, while buffer mounting holes are represented on the inner ends.



'OO' GAUGE



TMC releases cycle vans

• Price: £33.95/£41.95 • Cat No: 39-526Z/39-526Z Deluxe • Site: www.themodelcentre.com • Era: 4/5

New to The Model Centre's (TMC) range of exclusive limited editions is this Bachmann 'OO' gauge Southern Railway PMV finished as Cycle Van S1282S in BR crimson.

In the 1950s, British Railways Southern Region converted 14 PMVs for storing and securing bicycles on journeys between

London and Dover, Folkestone and Newhaven, as well as occasional special traffic.

Utilising Bachmann's equal-planked body tooling, what sets this model apart from previous releases is the white stencilled bicycle logo in the top right hand corner of the vans. Decoration is up to Bachmann's

usual high standard and it is also available with a selection of TMC custom weathered finishes. Our weathered review sample featured ingrained dirt, brake dust and rusty shades to the bodysides, buffers, wheels, underframe, ends and roof – all with varying levels of application. (MC)

'OO' GAUGE

Mike Pett reveals steam era figures

• Price: Unpainted £1.75/painted £4.50 • Contact: 01843 593417 • Era: 3-5

Recent additions to the Mike Pett Supercast range of 4mm scale cast metal figures are these steam era AA/RAC patrolman, policeman and postman.

Each is supplied with a footpole to help fix them in place on a layout, although this can be easily removed if not required. All

three are attired in appropriate uniforms of the era, the AA/RAC patrolman featuring full uniform and trademark salute.

Available decorated or unpainted, they are the perfect accompaniment to the ever-growing range of 1:76 scale model vehicles. (MC)



with Freightliner MJA

Decoration is very good, both vehicles displaying a rich Freightliner dark green paint finish with a light brown interior. Data panels, logos and lettering are applied both sides together with overhead live wire warning flashes.

Small tension lock couplings in NEM pockets are fitted to the outer ends while the inner ends feature a NEM pocket mechanism for the

supplied 27mm drawbar coupling between pairs. Another box (wagon) ticked for modern-era modellers and sure to prove popular. (MC)



'OO' GAUGE

Portillo arrives in miniature

- **Price:** Unpainted £1.75/Painted £4.50
- **Contact:** 01843 593417
- **Era:** 9

New from Mike Pett's Supercast 4mm scale range of model figures is this replica of TV presenter Michael Portillo.

Cast in metal, the figure represents the Great British Railway Journeys presenter in typical walking pose, wearing a jacket and holding a copy of his famed Bradshaw's guidebook. Perfect for a cameo scene on a platform or street corner – just add camera crew! (MC)



Gaugemaster soldering station

- **Price:** £29.95
- **Cat No:** GM661
- **Site:** www.gaugemaster.com



Gaugemaster's range of modelling tools and accessories includes this soldering station comprising a 45watt mains powered iron.

At the heart of the unit is a 135mm x 82mm x 65mm base station with adjustable temperature control, up to 450 degrees, and integral sponge for cleaning the nib. A separate metal storage rack is also included which slots into the leading end of the base station to secure the iron whilst in use.

On test, our review sample heated as expected, offering adjustable temperature control through the graduated yellow, orange and red printed zones on the controller.

Another useful and cost-effective addition to the workbench. (MC)

'OO' GAUGE

Gaugemaster repackages gas, oil and electric lamps for 'OO' gauge

- **Price:** from £13.95
- **Cat No:** see text
- **Site:** www.gaugemaster.com
- **Era:** 3-9, suitable for pre and post-1948 era layouts

Gaugemaster's range of 'OO' gauge model railway accessories has been bolstered with the addition of these repackaged working station lamps.

Manufactured by DCC Concepts, our review samples included triple packs of grey undercoat taper post gas lamps (Cat No. GM810), Southern Railway (SR) green taper post oil lamps (GM812), Great Western Railway (GWR) stone barley twist gas lamps (GM804) and GWR

stone swan neck lamps (GM819), each containing three ready-painted station lamps together with extension bases. Also included are a four-pack of modern grey and silver station lamps (GM829) with adjustable bases for height variation, and twin-packs of wall-mounted London, Midland and Scottish Railway maroon gas (GM826) and SR green swan-neck (GM821) lamps with wall brackets, which also come with a selection of additional

LED bulbs and resistors. Light control printed circuit boards are also included to help the connection process.

Finely crafted and pre-wired with fine enamelled wires, moulded detail on each is excellent – even representations of platform speakers are included on the modern station lamp set.

They are available in a selection of railway colours and larger value packs containing six lamps are also on sale. (MC)



ALL-NEW
'N' GAUGE**FIRST
REVIEW**

'N' gauge Western Region modellers have been crying out for top-link four-cylinder motive power for express traffic and Bachmann has answered with this Graham Farish model of the Collett 'Castle' 4-6-0. **MIKE WILD** runs the rule over this high specification 2mm scale steam locomotive.

COLLETT'S 'CASTLE' 4-6-0s were one of the most important top link locomotives of the Great Western Railway (GWR). Packing 31,625lbs of tractive effort, they were masters of express work the length and breadth of the GWR system, operating equally well on the steeply graded Devon banks as well as Brunel's 'billiard table' from Paddington to Bristol.

For the modeller, no Great Western or Western Region main line scene can be complete without the 'Castle' and so it is pleasing to see that Bachmann has downed tools on the original Graham Farish model from the 1980s to replace it with a brand new 21st century-ready product.

The GWR introduced the 'Castles' in 1923 and 171 were built in various batches by 1950. All were built at Swindon Works with the final locomotives being introduced under control of British Railways. They were four-cylinder locomotives designed for express work first and foremost and the last weren't withdrawn until the end of steam on the Western Region in 1965. Happily, eight have been preserved, including main line registered examples, so it is still possible to savour the sight of these impressive 4-6-0s today.

Bachmann's 'N' gauge model was first announced in the 2013 catalogue and only now has this model come to fruition, but it

introduces new features for the scale and is the first ready-to-run steam locomotive for 'N' built with digital sound compatibility.

THE MODEL

Four versions are being released covering 5044 *Earl of Dunraven* in GWR green (Cat No. 372-030), 5041 *Tiverton Castle* in BR lined green with early crests (372-031) – our review sample, 5070 *Sir Daniel Gooch* in BR lined green with late crests (372-032) and DCC sound fitted 5029 *Nunney Castle* in as preserved Great Western lined green (372-033DS).

The model is delivered in Bachmann's standard Graham Farish packaging with a cardboard outer sleeve concealing the two plastic trays. A detailing pack and new style Bachmann instruction sheet are included with each model with the pack containing bufferbeam parts and cylinder drain cocks – all other parts are factory fitted. Standard 'N' gauge Rapido couplings are fitted front and rear in NEM coupling pockets while the locomotive and tender are permanently connected with a power transferring drawbar.

Externally Bachmann has done an excellent job of recreating the 'Castle's' looks from the long running plate to the middle cylinder covers, smokebox style, copper capped chimney and high shouldered firebox. Detailing is impressive too ranging from separately fitted metal handrails to sandpipes, brake shoes, cab interior detail and even factory applied brake pipes front and rear.

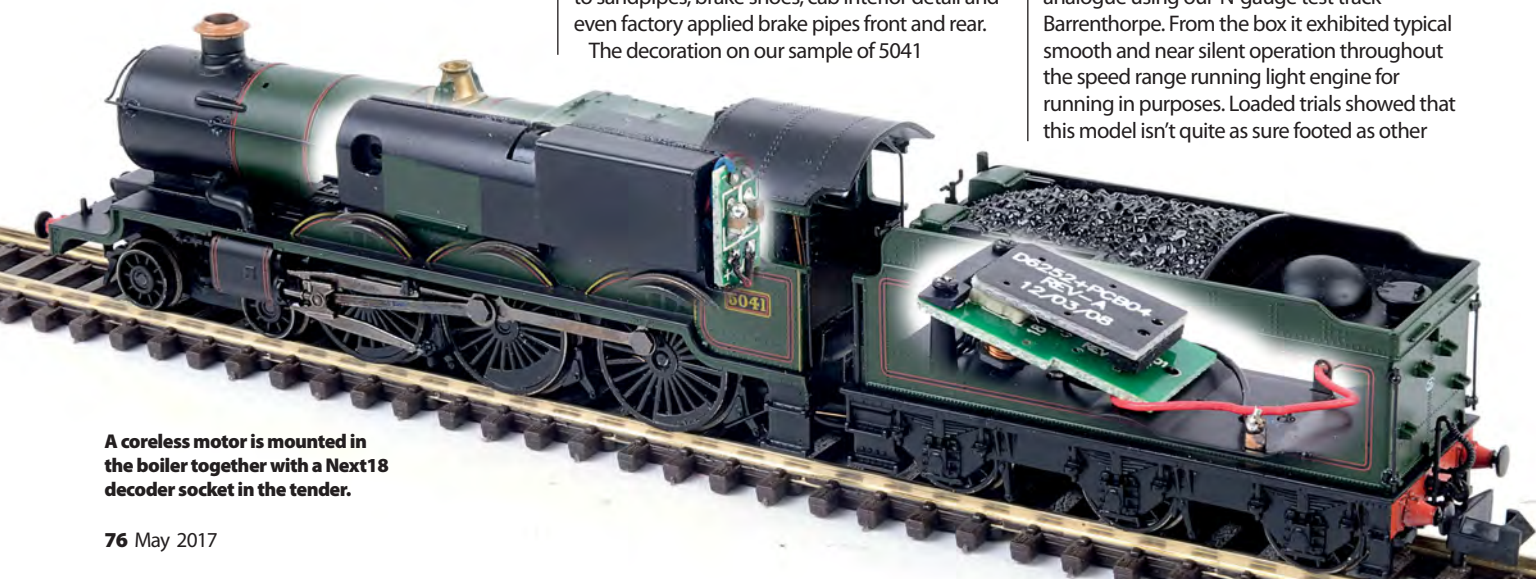
The decoration on our sample of 5041



was impressive too, with neat application of the base colours which are enhanced further by quality lining alongside printed crests, name and numberplates.

PERFORMANCE

Our sample was put through its paces on analogue using our 'N' gauge test track Barrenthorpe. From the box it exhibited typical smooth and near silent operation throughout the speed range running light engine for running in purposes. Loaded trials showed that this model isn't quite as sure footed as other



A coreless motor is mounted in the boiler together with a Next18 decoder socket in the tender.



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	372-031
Description:	GWR 'Castle' 4-6-0 5041 Tiverton Castle
Scale:	'N'
Price:	£139.95
Era:	4
DCC:	DCC ready, Next18 socket
Couplings:	Rapido couplings in NEM pockets

The new Graham Farish 'N' gauge 'Castle' carries off the look of the prototype superbly.



recent releases – primarily, we feel, because it has no traction tyres. This meant that we found the comfortable load on level track to be eight coaches while the 1-in-68 gradient reduced that to four and the 1-in-30 dropped its capacity still further to just two vehicles.

A coreless motor is at the heart of the new 'Castle' which, like all of the new generation 'N' gauge models from Graham Farish, is located in the boiler. While the overall layout, with decoder socket in the tender, is conventional, this model also marks new departures for British 'N' gauge steam as it is the first of its kind to be equipped with a Next18 decoder and, more specifically, the first steam locomotive for 'N' designed with digital sound compatibility. The tender is home to both the socket and speaker location. The socket – which is essentially a radically updated version of the

old 6-pin socket used on 'N' gauge products – makes life simpler by reducing the amount of space required for the socket while also making it virtually impossible to install a decoder the wrong way round. Connecting a decoder takes seconds, literally, as the tender body is a push fit – it couldn't be simpler.

The 'Castle' tender has been designed to accommodate a 10mm x 15mm Zimo cube speaker, but will require soldering of connecting wires to bring the full value of sound to life. In 'N' gauge this is a massive step

forward and we are impressed at Bachmann's design work to make this achievable in the scale. Even the instructions are useful and detailed and will help customers in taking their models to this next level. That said, there is also the option of a factory sound fitted version as 5029 Nunney Castle.



OVERALL

The 'Castle' is as much a part of the Western Region as chocolate and cream coaching stock and Bachmann has certainly picked the right motive power. It will go perfectly with the manufacturer's Hawthornthwaite carriages and is delivered to an excellent standard. While its haulage capacity might not be quite as impressive as we had hoped, this model is still sure to turn heads, and with most layouts being built on the level it will prove itself a suitable thoroughbred for the front of all those magnificent Western Region expresses. A much needed and attractive addition to the Graham Farish 'N' gauge portfolio. (MW)

LIKE THIS, TRY THESE...

Motive power: Graham Farish '64XX' 0-6-0PT and Class 42 'Warship', Dapol Class 52 'Western' and GWR 'Hall' and 'Grange' 4-6-0s.

Rolling stock: Graham Farish GWR Hawthornthwaite carriages in BR carmine and cream and BR Mk 1s in WR chocolate and cream, BR maroon or BR carmine and cream.

'O' gauge '37'

**FIRST
REVIEW**

Heljan's ready-to-run 'O' gauge range received an impressive new arrival during March in the centre headcode variety of the Class 37. **MIKE WILD** gets up close with this tantalising new release of the highly popular English Electric Type 3.





THE DETAILS	
Manufacturer:	www.heljan.dk
Cat No:	HJ3710
Description:	Class 37, BR green
Scale:	'O'
Price:	£599.00
Era:	5
DCC:	Hard wiring required
Couplings:	Working screw links



Above: The new centre headcode version of the Class 37 is an impressive model, full of charm and character.

Right: The bogie side frames are neatly detailed and include separately fitted cab steps and painted axlebox covers.

THE ENGLISH ELECTRIC Class 37 rates as one of the most popular diesel locomotives to operate on the British railway network, perhaps only being surpassed by the wonderful enthusiasm which abounds for the Class 52 'Westerns' and Class 55 'Deltics'. Moreover, it is one of the longest lived with the first entering traffic at the very end of 1960 and examples still in daily revenue earning service today.

The Class 37 has been equally popular in model form with examples being produced in 'OO' gauge by Hornby, Lima, Bachmann and ViTrains while Graham Farish and Bachmann have made 'N' gauge versions covering a wide range of variations too.

In 'O' gauge, the split-headcode Class 37 was Heljan's third diesel locomotive for the scale, released in 2008, but now the eagerly awaited follow-up has landed in the form of the later centre headcode variety. The split-headcode version was very popular and commands strong prices on the second hand market, but the new version has gone down so well that it has sold out to Heljan stockists already and shops are reporting rapid sales of the model.

Interestingly, Heljan has expanded its usual range of liveries for the '37' – we'd normally expect BR green and BR blue derivatives – but this time it has been released in the aforementioned colours as well as 'large logo' blue, Railfreight 'red stripe', 'Dutch' and three Railfreight sector schemes too. However, only the BR green and BR plain blue versions are strictly accurate as all models feature bufferbeam fairings which were removed from the locomotives in the 1980s. Only one 'large logo' example retained fairings to our knowledge.

THE MODEL

For review we had the opportunity to inspect and test a BR green version with small yellow warning panels supplied by Tower Models. It represents the final batches of

locomotives built by Vulcan Foundry and Robert Stephenson and Hawthorns with central four-character headcode boxes between 1962 and 1964 – the first 119 locomotives being built with split headcode boxes.

As usual the Class 37 is delivered in full base livery, but without numbering leaving it up to the purchaser to customise the locomotive to suit their own requirements. This presents the model in a 'clean' state – and it has to be said that the standard of decoration on our sample was excellent throughout from the choice of colours to their application. The BR green bodyshell is offset with small accents of colour including neatly printed crests, electrification warning flashes, builder's plates and fuel gauges on the underframe tanks. The axleboxes all feature yellow paint with a horizontal red stripe while the buffer shanks are correctly finished in red and the pipework on the bufferbeam features connections picked out in suitable colours.

The body itself is a tour de force, rivalling the outstanding quality of 2016's 'Warship' (HM110) and 2015's Class 60 (HM103) for 7mm scale. From every angle Heljan has got the Class 37 bodyshell spot-on for the class' original condition including grille styles and positions, supply of frost grilles for fitting after purchase, and marvellous cantrail grilles and roof panel detail. Being picky, the hinged panel behind the No. 2 end cab is a little overstated, but otherwise this really is a great looking locomotive.

The underframe too is highly detailed with neatly moulded bogie side frames surrounded by separately fitted sandpipes, and supporting brake rigging. The bogie fronts lack on the detailing front as there are no guard irons or cross-members lower down, exposing the core which houses the gearbox though I expect 'O' gauge modellers are already finding ways to cover this up. On the up side, miniature snowploughs are included with each model, although these were rarely carried by BR green versions in the 1960s. »





Two powerful bogie mounted motors provide traction

Central PCB controls lighting and motors

The fuel tanks have space inside for a speaker for sound installations

Grille detailing is goods and etched frost grilles are supplied for optional fitting.

PERFORMANCE

The new '37' uses Heljan's older drive style for an 'O' gauge locomotive with vertically mounted motors on each bogie, but this model still has plenty of power, just like previous offerings from the manufacturer in this scale. Our load tests confirmed that it can handle a seven coach train of Heljan Mk 1s and that it is capable of negotiating second radius curves comfortably too.

On the track you get directional headcode and taillights as well as an operating roof fan, all of which can be set up for control on a digital decoder depending on how many function outputs it has. The motors in our sample were superbly smooth and quiet and it has to be said that this is one of the best running examples we've had: there was no suggestion of resistance and it had excellent haulage capacity too. It also happily ran through standard, curved

LIKE THIS, TRY THESE...

Motive Power: Heljan Class 25, 42 and 52, Little Loco Company Class 15 and Dapol Class 08 shunter.

Rolling Stock: Heljan 'Catfish' and 'Dogfish' ballast hoppers, Dapol BR 12ton vent vans, Parkside Dundas/Slaters wagon kits.

The distinctive 'nose' of the Class 37 has been captured well.



Sprung buffers and working screw link couplings



and double slip points and operated equally well under analogue and digital control.

A central Printed Circuit Board (PCB) is provided at the heart of the model to distribute power between the motor and lighting functions as well as the roof mounted fan motor. JST plugs are used to connect this PCB to the various functions which is good and bad – good because it looks neat and professional, bad because it hampers conversion to Digital Command Control (DCC). With this choice the '37' can't be considered DCC ready, which is a shame considering the availability of equipment and the current take up of this form of control too. Care is going to be needed to ensure the wiring is correctly connected to a digital chip for proper operation and each wire will need to be disconnected from the JST plug, stripped and connected to a suitable decoder. In essence this will end up being a full rewire of the locomotive for

digital operation which from experience will take around an hour to an hour and a half.

On the up side provision has been made for the addition of speakers in the fuel tanks for those looking to upgrade the '37' to feature sound. In all cases, digital conversion will require a large scale decoder capable of supporting the powerful twin motors.

OVERALL

The Class 37 has been versatile since it first entered traffic in December 1960 and Heljan's decision to produce the centre headcode version has already been rewarded with an excellent sales response – so good in fact that it is planning a second production run for release later this year in selected liveries.

The popularity of the new '37' also shows the growth in the 'O' gauge ready-to-run sector which continues to go from strength to strength. And, if that wasn't enough, the Class 45 for 'O' gauge was due to arrive with UK stockists during April too.

English Electric got it just right when it developed its Type 3 in the 1950s and Heljan has certainly done it justice in what must rate as one of its best ready-to-run 'O' gauge models yet. (MW)

● **Thanks to Tower Models – www.tower-models.com - for the loan of this review sample.**

Has Bachmann created its **ULTIMATE DCC CONTROLLER?**

Bachmann has upgraded its Ultima DCC control system with computer control software. **MARK CHIVERS** puts it through its paces and assesses the improvements.

● Price: £49.95 ● Cat No: 36-503 ● Site: www.bachmann.co.uk ● Era: Any

WITH TECHNOLOGY constantly evolving it is no surprise that Bachmann should wish to drive its Dynamis Ultima Digital Command

Control (DCC) system (HM96) to the next level - and it has done it with its new Dynamis RailController computer control software. This new software has been shown a number of times by Bachmann in the run up to its launch at the end of November and now we have had the chance to put it through its paces.

Whilst there are certainly similarities with other DCC software systems, RailController has been designed to work exclusively with Dynamis Ultima, building on the functionality already offered by its wireless digital system enabling complete layout control utilising a Windows-based personal computer (PC). It is compatible with Windows XP through to Windows 10 operating systems and requires 100MB of disc space.

Our sample was tested using both a Windows 10 laptop PC and a Windows 10 two-in-one touchscreen tablet/laptop, although the RailController packaging warns that it is not suitable for netbooks, due to concerns about a lack of processing power. It is also important to follow the comprehensive instructions during the initial phase to ensure internet security exception rules are set correctly, otherwise the activation process may not work as intended, something we experienced first-hand. On the positive side, dedicated online support is available to assist with any potential issues.

Initially offered as a trial version, Dynamis RailController is supplied on a CD with the latest iteration of Dynamis Ultima and is also available as a download, offering limited functionality on the number of locomotives and accessory addresses it will operate. Once fully licenced, the system will control all locomotives, DCC sound functions, accessory addresses and more at the click of a button or touch screen. To upgrade, users can purchase the full version through Bachmann stockists or online through the software.

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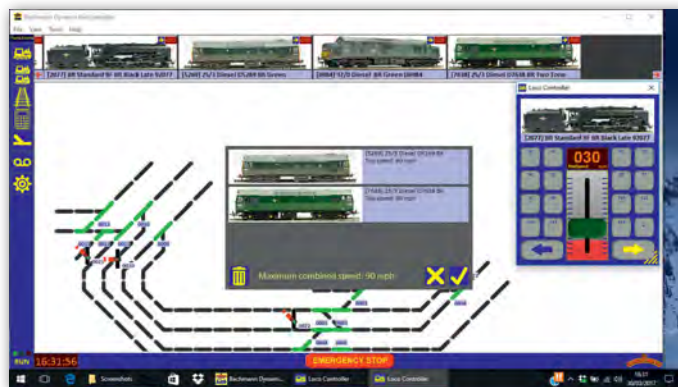
The start-up trackplan can be configured as can the control positions.



The speed profiling programme means any locomotive can be configured.



Topley Dale trackplan showing the emergency stop centred at the bottom.



Locomotives to consist can be dragged and dropped together.

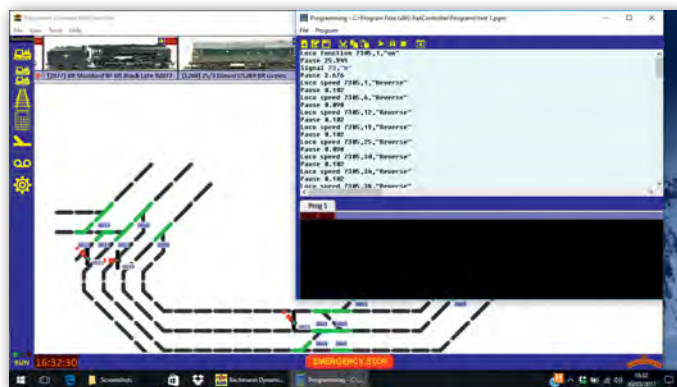
SIMPLE CONNECTION

Connections are uncomplicated, simply requiring a USB A to B cable (supplied with the latest Dynamis package) between the base station and the PC, plus a track feed from the base station to the main track. An active internet connection is not always necessary, but as the system uses the internet to check the server for software updates at startup, it may prompt you to check your connection but will still work without it.

Initially, the system loads a default track plan together with a selection of locomotives along the top of the screen and follows a process of setting points to default settings, the orientation of which are highlighted green on-screen. This can be changed to include your own plan, once developed. RailController also contains more than 1,000 Bachmann 'OO' and Graham Farish 'N' gauge models, each of which has been profiled with scaled realistic top speeds, with more expected in due course as the range expands. Importantly, RailController can operate any locomotive from any manufacturer fitted with a DCC decoder and it allows the user to introduce their own locomotives with custom fields.

Locomotive control is through on-screen throttles allocated to each locomotive within the roster. Up to four of these on-screen throttles can be displayed at a time, each with 15 function keys available at a glance, and an extra five accessible on a click-through tab. If that is not enough, Dynamis Ultima handheld controllers can also be used alongside RailController as well as for reading and writing of Configuration Variables (CVs) on the programming track – a task that RailController is currently unable to do.

Icons to the left of the screen offer quick access to various tasks such as adding/deleting locomotives, speed profiling, consisting, track



Automated operating routines are possible and they can be written or recorded.

plan creation, automated operation and more. To add a new locomotive, you simply click the single locomotive icon and if it is a Bachmann model you can search for a specific model. Basic address information appears together with any function assignments that may have been pre-populated and an image of the model. If it isn't a Bachmann product, this doesn't matter as details can be added manually and a photograph can also be uploaded. To match those already in the database, RailController is also able to speed profile for other manufacturers' locomotives, creating a realistic scale maximum speed, a process which only takes a few minutes. Employing a circle of second or third radius track and the chosen locomotive, the system calculates the average speed factor to be applied through a time-elapse programme. Clever stuff.

Consisting is also easy – just click the twin locomotive icon and drag the chosen engines from your roster into the consist box which pops up in the middle of the screen. These locomotives will operate together until the consist is cancelled. If they feature different top speeds, the software will also 'lock' the throttle at the maximum speed of the engine with the lower speed limit.

CUSTOM PLANS

Track plan designs can be developed on screen using pre-installed track parts to create schematic diagrams. Each component can be selected and dragged into position within squares on the diagram and rotated as necessary to face the correct direction, as can turnouts with a choice of configurations and orientations. Turnout accessory addresses, default positions and reverse polarity are easy to set up by double-clicking the track part, while route

setting of multiple turnouts is also achievable.

Operational signalling can also be added to the diagram with a choice of semaphore or colour light signals and sequential signal aspect changes are feasible, just like the real thing.

Automated sequences are also possible, which can be programmed with scripted lines of instructions or by 'recording' a series of events on the layout and then playing the sequence back automatically. These sequences can include point changes, directional light changes, sound functions and more.

These, though, are just a few highlights of this powerful DCC computer software package, which offered smooth consistent control of standard and sound-fitted DCC locomotives while on test and a fully operational schematic track plan of *Hornby Magazine's* office test layout, Topley Dale. Whilst there were a few head-scratching moments initially during setup, these were quickly resolved either through a simple process of elimination (i.e. something I'd not done properly) or reference to the instruction booklet. Immersive, engaging and great fun to operate too. (MC)

Relive the 1990s North West Class 37s with Farish's NEW 'N' ARRIVALS

REGIONAL Railways' dark blue and silver-grey is the latest livery to adorn Bachmann's 'N' gauge Graham Farish BR Class 37/4 diesel and a selection of matching Mk 1 carriages. Finished as Class 37/4 37422 Robert F. Fairlie Locomotive Engineer 1831-1885, BR Mk 1 Tourist Open Standard (TSO) 4854, Brake Corridor Second (BSK) 35452 and Corridor First (FK) 13225, they are based on prototypes operating locomotive-hauled services in the North West

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-170
Description:	Class 37/4 37422 Robert F. Fairlie, Regional Railways
Price:	£121.95
DCC:	DCC ready, 6-pin socket
Cat No:	374-017
Description:	BR Mk 1 Tourist Open Second 4854, Regional Railways
Cat No:	374-167
Description:	BR Mk 1 Corridor First 13225, Regional Railways
Cat No:	374-194
Description:	BR Mk 1 Brake Corridor Second 35452, Regional Railways
Price:	£30.95
Scale:	'N'
Era:	8/9
Couplings:	Rapido couplings in NEM pockets



and along the North Wales Coast in the 1990s.

Application of the vibrant livery is first rate, each displaying a high-quality evenly-applied dark blue and silver grey paint finish with crisp straight white and light blue bodyside stripes and dark grey roofs. Closer inspection of 37422 reveals Regional Railways 'fleximarks' beneath each cab, finely printed nameplates, Regional Railways lettering and more.

Each Mk 1 carriage is similarly impressive with legible no smoking and First Class signage, where appropriate, frosted toilet windows and detailed interiors. Underframes are good with the TSO and FK riding on B4 bogies, while the BSK is

mounted on Commonwealth examples.

Directional lighting and high-intensity headlights are fitted to 37422, together with a 6-pin Digital Command Control socket.

Straight from the box you have the basis of a prototypical 1990s Crewe to Holyhead service in 'N' gauge. (MC)



LIMITED EDITION 'EDS' arrive from Gaugemaster

Recent arrivals at Gaugemaster include these limited-edition 'N' gauge Class 73 electro-diesel (ED) locomotives. Commissioned from Dapol, our four review samples include 73142 Broadlands in BR InterCity 'Executive', 73141 Charlotte in First GB Railfreight (GBRf), 73235 in South West Trains and 73202 in Southern/Gatwick Express liveries. 150 of each are available exclusively from Gaugemaster. All four models utilise Dapol's Class 73/1 bodyside with etched grilles and directional

high intensity headlights, although strictly speaking 73142 didn't feature this modification in the depicted livery. Decoration is generally very good, with evenly-applied paint schemes, good definition, crisply printed numbers, logos, lettering and orange cantrail safety stripes. Blank headcodes are displayed on both ends of each model, while inside a 6-pin decoder socket is fitted. Rapido couplers in NEM pockets feature as standard, with a pair of replacement

close couplers and working Dapol 'N' gauge buck-eye style couplings are also included. Given the limited quantity of each available, this colourful collection of 'N' gauge Class 73/1s is sure to be sought after. Be quick. (MC)

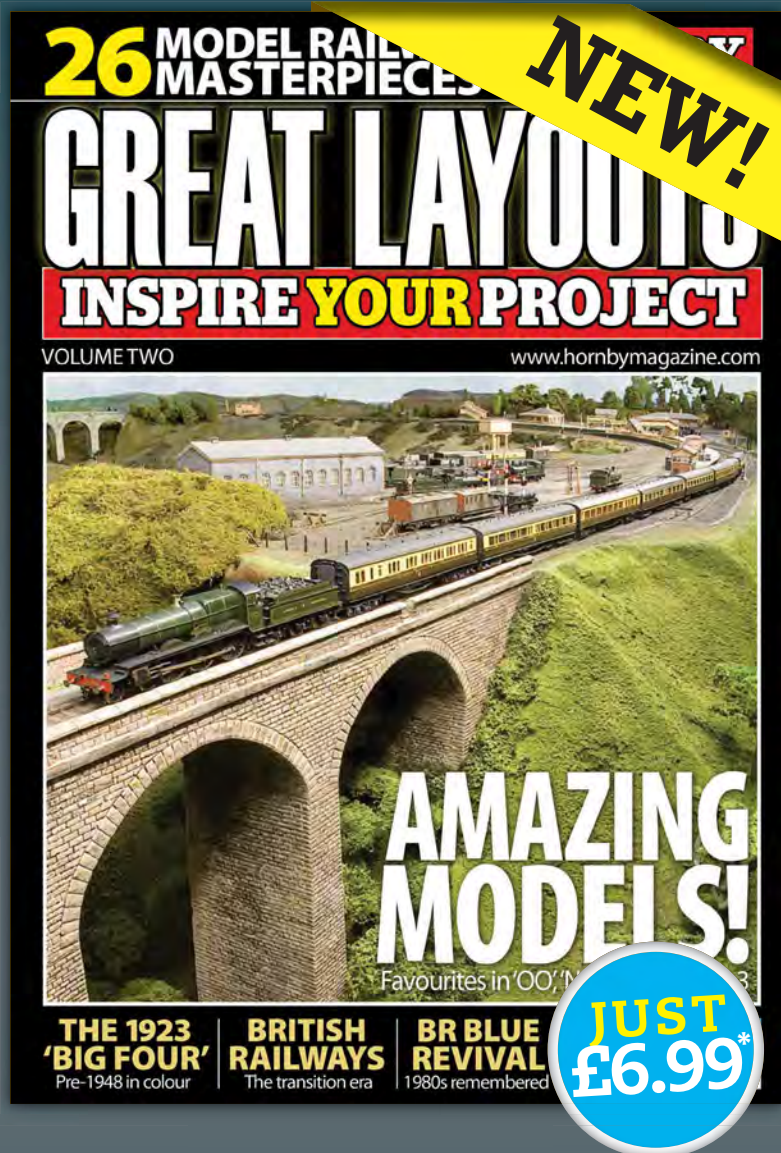


THE DETAILS

Manufacturer:	www.gaugemaster.com
Cat No:	DAGM231
Description:	73142 Broadlands, InterCity 'Executive'
Cat No:	DAGM232
Description:	73141 Charlotte, First GBRf
Cat No:	DAGM233
Description:	73235 South West Trains
Cat No:	DAGM234
Description:	73202 Southern/Gatwick Express
Price:	£69.95
Scale:	'N'
Era:	8/9



Volume 2



Over its first 10 years *Hornby Magazine* has showcased more than 300 layouts through its pages and this year the popular *Great Layouts* is back for a second volume. Featuring 26 favourites from the pages of *Hornby Magazine*, and scales from 'N' to Gauge 3, this new volume is fully illustrated with the very best in model photography to create an enthralling 132-pages record of model making. Highlights include main line and branch line layouts, shunting layouts, depots and more all of which are filled with inspiration.

FEATURES INCLUDE:

BRAY DOWN

A busy stretch of Western Region main line in 'OO' gauge with Southern Region operating powers and a branch line too.

RUNSWICK LEAMSIDE

A favourite of the exhibition circuit in the 1990s, this 'OO' layout models the 1990s period superbly.

HORSLEY

A wonderful recreation of a 1930s branch line scene in 'OO' gauge.

PEAKDALE

A might have been main line through the fabulous Peak District modelled in 'N' gauge.

WARTON ROAD

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R3382TTS	BR 4-6-2 'Holland-Afrika Line' 35023 Merchant Navy (Unrebuild) Early BR with TTS Sound	£169.50
R3383TTS	BR 4-6-0 'Earl of St Germans' 4073 Castle Class - BR Early with TTS Sound	£159.50
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R3393TTS	RailRoad RID Class 47 47033 with TTS Sound	£69.50
R3395TTS	Hornby RailRoad LNER 4-6-2 'Mallard' A4 Class Locomotive 4468 with TTS Sound	£79.50
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R3422	SR 4-4-2T 3125 Adams Radial 415 Class Locomotive	£109.50
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R3424	LNER 0-8-0 Raven Q6 Class Locomotive	£99.50
R3425	BR 0-8-0 Raven Q6 Class - BR Early Locomotive	£99.50
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R3431	BR 4-6-0 Holden B12 Class - BR Early Locomotive	£142.50
R3433	LNER 4-4-0 'Claud Hamilton' D16/3 Class Locomotive	£89.50
R3434	SR 4-6-2 'Channel Packet' 21C1 'Merchant Navy' (Un-Rebuild)	£179.50
R3435	SR 4-6-2 'Royal Mail' 21C3 'Merchant Navy' Class (Un-Rebuild)	£169.50
R3436	BR 4-6-2 'Clan Line' 35028 'Merchant Navy' Class (Un-Rebuild) - Early BR	£162.00
R3441	LNER 4-6-2 'Sir Murrough Wilson' A4 Class Wartime Blk Loco	£99.50
R3445	BR 4-6-2 'Camelford' 34032 West Country Class - BR Early Air Smoothed	£129.50
R3447	LNER 4-6-0 'Kilnerstone Hall' B17 Class Locomotive	£89.50
R3448	BR 4-6-0 'Wellbeck Abbey' B17 Class - Early BR	£89.50
R3451	BR 4-6-0 'Stemok' 61032 Thompson B1 Class Locomotive	£137.50
R3453	BR 4-6-0 45274 'Black 5' Class 5MT - Late BR	£114.50
R3454	GWR 4-6-0 'Dryslwyn Castle' 4073 Castle Class	£124.50
R3455	GWR 4-6-0 'Knight of St Patrick' 4013 4000 Star Class	£109.50
R3456	BR 4-6-0 'Sir Hervey de Revel' N15 King Arthur Class	£109.50
R3457	SR 4-4-0 116 Class T9 Locomotive	£89.50
R3459TTS	BR Black (Early) Fowler Class 2P 4-4-0 Locomotive 40626 with TTS Sound	£94.50
R3461	LNER Green 2-6-4T 67702 Thompson L1	£89.50
R3462	BR 2-8-0 '4287' 42xx Class - Late BR	£79.50
R3463	BR Black (Early) Class 52xx 2-8-0 Tank Locomotive 5231	£79.50
R3464	BR Black (Late) Class 72xx 2-8-2 Tank Locomotive 7224	£84.50
R3471	NSE Co-Co Diesel Electric 'Indomitable' 50026 Class 50 Diesel FGV Western Region 'The Corps of Royal Electrical and Mechanical Engineers' Class 43 HST Pack	£189.50
R3479	Class 60 60066 Drax Diesel Locomotive	£119.50
R3484	BR 0-6-0 13363 Class 08 Diesel Shunter Locomotive	£109.50
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Wired for Sound

The recently released Hatton's 'OO' gauge GWR 0-4-2T is a modern design which makes provision for digital sound. **PAUL CHETTER** explains how he tackled this tiny locomotive.

SMALL TANK ENGINES with just four driving wheels require as much mass as possible to optimise traction and electrical pick-up continuity. This means that what might otherwise be empty space is often filled with metal. With this in mind, it is reassuring to learn that the designer has provided for conversion to Digital Command Control (DCC) or DCC sound with the recently released Hatton's GWR '14XX', '48XX' and '58XX' series 0-4-2Ts (HM116).

Although this installation does not require irreversible modifications to the body or chassis, there are some rearrangements of the internal electrics including soldering wires to a decoder. Please read the step by step guide completely before deciding to undertake such an installation. Your warranty may be adversely affected, and there may be other ways to install the decoder and speaker.

INSPECTION

Our first port of call, as always, is an assessment of the internal spaces and their potential. There is space within the smokebox and boiler accommodating a small printed circuit board (PCB) with a 6-pin DCC socket, blanking plug and associated wiring harness. These must be teased out of the model carefully in order to fit a small format decoder to the socket before this assembly and the wiring are pushed back inside. On this example, the insulation on one of the motor wires was damaged to the extent that bare wires were visible. However this occurred, it was probably due to how tightly these components had been pushed into the model. There is a generous length of harness provided, so a repair was easily made but it was a timely reminder to check the condition of all installed wiring as far as reasonably possible.

The ballast weight fitted to the smokebox and boiler is necessarily large, restricting the available height. The length of the space is >>

Hatton's new GWR 0-4-2T for 'OO' gauge was released at the beginning of 2017 and offers an impressive level of detailing together with preparation for digital and sound installations. It is available in '14XX', '48XX' and '58XX' varieties all of which have the same internal layout. The step by step guide explains how we went about installing a Zimo decoder and speaker in this compact model.



STEP BY STEP INSTALLING DCC SOUND IN HATTON'S GWR '48XX' 0-4-2T

Beginner **SKILL LEVEL** Intermediate Advanced

1

To gain access to the Printed Circuit Board (PCB) and decoder socket, remove the smokebox door which is held in place by a pair of small magnets.



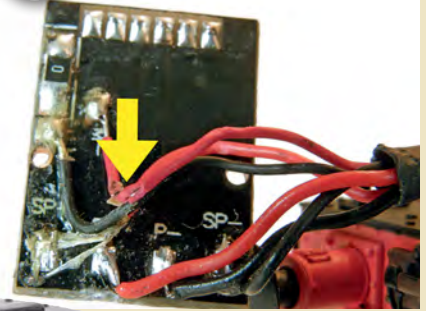
2

I used forceps to gently tease the wiring and PCB from inside the smokebox. Seen here is the PCB with a blanking plug fitted.



3

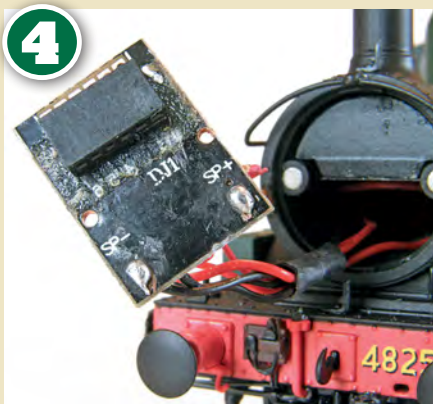
Wiring is soldered to the reverse side of the PCB. The yellow arrow points to damaged insulation probably caused by being pinched in the small space available.



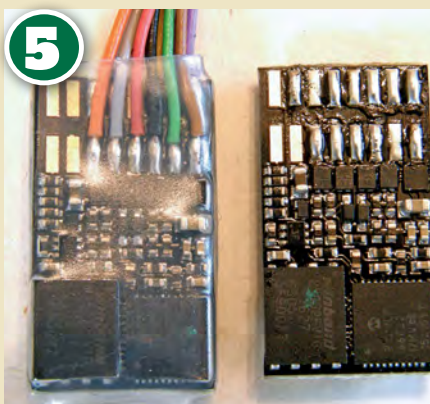
WHAT WE USED

Product	Supplier	Price
Hatton's GWR '48XX' 0-4-2T	www.hattons.co.uk	£87.99
Zimo MX648R sound decoder	www.digitrains.co.uk	£99.00
Zimo 10 x 15 x 8mm cube speaker	www.digitrains.co.uk	£9.00

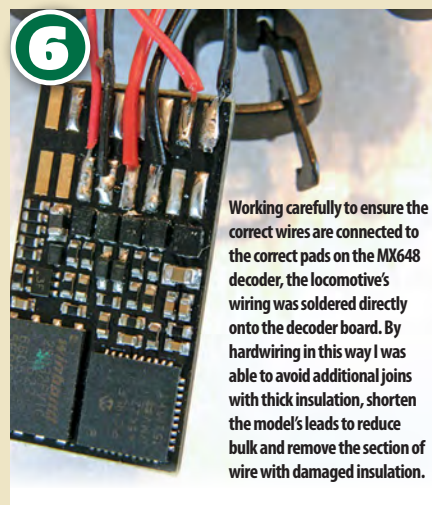
STEP BY STEP INSTALLING DCC SOUND IN HATTON'S GWR '48XX' 0-4-2T



With the blanking plug removed, the 6-pin DCC socket and the speaker wire terminals can be clearly seen. Zimo's MX649 decoder was tried next, but wouldn't fit in the space available below the smokebox weight so we changed tack.



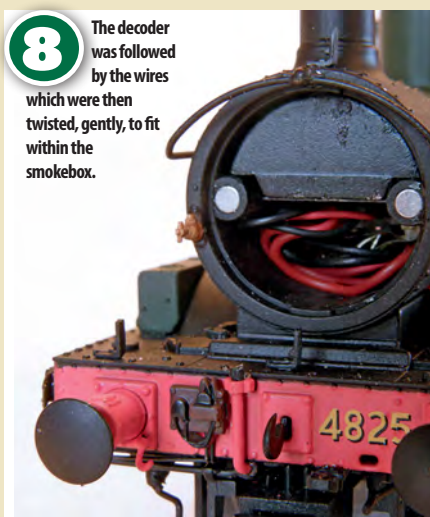
Zimo's MX648 is 10.5mm wide and just 20mm long. There is sufficient width in the smokebox to accept this comfortably, so I judged this to be the most easily accommodated format in this instance. I removed the insulating sleeve and all the wires from the decoder.



Working carefully to ensure the correct wires are connected to the correct pads on the MX648 decoder, the locomotive's wiring was soldered directly onto the decoder board. By hardwiring in this way I was able to avoid additional joints with thick insulation, shorten the model's leads to reduce bulk and remove the section of wire with damaged insulation.



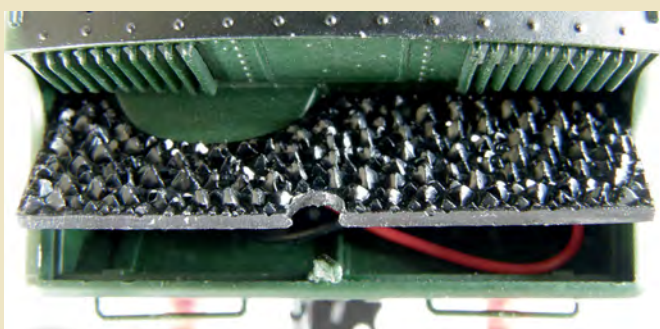
Having completely wrapped it in Kapton tape for insulation, the decoder was fed into the smokebox, then pushed gently deeper into the boiler.



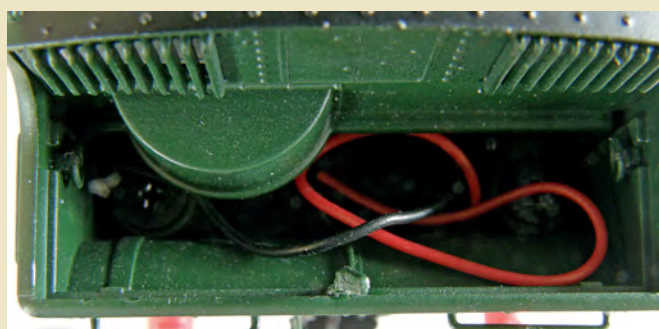
The decoder was followed by the wires which were then twisted, gently, to fit within the smokebox.



Using the reference cut-out at the bottom to correctly position it, the smokebox door was refitted to be held securely by the magnets completing installation of the decoder at this end of the locomotive. Now we can move on to fitting a speaker.



The rear of the dummy coal load can be raised by inserting a small screw driver or cocktail stick into the upper lamp iron clearance cutout.



With the coal load removed the speaker wires can be observed tucked into the bottom of the bunker.

around 27mm, theoretically long enough to accommodate a micro sized sound decoder. Unfortunately, although a very small DCC decoder would probably fit in this way, the bulk of the wiring and PCB make this all but impossible for any sound decoder. I attempted to fit one of Zimo's even smaller sub-micro decoders, the 'longer but narrower' MX649 and the 'shorter but broader' MX648 using the existing wiring and PCB but the sheer bulk was too great.

To get around this and free up some valuable space I removed the heatshrink insulation and all the wires from an MX648 decoder. After carefully

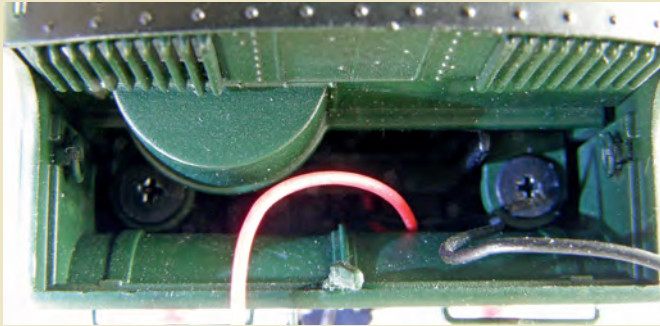
noting the connections to the PCB, I removed them one wire at a time and after shortening to reduce bulk, soldered each directly to the appropriate pad on the decoder. I used Kapton tape to insulate the decoder and gently eased the decoder and wiring back inside the model before refitting the smokebox door saving a substantial amount of space and making the sound decoder a comfortable fit inside the 0-4-2T's boiler.

SPEAKER SELECTION

Provision has been made to fit a 10mm x 15mm flat speaker inside the coal bunker at

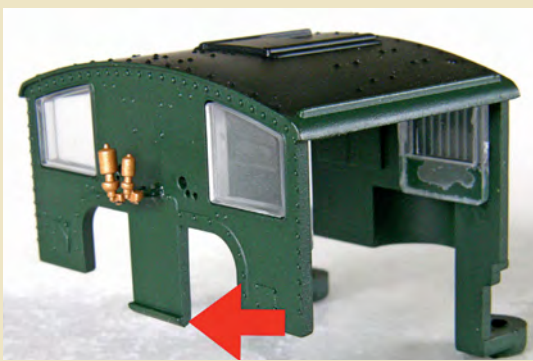
the rear of the locomotive and crucially, a pair of speaker wires runs from the smokebox to the bunker. These alone make this installation much simpler as there is no need to find complex routes for wires – that is all done for you. I inserted a very small flat bladed screwdriver into the lamp iron clearance slot in the dummy coal load and levered the latter upwards at the rear before removing it to reveal the speaker wires and location provision.

I was unable to fit a speaker with the cab roof in place as there is insufficient room to manoeuvre it into position. Consequently, I lifted the cab off by



12 I moved these wires out of the way to reveal the two screws fixing the cab roof in place. These must be removed to gain access to the cab interior and for clear access to the speaker wires.

13 The front, roof and rear panels which form the cab can be removed as a single unit by sliding upwards once the screws have been removed.



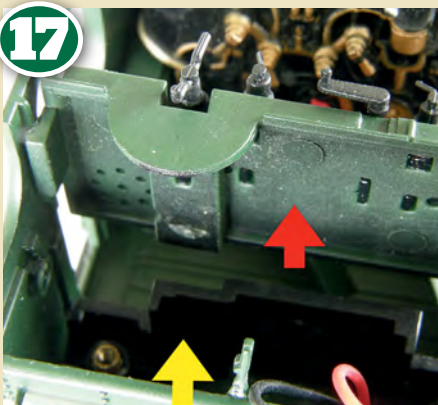
14 There is a small lip (arrowed) at the foot of the centre section of the cab front panel. I found it easier to release the cab moulding by exerting a gentle rearward pressure on the centre of the cab front to disengage this lip before sliding the cab moulding upwards.



15 Removal of the cab reveals the interior plus the lower rear cab bulkhead and the moulding to locate the speaker.



16 The cab features doors which can be positioned open or closed. In order to facilitate reassembly, note the way in which the door pivots (upper one arrowed in red), and are engaged with holes in the cab floor and the ends of the lower cab bulkhead (arrowed in yellow).



The lower cab rear bulkhead (arrowed in red) is normally held in position by the cab moulding so no additional fixing is required. It can therefore be lifted clear, in turn releasing the speaker locating moulding (arrowed in yellow).



18

It will be more convenient to fit the speaker to this moulding if it is removed from the model. This complex moulding is designed to locate a 10mm x 15mm speaker centrally to avoid contact with the fixing towers each side of the bunker.

19 This shows a speaker in the correct orientation but also reveals the lack of any retaining mechanism. It will need to be glued in place if it is to be retained firmly in position.



removing the two fixing screws inside the bunker. The cab moulding consists of the front, roof, and rear panels which must be lifted vertically as one piece - the cab sides are part of the main body moulding. Note that there is a small lip on the centre section of the front panel. I found it easier to release this with a little rearward pressure on this section before removing the cab. With the cab removed there is good access to fit a crew if you wish. It is also possible to slide upwards and remove the lower portion of the rear bulkhead.

It's important to note for successful reassembly the way in which the opening cab doors are fitted.

Each has a small pivot at the top and bottom of the rear edge which engages with a hole at the bottom and a retaining clip at the top formed when the lower rear cab bulkhead is refitted. The black plastic moulding intended to locate the speaker is now clearly visible and can be removed by lifting vertically. The complex shape of this moulding shows that thought has been given to locating the speaker and its orientation, although without a firm method of holding it in place.

The moulding doesn't provide proper separation of sound from the front of the speaker from that at the rear, so I decided to dispense

with it, releasing an extra couple of millimetres clearance in the bunker. This allows the use of a speaker with enclosure for better sound output. To allow clearance for the handbrake shaft, a small portion of the enclosure must be removed, but when made good this has no discernable detrimental impact on the sound. Reassemble in the reverse order.

Whilst the installation was a little more complicated than it first appeared, the final result is very satisfying as it has brought a fine model of this attractive Great Western Railway prototype to life. [Hana](#)

STEP BY STEP INSTALLING DCC SOUND IN HATTON'S GWR '48XX' 0-4-2T

Intermediate
Beginner **SKILL LEVEL** Advanced

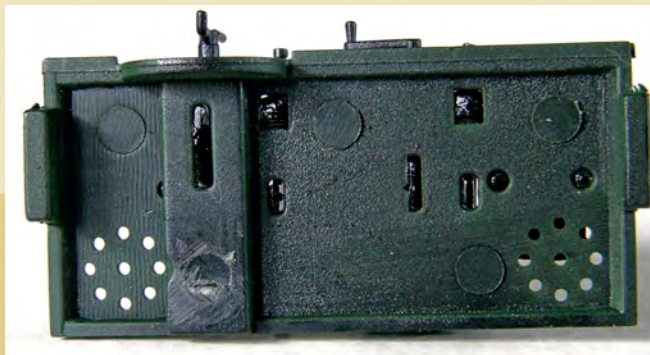
20



The design does not provide for complete segregation of front emitted and rear emitted sounds, which is essential for optimal performance. The gap between speaker and moulding can be seen here arrowed in red. Small though it may be it will have a big impact upon performance of the sound decoder's audio output.

21

Discarding this moulding allows enough additional space to deploy a speaker with endosure fitted. The rear of the lower cab panel is not entirely flat. There is a raised section to allow the fitting of the handbrake column.

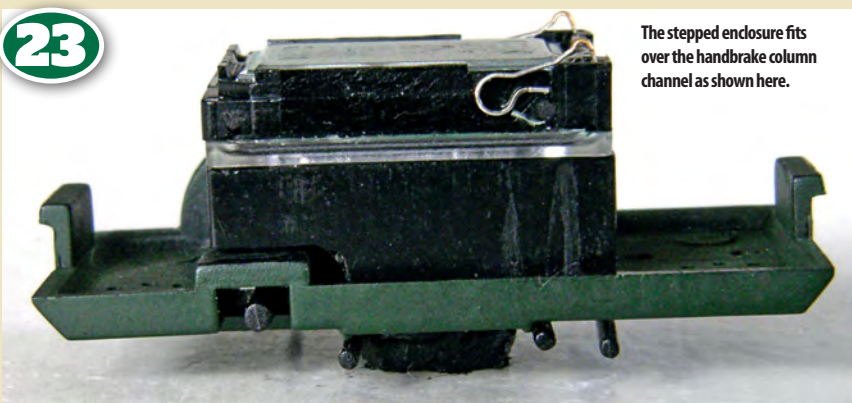


22



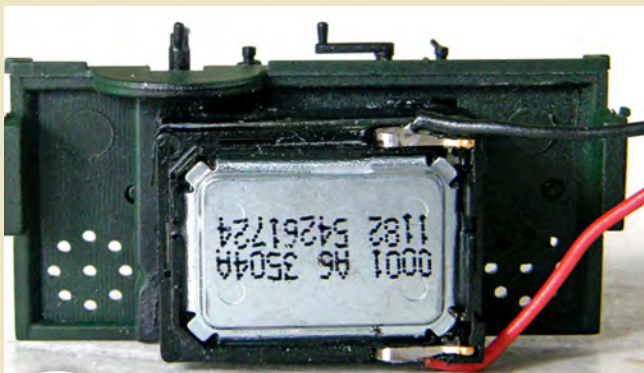
The enclosure of a Zimo 10mm x 15mm x 8mm cube speaker can be modified with a small file to clear this obstruction. Any gaps created must be sealed before use with mastic or Blu Tack.

23



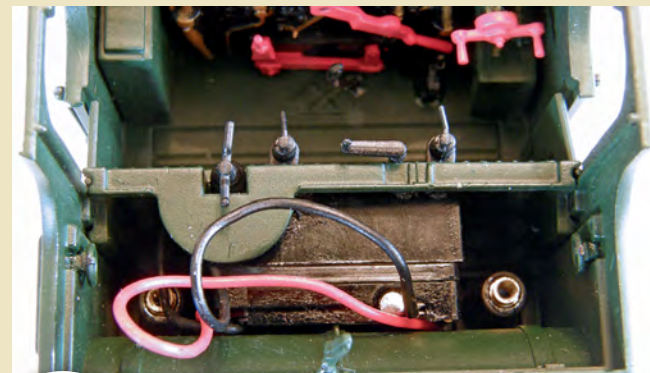
The stepped enclosure fits over the handbrake column channel as shown here.

24



The speaker driver is connected to the speaker wires before being refitted to the enclosure with a little cyano adhesive.

25



When the adhesive is cured, the panel can be replaced, ensuring the doors are fitted and operate correctly.

26

With the speaker in place and the cab moulding refitted, all that is required to complete the installation is to fit the cab retaining screws and replace the dummy coal load. This '48XX' will now sound as good as it looks.

NEXT ISSUE

● Paul Chetter turns his attention to the Heljan Class 17 using the latest DCC decoder technology.

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Tetley to Twining Halt

STEPHEN EDWARDS

has used 'N' gauge's capabilities to great effect in this 'L' shaped layout which can operate in a number of periods.

PHOTOGRAPHY, TREVOR JONES

 In the recent era, EWS Class 66 66135 enters the siding at Twining Halt with a rake of 46ton HEA hoppers. The Biffa bin lorry is out on duty again collecting the rubbish from the goods shed.

MY FASCINATION for model railways started when I was a boy with a Graham Farish tank engine which I still have now, although it stands redundant in John Amber Ltd's factory having been replaced by a Class 08 shunter in the 1970s.

My father built a terminus layout along my parent's front room wall when I was younger and I spent many happy hours running the trains back and forth. Once I left home the railway was dismantled and the locomotives and rolling stock were packed off to the loft. Several years later with three sons and none of them interested in trains I decided to build a layout for myself once more.



An overview of the railway with Tetley on the left and Twining Halt on the right on the shelf in the conservatory.



Using Peco set track, I embarked on a 4ft x 3ft layout with point motors and isolating sections and a control panel which took me about two years to complete. This was a great learning curve for me as my electrical skills before this project were practically zero. Having completed this layout, albeit without scenery, I was already thinking of the next one. So, over the next few years I collected track, points motors, locomotives, trucks, building kits and scenery materials.

DIGITAL SWITCH

After going to look at a friend of my father's newly built 'N' gauge Digital Command Control (DCC) layout, I decided to switch to DCC and get a suitable controller, sell my analogue locomotives and start again with DCC ready or compatible equipment to ensure the smoothest path possible. Then I saw the Tetley part of this layout for sale on eBay with a corner section and a storage yard. It was a local sale so I did a deal with

the seller and that was the starting point.

Then I saw a very similar layout again on eBay and this was when I was introduced to Steve Hornsey, the original builder of the Tetley section. I contacted Steve to see if he would make me a new control panel so that I could add point motors. Steve was very obliging and a few weeks later the new control panel template turned up. I rewired the two sections to the new control panel, adding six point motors and lots of lights. »





A Graham Farish Class 101 is on its way to Tetley station as it passes the entrance to the John Amber barrel factory.




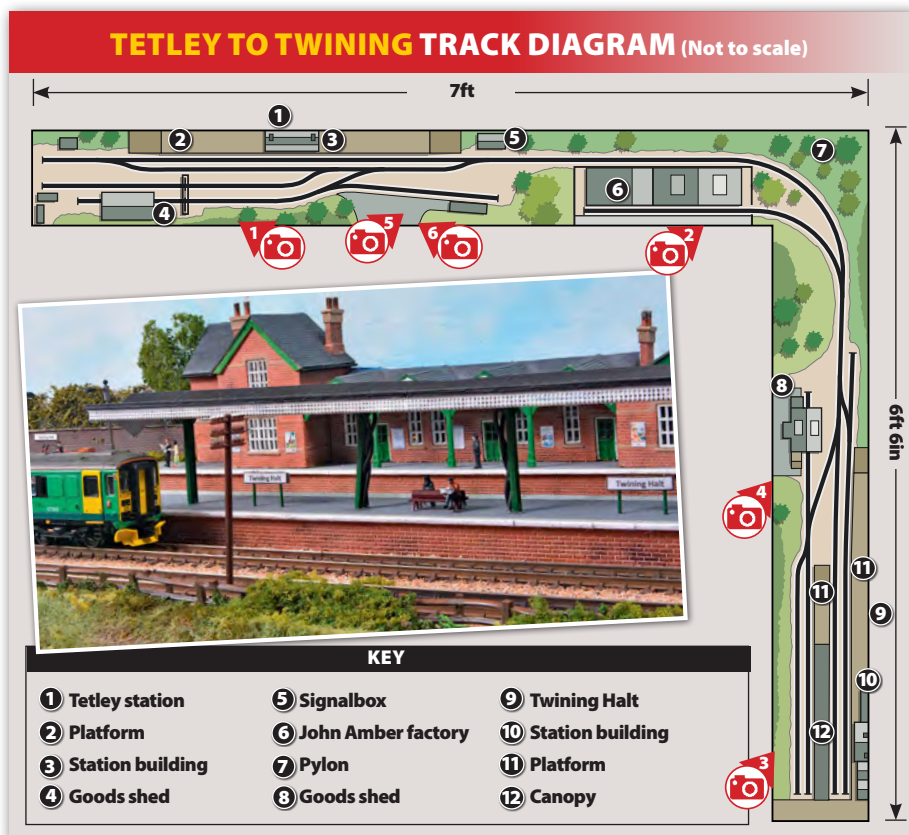
I also fitted dimmer switches to the lights to help make them more representative of the real thing. Then I spent all my spare time weathering and adding details, fencing, vehicles, people and the like.

I kept in touch with Steve and eventually I commissioned Steve to make what is now Twining Halt. Steve made the baseboard and laid and ballasted the track, fitted the station platforms and the station buildings and the beginnings of the scenery. I picked it up from Skegness and carefully drove home.

Before connecting the new layout to the existing layout, I added six point motors to the control panel and lots of lights to the station and the buildings. Once the work underneath the layout was complete, I removed the storage yard from the existing layout and connected the new section.

Since connecting it up I have weathered and detailed it, adding scenery, fencing, bushes, trees, the goods shed, vehicles, people and all the other details that

 **Central Trains liveried Class 150/2 and 153 units wait at Tetley Halt whilst Fastline Class 66 66405 enters the slip with intermodal containers.**



help to create a credible scene.

So that the L-shaped corner section blended with the two end sections I had to remove much of the original ballast and re-ballast to match. This was my first attempt at ballasting, but it didn't take long to complete. Since then, the factory has been aged and weathered, 3D printed barrels installed, along with a Biffa lorry, Biffa bins, scissor lift and compactor, all made by Phill Timms.

SHELF LAYOUT

The layout itself is L-shaped which fits neatly on the shelf in our conservatory. There are three sections. The first is 4ft x 9¼in and depicts a fictional terminus station called Tetley comprising of a single platform and station building with a headshunt. This section also includes a goods shed with single platform, a double track overhead gantry crane, diesel refuelling point, signalbox and siding.

The second section is L-shaped, 3ft on the long side, 1ft 10in on the short side and 9¼in wide. It depicts the John Amber barrel making factory with a separate siding on to a single platform. The final section is the same width as the others but 4ft long and depicts a fictional terminus station called Twining Halt, comprising three platforms and a station building. There is a goods shed with single platform, a headshunt and a siding.

The intention is to expand the layout further in the future by adding a 4ft long double track scenic section which will continue to a 5ft 6in long bridge section that will lift out to allow access to the patio doors and connect

to the Twining Halt section. This will eventually make the layout 23ft long.

It is also my intention to add a 5ft long storage yard with eight tracks to feed through a bridge into Tetley station. This is already in the planning and should be complete by the summer of 2017. This will expand the operating possibilities further and also give me somewhere to store the stock so that it is readily available to use.

The only area that I would improve is around the factory area. The platform has limited clearance so you must be careful what stock is run into the factory siding. The siding that leads up to the factory has a 9in radius - this would have been better slightly larger. That said, you could argue that these aspects enhance the operational potential of the layout in their own way.

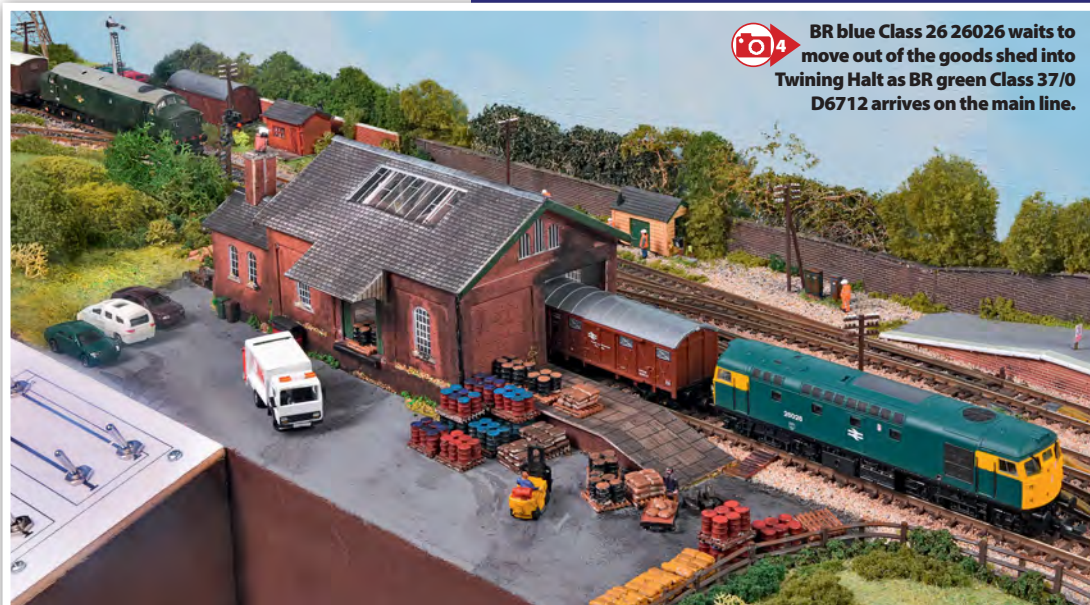
In terms of scenery, I assembled the yard light kits and before painting and weathering them I always test to make sure that they work; however, after fitting them to the goods area on the Tetley section one of them didn't work so I eventually found a figure that looked like a maintenance engineer and I mounted

"The plan is to expand the layout in the future to extend the run."

STEPHEN EDWARDS

him up the ladder, which looks like he is repairing it. Everywhere you go there are pylons so I thought that my layout would benefit from some. It has taken ages to find ones that I felt fitted in with a delicate but detailed structure and then I found Modelux Models which offers a card kit coloured to make it look like weathered steel.

I have been experimenting with different media to simulate the wires from one pylon to the next but as yet have not decided on the ideal type to use. »



BR blue Class 26 26026 waits to move out of the goods shed into Twining Halt as BR green Class 37/0 D6712 arrives on the main line.

The fences are all plastic type but have been weathered and made to look like they are old with the odd broken bar. A mixture of bushes and trees have been painstakingly added along the entire length of the track to finish them off.


There are a mixture of traditional semaphore signals and the more modern two and three aspect colour lights. The signals are linked and controlled by a simple rocker switch which flicks from red to green dependent on direction of travel on the single lines.

THE TRAINS

Generally, I run what I want when I want, to no timetable. The first to run between Tetley and Twining was a Dapol Class 26, and apart from having to adjust a couple of point motors and clean between the blades, the model ran perfectly – always a relief! The fleet offers a range of periods of operation, ranging from BR green and blue era diesels through to the most modern privatisation era locomotives such as the Class 66 and Class 70. There are also a handful of steam locomotives which operate as preserved locomotives working on the main line.

My favourites are the Class 37s which I usually use to haul a mixed freight and Class 66s pulling 46ton hopper wagons and the intermodal 45ft containers.

Using my Gaugemaster Prodigy Advance 2 DCC handheld controller, the locomotives are addressed using the last three digits of the loco number. The maximum number of trains that I can operate safely at one time is two. I have programmed the locomotives to have realistic acceleration and deceleration and generally run them slow and this really adds to the enjoyment of operating a digital layout.

There is plenty more to come for the Tetley to Twining railway and the extensions I have planned will make it all the better. Using 'N' gauge means that over the total planned 23ft running line it will have multiple stations, sidings and scenes which are only really possible in the space I have available in this scale. I can't wait to get building the next phase. 





Right: Representing the preservation era newly built Peppercorn 'A1' 4-6-2 60163 *Tornado* steams past the factory on its way to Tetley with a rake of Pullmans.



Below: A night view of Tetley station with a Dapol Class 156 waiting to depart and a Class 66 shunting hoppers in the sidings.





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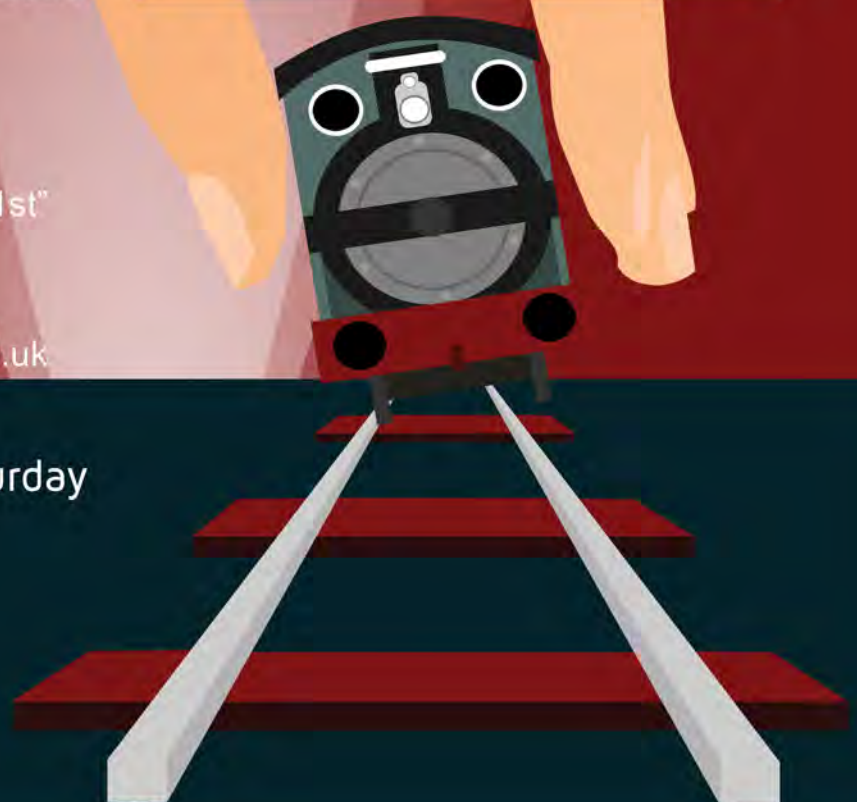
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Bulk freight

*Bulk freight trains are most associated with the post-1960s era - but they have been a vital feature of railway operation since early days, as **EVAN GREEN-HUGHES** finds out.*

Below: Traditionally we think of mineral traffic as bulk freight flows, but there were many different types of bulk train. In 1962 Stanier '8F' 2-8-0 48005 approaches Disley Tunnel with a train load of tractors for export out of Liverpool. [Alan Bryant/Railphotoprints.co.uk](http://AlanBryant/Railphotoprints.co.uk).

ALTHOUGH the railway system of today has been configured so that it mainly serves the needs of passengers, most of the country's routes were originally built mainly with the carriage of freight in mind. The Stockton and Darlington's promoters of the 1820s paid scant regard to the movement of people, being mainly concerned with the transport of coal - while those who promoted the Liverpool & Manchester Railway had an eye on the lucrative textile trade for which easy access to west coast



Right: Cornwall was once host to a network of branch lines which served the thriving china clay industry with bulk trains of hooded five-plank open wagons once being the mode of transport. On September 28 1984 37181 leaves Lostwithiel with a Carne Point-Goonbarrow Clay working. *John Chalcraft/ Railphotoprints.co.uk.*

ports was required. Freight promised the income that underpinned the profits speculators hoped to make, and it wasn't until a couple of decades later that the transport of passengers began to make a significant impact on the railway system.

Railways at one time carried all manner of goods from and to every corner of the country, with consignments ranging from a single package in a goods wagon to a complete wagon load - but what is not so generally realised is that bulk freight was a much more important part of the operation, and it was the carriage of bulk freight that decided whether a line was profitable or not. >>



KING COAL

Perhaps the first railway to run a bulk freight train was the Middleton Railway in Leeds which opened for business in 1755 with the intention of making coal mines owned by Ralph and Anne Brandling competitive with those nearby which had better access to the canal network. Up to 1812, individual wagons were worked by horse but on that date the line became the first in the country to use a steam locomotive to haul rakes of wagons loaded with coal from the mine directly into the centre of Leeds as well as to the wharf where it could be loaded into barges for onward movement. These trains carried no other load and could therefore claim to be the first locomotive-worked bulk trains in the country.

Railways such as the Midland Railway became successful on the back of the movement of bulk trains of coal from Nottinghamshire to places such as London. Lengthy trains of four-wheel wagons each day plodded their way down the Midland Main Line and so heavy were they that the company was forced to use engines working in pairs at their head. In later steam days powerful 2-8-0s worked such traffic but before that the London Midland & Scottish Railway had 33 2-6-0+0-6-2 Beyer-Garrett locomotives built which could manage up to 100 loaded wagons at a time. This type of coal traffic was important to most of the railways and provided the main income on lines such as the Manchester-Sheffield (Woodhead) route which supplied Lancashire, Liverpool and Manchester with the products of the Yorkshire coalfields. So great was the demand that this line was amongst the first in the country to be electrified on the overhead principle in 1955 after which lengthy bulk coal trains worked the route until the demand for coal declined following the Clean Air Acts.

Coal traffic was revolutionised by the modernisations of the 1960s which saw the introduction of air-braked wagons which could load and unload while still on the move and which could travel at speeds of up to 60mph. In turn these were later superseded by 100ton bogie wagons, many of which are currently laid up due to the run-down of coal-fired power stations.



Not all bulk freight flows revolved around great train lengths as shown by this rake of HEA hoppers (used for the transport of domestic coal supplies) headed by Class 37/3 37355 at Wellington. The train is an empty working from Gobowen to Bescot on September 2 1989. Brian Robbins/Railphotoprints.co.uk.

FUEL'S GOLD

Another fuel which provided bulk loads for the railways came from oil-based products. The arrival of the motor vehicle was in most ways bad news for the railways but it has provided substantial amounts of extra traffic in the form of trains moving petrol and diesel fuel, as well as aviation spirit. To cope with this demand in the post war period, a number of large refineries were built, being supplied with crude products mainly by sea and sending out their finished fuel by train. Sites such as Stanlow in Cheshire and the Isle of Grain were served by lengthy trains of tankers which would travel to distribution depots all over the country, this traffic expanded massively in the Beeching era when British Railways signed a new contract with the fuel companies and began to run 200 extra block trains a week for oil products, many of these being hauled by steam. Unfortunately in recent years much has been lost to road transport while sites such as airfields are now supplied by underground pipeline, which has been found to be much more efficient than any form of land transport.

CONSTRUCTION BOOMS

At the time when the railway system was coming into operation there was a massive expansion in the size of towns and cities and with it came a boom in demand for building materials. Block

trains of products such as brick and stone were worked into urban areas on a daily basis but there was also a demand for materials such as cement, which initially was carried in bags in standard 12ton box vans but which later was conveyed in purpose-built hopper wagons which could discharge into bulk storage facilities.

The biggest boom in bulk loads came during the 1930s when the country began its road improvement programme, a move that dramatically increased the demand for aggregates such as limestone, sand, gravel and crushed stone. Massive quarries were opened, for instance for limestone in Derbyshire, which were served by block trains of four-wheel wagons. This traffic is buoyant even to this day for most of the construction materials used for major projects is still delivered by rail. This lucrative business has seen companies such as Foster Yeoman in Somerset invest millions of pounds in purpose-built modern locomotives and rolling stock to satisfy the demand.

Coupled with the growth of aggregate traffic the railways also saw a rise in demand for the transport of steel products and this led to block trains of components such as girders becoming a regular sight. This was particularly the case from the 1930s when the use of steel-framed buildings became the norm, with the first example in this country being the Ritz hotel in London. This



Container traffic is one of the most common bulk freight flows the railway has today. EWS operated Class 66 66013 stops for a crew change at Eastleigh with a Southampton-Manchester Trafford Park liner service while Freightliner 66532 heads south through the other platform with a Leeds-Southampton service on March 12 2008. John Chalcraft/Railphotoprints.co.uk.

Class 31 31119 heading a rake of lightly loaded Cartic-4s on the East Coast Main Line at Brookmans Park on May 26 1978. The movement of finished cars for export has become regular business for the railway again today including daily flows from the BMW Mini plant in Oxford. Gordon Edgar/Railphotoprints.co.uk.



traffic demanded the development of longer wagons as the standard girders were too long to be accommodated on a four-wheel wagon and steel products were one of the first bulk flows to be accommodated on bogie wagons.

FEEDING THE PEOPLE

As the cities expanded and their populations increased massively local producers were unable to supply sufficient food and this led to the railways introducing block trains of foodstuffs. Initially much of this demand was satisfied by bringing in live animals in cattle wagons and many large cities had slaughterhouses close by their larger goods stations.

At the turn of the 20th century refrigeration began to be used and from then on there was a gradual decline in live meat traffic and an increase in the movement of frozen meat. Special wagons were produced with many of them being fitted with vacuum brakes so that they could be run at express speeds and get produce to market in the best condition possible. Trains carrying bulk loads of fish were also dispatched each night from ports such as Grimsby and arrived in cities such as London early enough in the morning for the fish to be on the stalls of the wholesale markets before dawn. It is hard for us to believe today but even as late as the 1950s 2,000 tons of fish were handled by the railways every 24 hours.

Although the wagons used for meat and fish traffic were easily identifiable the same was not true of those which brought in loads of vegetables and fruit, most of which were carried in standard vans. The exception was those used by companies such as Fyffes bananas, some of which had advertising attached to them and which could be seen on routes emanating from ports where the fruit had been landed. An interesting feature of some fruit vans was that they were fitted with steam heating equipment which enabled the product to be ripened on the final leg of its journey to market.

At one time a regular feature of railway operation was the working of rakes of six-wheel milk tankers from areas such as the West Country in to large cities. These usually contained the products of several



Proving that not all coal trains were formed of matching wagons, hybrid LMS/BR liveried ex-LNWR 'Super D' 0-8-0 49172 heads west out of Chester with loaded coal in a variety of hopper and open wagons in 1949.
[RA Whitfield/Railphotoprints.co.uk](http://RAWhitfield/Railphotoprints.co.uk)

dairies and were marshalled together into longer trains for the bulk of their journey. Most cities had specialist milk terminals to handle these tankers, which would be cleaned out and worked back to the country each day. As with the fish traffic, the amount of milk that was once moved is truly staggering. At Grouping in 1923, the system was carrying 282 million gallons of milk each year with by far the largest amount of this being conveyed by the Great Western Railway from the West Country into London.

Prior to the development of the road system the railways also had a monopoly on the movement of grains and cereals, products that were very important in the manufacture of everyday foods such as bread. In the 19th century domestic demand outstripped supply and as a result the railways began to work block trains of vans from ports to urban areas. At the turn of the 20th century around five million tons of such products arrived on our shores each year and such was the demand that bulk wagons with top loading and bottom discharge had to be built to replace the vans that had previously sufficed. King George Dock in Hull was one of the places which had a huge silo erected in which products

could be stored until trains were available to take them onwards. In the 1980s some of this traffic moved into large bogie wagons which could be loaded by conveyor but by this time there was no longer a demand for bulk trains and what traffic remained was moved on the Speedlink network, which was eventually closed down.

By the 1960s many of the bulk flows which the railway had once handled were being picked off by the road transport industry and this particularly applied to perishable foods. However, the Beeching report correctly identified that the most profitable traffics were actually

"It was bulk freight that decided whether a line was profitable."

EVAN GREEN-HUGHES

those that were carried in bulk trainloads and great efforts were made to retain and modernise the movement of coal, oil and aggregates with the result that much of this traffic was retained for many years and some of it is still running to this day. Bulk freight is as old as the railway itself and is a form of traffic that is almost certain to continue into the distant future. No model railway should be without a bulk freight train, not matter what era it is set in and there is an increasing choice of suitable rolling stock and motive power available to allow us to recreate the spectacle of bulk freight trains in miniature. Fibran



STAFF PROJECTS

GOODS

IT'S BEEN A LITTLE WHILE since I last wrote about the 'O' gauge test track in the Staff Projects section, but readers of our online blogs will know that recently the main line track laying was completed with laying of the goods loop. That is all now connected, wired up and fully operational including the addition of a trio of DCC Concepts Cobalt point motors opening up a greater range of operation for testing new products.

The next phase should really be completion of the depot area which has reached the stage of having the approach track and a single road into the shed area, but nothing more. Wiring is in for the approach track, but as it is connected to the outer circuit this is a permanent Digital Command Control (DCC) feed so only DCC fitted

locomotives can enter this area. Fortunately the first of the points is also in place which means that non-DCC locomotives can be isolated in the depot line for the time being.

However, while I've been tinkering with the addition of wiring and point motors around the second junction I've also been thinking about what I could do with the spare area in front of the main lines at the rear of the layout. I had always intended that this would be a goods yard of some sort, but with more experience of running 'O' gauge stock and with the use of tight second radius curves on the inner circuit a cunning plan would be needed.

This combination makes reversing trains difficult as due to the use of tight radius curves and three link couplings I have found there

is a tendency for buffer lock to occur in this situation and it is far from ideal if everytime I want to propel into the yard I spend half my time re-railing stock. The test track is positioned below Topley Dale and its more recent additions which makes shunting of any kind with three link couplings a little challenging at times. Quite honestly, Topley Dale needs raising by 18in-2ft, but the shape of the walls in the room where the two layouts are just won't allow for that. Instead I need to be clever.

There is already a trailing point on the inner main line to allow addition of siding space, but I needed a new way of accessing the siding area which would be both practical and operationally viable. So, I set about designing a second access with a facing point to create a



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



MIKE WILD
Maintenance of the office layouts is high on the priority list this month as the 'OO' layout is in need of a deep clean. Barrenthorpe has been brought back into service too.



MARK CHIVERS
Mark has been renumbering and renaming his fleet of Dapol 'OO' gauge Class 73 electro-diesels ahead of sympathetic weathering as their next stage.

This is the current proposed track layout for the goods yard at the rear of the 'O' gauge test track. It has a facing point on the main line for arriving trains and a trailing point to allow departures without the need to propel an entire train of wagons.

PLAN

Progress on the 'O' gauge test track has seen a number of recent developments to the trackplan, but there could be more in prospect. **MIKE WILD** updates progress on this permanent layout.

short loop running into a headshunt and with a siding behind the points to allow a train to be reversed back so it can leave the loop. A double slip is an essential component to this, but even so, train lengths will be limited in this area. The main headshunt should be able to accommodate a Class 08 shunter and three wagons, and in total the sidings should be able to receive up to a Class 37 diesel with 12 wagons – shunting will be challenging at that level though and it will be necessary to leave the brake van on the main line.

Within the yard there will be a minimum of three sidings – one being used as a rear headshunt to drop wagons from an incoming train – with two longer sidings being the main positions for wagon storage. After

that, the yard needs a reason to exist, but I haven't decided on that yet other than the traffic type will require open wagons and box vans to convey outbound goods.

I'm still checking over its potential, but it looks like all the uncoupling positions would be reasonably accessible and, as a worst case scenario, the original 'removable' baseboard from Topley Dale which once spanned a doorway could be lifted out for running sessions when the goods yard comes into play below.

Doubtless there will be revisions to my plan (and like many of us I'll try and get too much track into the space and have to think again!), but there is now a workable design which will again increase the flexibility of the layout and its capability as a test track.

STATISTICS

Title:	'O' gauge test track
Scale:	'O' gauge, 7mm scale
Length:	16ft
Width:	10ft (12ft max for depot area)
Track:	Peco code 124 bullhead
Period:	Anything goes

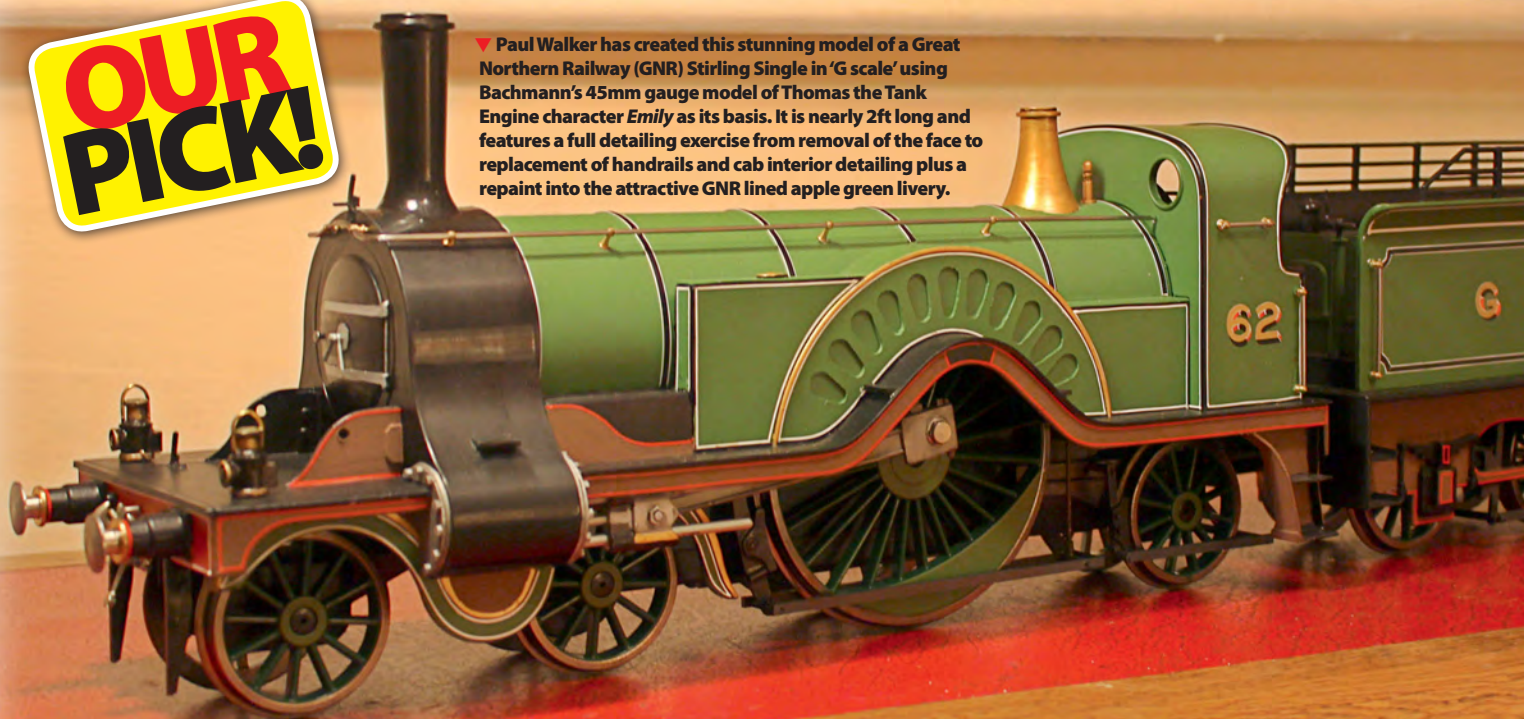
As has been the case from day one of the 'O' gauge test track there is no hurry to get the next phase complete – it will happen as and when there is time to do so. Strangely that has been one of the more appealing elements of this layout – a total lack of timescale which means it can go one step at a time as and when I feel the mood to build more. [Heljan](#)

The 'O' gauge test track is moving forward one step at a time. A Heljan 'Warship' leads a rake of Mk 1 stock through the newly completed junction at the rear of the layout. The points in the foreground will ultimately provide access to a small goods yard accessed from the inner main line.



OUR PICK!

▼ Paul Walker has created this stunning model of a Great Northern Railway (GNR) Stirling Single in 'G scale' using Bachmann's 45mm gauge model of Thomas the Tank Engine character *Emily* as its basis. It is nearly 2ft long and features a full detailing exercise from removal of the face to replacement of handrails and cab interior detailing plus a repaint into the attractive GNR lined apple green livery.



▲ The newly released Peckett 'W4' 0-4-0STs have gone down a storm. This is Oliver Chapman's model of the Huntley and Palmers blue version which is now in service on his layout.



◀ Greg Marshall is now the proud owner of Dudley Road which was originally built by Peter Harvey and featured in HM13 back in 2007. Here a pair of Balfour Beatty Class 20s share depot space with a DRS Class 37 and a 'Northern Belle' Class 47.



▲ Jules Martin has taken to the garden for his 'OO' gauge layout and the stock roster includes this Hornby BR blue liveried 4-VEP Electric Multiple Unit.

◀ The new LNER 'B12' 4-6-0s are making their way onto layouts including Roger Giles' model which is now home to 8573 in LNER lined apple green. The turntable and retaining walls look superb too.



◀ Brad Stone's 'OO' gauge layout is a developing dockside scene which is soon to receive ground cover and water in front of the Bachmann Scenecraft quayside sections.

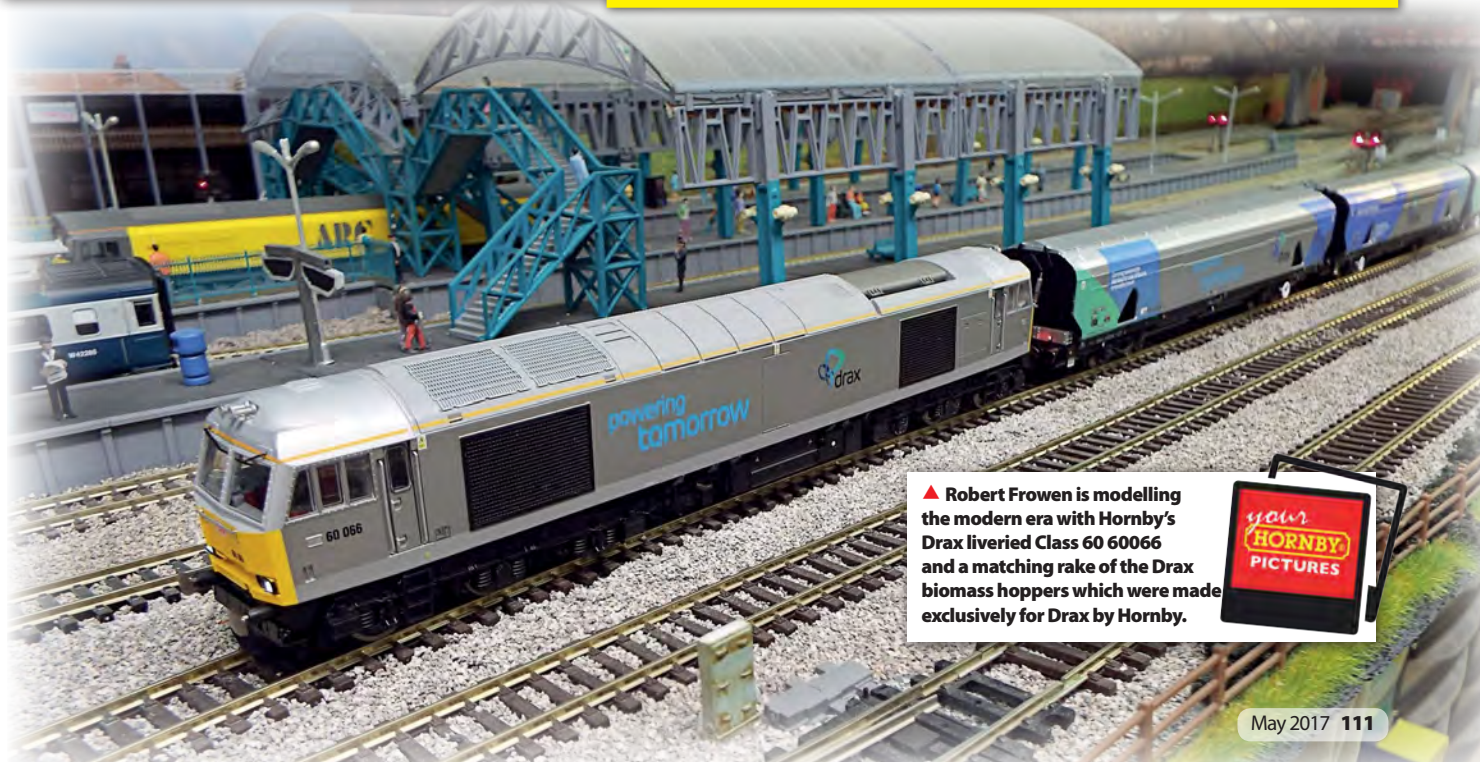


▲ Graham Taylor is modelling the 1930s era with this combination of Gresley 'P2' 2001 Cock O' The North and a rake of LNER varnished teak corridor stock. We'd love to see more of this layout.



▲ Simon Howard's Wainthorp Bridge models LMS steam operations with finescale track and fantastically weathered buildings.

► This layout is in the early stages, but we couldn't help but share Tim Beere's stunning woodwork skills which have been concentrated on building these under layout storage drawers and cupboards. The Hornby Magazine office is quite jealous!



▲ Robert Frowen is modelling the modern era with Hornby's Drax liveried Class 60 60066 and a matching rake of the Drax biomass hoppers which were made exclusively for Drax by Hornby.



SHOW GUIDE

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

APRIL

15-17 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincs DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 610475
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

15-17 YORK MODEL RAILWAY SHOW

Hosts: York Model Railway Show
Location: Knavesmire Stand, York Racecourse, York YO23 1EX
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
Prices: Adults £9 (£7.50), children £4 (£4), family (2+3) £22 (£19) – advance ticket prices in brackets
Website: www.yorkshow.org.uk
Contact: 01482 503188
Features: 35 layouts, trade support, demos, societies, refreshments, parking and disabled access.

16/17 WEXFORD (EIRE) MODEL RAILWAY CLUB EXHIBITION

Hosts: Wexford Model Railway Club
Location: St Joseph's Community Centre, Wexford, Ireland
Times: Sun 12pm-6pm, Mon 11am-5pm
Prices: Adults £5, concessions £2.50, children £2.50, family (2+2) £12
Contact: rushandco@hotmail.com
Features: 20 layouts, trade support, displays, refreshments.

22 CHURCH STRETTON MODEL RAILWAY EXHIBITION

Hosts: The Strettons Railway Society
Location: Church Stretton School, Shrewsbury Road, Church Stretton, Shropshire SY6 6EX
Times: 10am-4pm
Prices: Adults £4, concessions £3.50, children £2
Website: www.strettonrailwaysociety.org.uk
Contact: 01694 723370
Features: 16 layouts, trade support, displays, refreshments and parking.

22 DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am-5pm
Prices: Adults £4, children £2
Contact: 01707 267541
Features: 12 layouts, trade support, refreshments, parking and disabled access.

22 NARR-O-2017 - MERSTHAM NARROW GAUGE MODEL RAILWAY SHOW

Hosts: 7mm Narrow Gauge Association, Surrey Area Group
Location: Merstham Village Hall, Station Approach North, Merstham, RH1 3ED
Times: Sat 10am-4pm
Prices: Adults £5, concessions £3, children £3, family £10
Website: www.surrey7mnmga.org.uk
Features: Ten layouts, trade support, refreshments, parking and disabled access.

22 NEWGOG - SOUTH WALES 'O' GAUGE EXHIBITION

Hosts: NEWGOG team
Location: Lysaght Institute, Orb Road, Newport NP19 0RA
Times: 10am-4.30pm
Prices: Adults £6, concessions £5
Contact: driverlewis2004@yahoo.co.uk
Features: Six layouts, trade support, demonstrations, refreshments and disabled access.

22 N GAUGE MODEL RAILWAY EXHIBITION AND OPEN DAY

Hosts: Berkshire Area Group – N Gauge Society
Location: Sindlesham Baptist Church, Bearwood Road, Sindlesham, Wokingham RG41 5BB
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: www.bagladdies.weebly.com
Features: Layouts, trade support and demonstrations.

22 PONTYPRIDD MODEL RAILWAY EXHIBITION

Hosts: Pontypridd Model Railway Club
Location: Community Centre, Crown Hill, Llantwit Fardre, Crown Hill, CF38 2NA
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01443 217511
Features: Ten layouts, trade support, refreshments, parking and disabled access.

22 ROTARAIL 2017 - FAREHAM MODEL RAILWAY EXHIBITION

Hosts: Rotary Club of Fareham
Location: Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH
Times: 10.30am-5pm
Prices: Adults £6, children £2
Website: www.rotarail.webs.com
Contact: 01329 663685
Features: 20 layouts, trade support, refreshments, parking and disabled access.

22 THE SMALL EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St Augustine of Canterbury Church, St Augustine Way, Springfield, Chelmsford, Essex CM1 6GX
Times: 11am-4.30pm
Prices: Adults £3, children £1
Website: www.chelmsford-and-district-mrc.webs.com
Contact: 01245 264028
Features: Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

22 WEALDEN RAILWAY GROUP PERSONAL LAYOUT SHOW

Hosts: Wealden Railway Group
Location: Coombe Court, The Steyning Centre, Fletcher's Croft, Steyning, West Sussex BN44 3XZ
Times: 10am-4.30pm
Prices: Adults £3.50, accompanied children free
Contact: 01903 879907
Features: Ten layouts.

22/23 CRAWLEY MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Crawley Model Railway Society
Location: Tanbridge House School, Guildford Road, Horsham RH12 1SR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family £15
Website: www.crawleymrs.org.uk
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

22/23 THE EPSOM SHOW

Hosts: Epsom and Ewell Model Railway Club
Location: North East Surrey College of Technology (NESCOT), Reigate Road, Epsom, Surrey KT17 3DS
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

22/23 HELSTON AND FALMOUTH MODEL RAILWAY CLUB EXHIBITION

Hosts: Helston and Falmouth Model Railway Club
Location: Helston Community College, Church Hill, Helston, Cornwall TR13 8NR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+3) £12

Website: www.hfmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and parking.

22/23 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £12
Website: www.lmrs.org.uk
Contact: 0151 526 1574
Features: 18 layouts, trade support, demonstrations and outdoor rides.

22/23 MARYPORT MODEL SHOW

Hosts: Maryport Model Club
Location: Netherhall School, Netherhall, Maryport, Cumbria CA15 6NT
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £2, family (2+2) £10
Contact: 01900 813661
Features: Layouts, models, trade support, displays, refreshments and parking.

22/23 NORTH DOWN MODEL RAILWAY SOCIETY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down, Northern Ireland BT19 7QU
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £5, children £4, family (2+2) £15
Website: www.ndmrs.co.uk
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

22/23 SOUTH NOTTS MODEL RAILWAY SHOW

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £10
Website: www.bingham-model-rail.co.uk
Features: 17 layouts, trade support, demonstrations, refreshments and parking.

22/23 SUTTON COLDFIELD RAILWAY SOCIETY MODEL RAIL EXHIBITION

Hosts: Sutton Coldfield Railway Society
Location: Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.scrs.club
Features: Layouts, trade support, societies, refreshments and parking.

22/23 WEST ESSEX MODELRAIL

Hosts: Ilford and West Essex Model Railway Club
Location: St Edwards School, London Road, Romford, Essex RM7 9NX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £3, family £14
Website: www.iwemrc.org.uk
Contact: 01708 442836
Features: 20 layouts, trade support, outdoor rides, refreshments, parking and disabled access.

23 STOWMARKET MODEL RAILWAY CLUB EXHIBITION

Hosts: Stowmarket Model Railway Club
Location: Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket IP14 1LH
Times: 10.30am-5pm
Prices: Adults £4, concessions £3, children £2
Website: www.stowrailclub.org
Features: Layouts, trade support, refreshments, parking and disabled access.

28-30 BRISTOL MODEL RAILWAY EXHIBITION
Hosts: Association of Model Railway Clubs, Wales and West of England
Location: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB
Times: Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm
Prices: Adults £8 (£6.50), children 12-16 £6 (£5), accompanied children under 12 free – advance ticket prices in brackets
Website: www.bristolmodrailway.co.uk
Contact: 0117 976 3329
Features: 30+ layouts, trade support, demos, societies, refreshments, parking and disabled access.

28-30 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts on display.

29 COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY
Hosts: Coventry and Warwickshire 'O' Gauge Modellers
Location: Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5EA
Times: 10am-3pm
Prices: Free
Contact: 02476 313221
Features: Test track, demonstrations, meet club members, refreshments, parking and disabled access.

29 LUTON MODEL RAILWAY CLUB 'O' GAUGE SECTION EXHIBITION
Hosts: Luton Model Railway Club
Location: Christchurch Hall, Bedford Road, Hitchin SG5 1HF
Times: 10.30am-5pm
Prices: Adults £5, children £2, family (2+3)
Website: www.lutonmodelrailwayclub.org.uk
Contact: 01582 413200
Features: 'O' scale layouts, test track, trade support and refreshments.

29 RYE MODEL RAILWAY EXHIBITION
Hosts: Dakota Dibben
Location: Milligan Theatre, Rye College, The Grove, Rye, East Sussex TN31 7NQ
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 07595 255150
Features: Layouts and trade support.

29 SOUTHWOLD RAILWAY SHOW
Hosts: Southwold Railway Trust
Location: St Edmunds Hall, Cumberland Road, Southwold, Suffolk IP18 6JP
Times: 10am-5pm
Prices: Adults £4, children £2
Website: www.southwoldrailway.co.uk
Contact: 07806 304082
Features: Layouts, societies, displays, refreshments and disabled access.

29 STOURPORT MODEL RAILWAY EXHIBITION
Hosts: Wyre Forest Model Railway Club
Location: Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW
Times: 10am-4pm
Prices: Adults £2, children under 12 free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Seven layouts, trade support, refreshments, parking and disabled access.

29/30 BRADFORD MODEL RAILWAY CLUB EXHIBITION
Hosts: Bradford Model Railway Club
Location: Sedburgh Community Centre, Huddersfield Road, Bradford, West Yorkshire BD6 1DJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, children £1
Website: www.bradfordmrc.org.uk
Contact: 07941 553307
Features: Layouts, trade support, refreshments and disabled access.

29/30 WOODGREEN CHARITY MODEL RAILWAY SHOW
Hosts: Charlie Warne, Reg and Mary Hunt
Location: Woodgreen Village Hall, Woodgreen, Fordingbridge, Hampshire SP6 2AJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, concessions £1.50, children 80p

Contact: 01725 511977
Features: Seven layouts, trade support, displays, refreshments, parking and disabled access.

30 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB 'AT HOME' DAY
Hosts: Bridport and District Model Railway Club
Location: The Salt House, West Bay, Bridport, Dorset DT6 4HD
Times: 10am-4pm
Prices: Adults £1, children free
Contact: 01308 863439
Features: Layouts and refreshments.

30 BROXBORNE MODELLING EXTRAVAGANZA
Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 01707 898420
Features: Layouts, trade support, fairground models, outdoor rides and refreshments.

30 CLEVELAND MODEL RAILWAY CLUB SPRING OPEN DAY
Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.cmrc.club
Contact: 07864 880242
Features: Eight club layouts, displays, demos, chat to members, refreshments, parking and disabled access.

30 KEIGHLEY MODEL RAILWAY CLUB SPRING OPEN DAY
Hosts: Keighley Model Railway Club
Location: The Clubrooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY
Times: 10am-4.30pm
Prices: Adults £3.50, children £2.50
Contact: 01535 632257
Features: Club layouts, refreshments, parking and disabled access.

30/1 BUCKINGHAMSHIRE RAILWAY CENTRE STEAM GALA AND MODEL RAILWAY EXHIBITION
Hosts: Buckinghamshire Railway Centre
Location: Quainton Road Station, Quainton, Aylesbury, Buckinghamshire HP22 4BY
Times: Sun 10.30am-5pm
Prices: Adults £12, concessions £11, children £9, family (2+4) £33 (advance ticket prices)
Website: www.bucksrailcentre.org
Contact: 01296 655720
Features: Layouts, trade support, miniature outdoor rides, seven full-size locomotives in steam, refreshments and parking. Heritage bus shuttle to/from Aylesbury Vale Parkway (Sunday) and diesel railcar shuttle to/from Aylesbury (Monday) railway station.

30/1 THE DOWNS LIGHT RAILWAY EXHIBITION AND GALA STEAMING
Hosts: The Downs Light Railway
Location: Hoyland Down, Brockhill Road, Colwall, Great Malvern, Worcestershire WR13 6EY
Times: Sun 10am-4pm, Mon 10am-4pm
Prices: Adults £5, children £2.50
Website: www.dlrtrust.btck.co.uk
Features: Vintage layout, model displays, train rides and parking.

1 EPSOM AND EWELL MODEL RAILWAY CLUB OPEN DAY
Hosts: Epsom and Ewell Model Railway Club
Location: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0JG
Times: 11am-5pm
Prices: Free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: Layouts, demonstrations, meet club members.

6 BILLERICAY MODEL RAILWAY GROUP EXHIBITION
Hosts: Billericay Model Railway Exhibition
Location: Galleywood Heritage Centre, Galleywood, Chelmsford, Essex CM3 8TR

Times: 10am-5pm
Prices: Adults £5, concessions £4.50
Website: www.billericay.org
Features: Layouts, trade support, live steam display and parking.

6 DORSET VINTAGE TOY TRAIN EXHIBITION
Hosts: Anthony Orchard
Location: Digby Memorial Hall, Sherbourne, Dorset DT9 3NL
Times: 10.30am-4.30pm
Prices: Adults £2, children £1
Contact: anthony@aorchard.demon.co.uk
Features: Six vintage layouts.

6 HEXHAM MODEL RAILWAY SHOW
Hosts: Tynedale Trains
Location: Hexham Torch Centre, Corbridge Road, Hexham, Northumberland NE46 1QS
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 07919 368418
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

6 HOPE METHODIST CHURCH MODEL RAILWAY EXHIBITION
Hosts: Hope Methodist Church
Location: Rushden Academy, Hayway, Rushden, Northamptonshire NN10 6AG
Times: 10am-4pm
Prices: Admission £5, concessions £4, children £3
Contact: 01933 400774
Features: 20 layouts, trade support, refreshments, parking and disabled access.

6 HORSHAM MODEL RAILWAY CLUB EXHIBITION
Hosts: Horsham Model Railway Club
Location: St Leonard's Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED
Times: 10am-5pm
Prices: Adults £3.50, children £2, family £9
Website: www.horshammrc.org.uk
Features: Ten layouts, trade support, refreshments and disabled access.

6 LODDON VALE MODEL RAILWAY CLUB EXHIBITION
Hosts: Loddon Vale Model Railway Club
Location: Swallowfield Parish Hall, Swallowfield Street, Swallowfield, Reading RG7 1QX
Times: 10am-4.30pm
Prices: Adults £4, children £2, family £9
Website: www.lvmrc.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

6 RICKINGHALL MODEL RAILWAY SHOW
Hosts: Diss and District Model Railway Society
Location: Village Hall, Hinderclay Road, Rickingham, Diss IP22 1HD
Times: 10am-4pm
Prices: Adults £5, accompanied children £1
Website: www.rickinghamlvh.onesuffolk.net/events
Contact: 07930 188472
Features: 16 layouts, trade support, societies, demonstrations, outdoor rides, refreshments, parking and disabled access.

6 SCARBOROUGH MODEL RAILWAY SHOW
Hosts: Scarborough Model Railway Show
Location: Westborough Methodist Church Hall, Westborough, Scarborough YO11 1TS
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Contact: martin4dl@btinternet.com
Features: Six layouts, trade support, demonstrations, displays and disabled access.

6 SOUTH WEST HERTS MODEL RAILWAY SOCIETY EXHIBITION
Hosts: South West Herts Model Railway Society
Location: Queen's School, Aldenham Road, Bushey, Hertfordshire WD23 2TY
Times: 10am-4.30pm
Prices: Adults £6, children £3
Website: www.southwesthertsmrs.org.uk
Contact: 07783 823457
Features: 20 layouts, trade support, refreshments, parking and disabled access.

6 STAMFORD MODEL RAILWAY SHOW
Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford PE9 1HE
Times: 10am-4.30pm

Prices: Adults £4, children £2, family (2+2) £10
Website: www.mdmrc.org
Features: Layouts, trade support, refreshments, parking and disabled access.

6 SWING 2017 MODEL RAILWAY EXHIBITION

Hosts: Southdowns Group of the 7mm Narrow Gauge Association
Location: Felpham Community College, Felpham, Bognor Regis, West Sussex PO22 8EL
Times: 10am-4.30pm
Prices: Admission £5, members £4.50, accompanied children free
Website: www.swing.model-railway.org.uk
Contact: 07970 556651
Features: 15 layouts, trade support, demos, societies, refreshments, parking and disabled access.

6/7 DERBY MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: The Roundhouse, Roundhouse Road, Pride Park, Derby DE24 8JE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Admission £7, children free
Website: www.mmr.org.uk
Features: Layouts, trade support, displays, refreshments and parking.

13 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

13 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Railway Society
Location: The Wycliffe Rooms, George Street, Lutterworth, Leicestershire LE17 4ED
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £9
Website: www.lutterworthrailwaysociety.co.uk
Contact: 01788 310354
Features: Layouts, trade support, societies, refreshments and disabled access.

13/14 EXPO EM SPRING 2017

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, members £6, children £2, family £16
Website: www.emgs.org
Features: 12 layouts, trade support, demonstrations, societies, lectures, test tracks, refreshments, parking and disabled access.

13/14 GLENROTHES MODEL RAILWAY CLUB EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: The Lomond Centre, Woodside Way, Glenrothes, Fife KY7 5RE
Times: Sat 10am-4pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3, child £2, family (2+2) £11
Website: www.glenrothesmrc.org.uk
Contact: 01334 475311
Features: Layouts, trade support, refreshments, parking and disabled access.

13/14 SALISBURY MODEL RAILWAY EXHIBITION

Hosts: Salisbury and South Wilts Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £2
Website: www.sswrs.org.uk
Contact: 07768 448369
Features: 12 layouts, trade support, garden railway, refreshments, parking and disabled access.

13/14 SOMPTING MODEL RAILWAY EXHIBITION

Hosts: Sompting and District Model Railway Club
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, children £1.50
Website: www.somptingdistrictmrc.co.uk
Features: Layouts, trade support and refreshments.

13/14 YEovil RAILWAY CENTRE MODEL RAILWAY SHOW

Hosts: Yeovil Railway Centre
Location: GWR Transfer Shed, Yeovil Railway Centre, Yeovil

Times: Junction Station, Stoford, Yeovil BA22 9UU
Prices: Sat 10am-4pm, Sun 10am-4pm
Adults £3, children £1
Website: www.yeovilrailway.freesevers.com
Contact: 01935 410420
Features: 13 layouts, trade support, refreshments and parking.

20 BLOXWICH (ST JOHN'S) MODEL RAILWAY EXHIBITION

Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4.30pm
Prices: Adults £4, children £2
Contact: 07970 390258
Features: 15 layouts, trade support, demonstrations, refreshments and disabled access.

20 ELY MODEL RAILWAY EXHIBITION

Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10.30am-4.30pm
Prices: Adults £5, children £3
Website: www.elymrc.org.uk
Contact: 01480 454857
Features: 16 layouts, trade support, societies, demonstrations, loco clinic, outdoor rides, refreshments, parking and disabled access.

20 MIRFIELD MODEL RAILWAY EXHIBITION

Hosts: Mirfield Team Parish Music Guild
Location: St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Times: 10am-4pm
Prices: Adults £4, children £2
Contact: 01924 495929
Features: 20 layouts, trade support, refreshments, parking.

20 ST MARY'S MODEL RAILWAY CLUB (BENFLEET) EXHIBITION

Hosts: St Mary's Model Railway Club
Location: St Mary's Church Hall, High Road, Benfleet SS7 5HL
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01277 225206
Features: Eight layouts, trade support and refreshments.

20 TUNBRIDGE WELLS MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: The Great Hall, Southborough Primary School, Broomhill Park Road, Southborough, Tunbridge Wells TN4 0JY
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 07595 255150
Features: Layouts and trade support.

20/21 FOUR MARKS MODEL RAILWAY EXHIBITION

Hosts: Four Marks and Ropley Scout Group
Location: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hampshire GU34 5AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family £10
Contact: 01420 563829
Features: Layouts, trade support and refreshments.

20/21 MIDDLESBROUGH MODEL RAILWAY CLUB EXHIBITION

Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough TS1 6NQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £12
Website: www.mboromrc.com
Contact: 01642 802892
Features: Ten layouts, trade support, refreshments, parking and disabled access.

20/21 MRX 2017

Hosts: Lancashire and Yorkshire DCC Model Railway Group
Location: Museum of Transport Manchester, Boyle Street, Cheetham Hill, Manchester M8 8UW
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £7, concessions £6, accompanied children free
Website: www.lydcc.org.uk
Contact: 07561 179117
Features: Layouts, trade support, demos, seminars and refreshments. Free heritage bus shuttle between venue and Manchester Victoria railway station.

GET MORE ONLINE!

FOR MORE SHOWS AND THE VERY LATEST LISTINGS VISIT

WWW.HORNBYSMAGAZINE.COM
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26/27 FIRST BANGOR MODEL RAILWAY AND HOBBIES EXHIBITION

Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Upper Main Street, Bangor, Co. Down, Northern Ireland BT20 4AG
Times: Fri 7pm-9.30pm, Sat 10am-4.30pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £10
Website: www.firstbangormrc.co.uk
Contact: 02891 457740
Features: 20 layouts, trade support, displays, refreshments and disabled access.

27 BRIDLINGTON MODEL RAILWAY SHOW

Hosts: Bridlington (Area) Railway Modellers and Train Enthusiasts Society
Location: Christ Church Hall, Quay Road, Bridlington, East Yorkshire YO15 2AP
Times: 10am-4pm
Prices: Adults £3, concessions £2.50, children £2
Contact: 07811 254080
Features: Ten layouts, trade support and refreshments.

27 NORTHOLT MODEL RAILWAY EXHIBITION

Hosts: Northolt Model Railway Club
Location: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD
Times: 10.30am-5pm
Prices: Adults £3, concessions £2, children £2, family (2+2) £5
Contact: 07713 242756
Features: Eight layouts, trade support, displays, live steam rides, refreshments, parking and disabled access.

27/28 BALA MODEL RAILWAY SHOW

Hosts: Bala Lake Railway
Location: Ysgol Y Berwyn Secondary School, Bala, Gwynedd LL23 7RL
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3.50, accompanied children free (max. two)
Website: www.bala-lake-railway.co.uk
Features: 15 layouts, trade support, refreshments, parking and disabled access. Free heritage bus operating between venue and Bala Lake Railway.

27/28 BROCKENHURST MODEL RAILWAY EXHIBITION

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £3, family (2+2) £12
Website: www.nfmr.org
Contact: 01425 673668
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

27/28 RAILEX 2017

Hosts: Risborough and District Model Railway Club
Location: Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Buckinghamshire HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £9, children £5
Website: www.railex.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus link between venue and Aylesbury railway station.

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.

Outstanding layouts. Quality manufacturers and trade.
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RAILEX 2017

MODEL RAILWAY EXHIBITION

STOKE MANDEVILLE STADIUM, AYLESBURY, BUCKS
SATURDAY 27th & SUNDAY 28th MAY

Layouts include: Pempoul, Sidmouth, Fence Houses, Westcliff, Leeman Road (York) 1964, Devil's Bridge, Harlyn Pier, Hallam Town, plus others.



Pempoul
Exhibited by Gordon & Maggie Gravett
Photograph by Gordon Gravett



Sidmouth
Exhibited by Richard Harper
Photograph by Barry Norman
Courtesy of MRA



Fence Houses
Exhibited by Bob Jones & The Fence Houses Team
Photograph by Bob Jones

Traders include: 247 Developments, Alan Gibson, ALL Components, AMBIS Engineering, Bill Hudson Transport Books, C&L Finescale Modelling Ltd, CPL Products, Ceynix Railway Trees, Cheltenham Model Centre, Dart Casting, D&E Videos – Realtrack Models – Legomanbiffo, Dragon Models / Minerva Model Railways, Eileen's Emporium, Golden Arrow Productions, Gramodels, Green Scene, High Level, Hobby Holidays, Ian's Trains, Isinglass Models, Judith Edge Kits, Lionheart Trains, London Road Models, M.A.R.C. Models / Electrifying Trains, Model Railways Development, Modelu, N Brass Locos, Parkside Dundas, PenBits Model Railways, Plus Daughters, Quainton Road Models, Radley Models, Replica Railways, Road Transport Images, Roger Carpenter Photographs, Roxey Mouldings, Rumney Models, Severn Models, Shawplan / Extreme Etchings, South Eastern Finecast, Sunningwell Command Control Ltd, Tools 2000, Wild Swan Books Ltd and Wizard Models.

FREE VINTAGE BUS FROM RAILWAY STATION CARARK – FULL DISABLED ACCESS – FREE ON-SITE PARKING

Admission: SATURDAY 10:30 – 17:30, SUNDAY 10:00 – 17:00, Adults £9.00, Children £5.00

Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Bucks, HP21 9PP

Organised by: Risborough & District Model Railway Club. Further details at: www.railex.org.uk

DERBY 2017 MODEL RAILWAY EXHIBITION

6th & 7th May
The Roundhouse
DERBY

Over 70 displays, layouts and trade stands. Quality British, American and Continental outline modelling on display in all scales. Layouts due to appear at this year's exhibition will include:

Arigna Town, Ashbrooke 'Midland Railway', Ashcombe, Bodmin, Bonnington Goods, Caradon Junction, Carminster, Chebstone, Clifton and Lowther, Cronenberg, End of the Spur, Field Lane, Gresten, Grizzly Woods Railroad, Harburn, Horsted Keynes, Laramie Engine Terminal, Longcarse West, Mickleover (GN), Midland Ohio, Oake, Rosamund Street, Rowntree Halt, Seven Ash, Tanners Hill, Tinners Wharf, Tonbridge West Yard, Treskill ECC, Wantage NG Tramway, Weslo Steels, Wheel Louise, Woodward Lane and Zweiberg.

Trade stands will include:

All Components, Coastal DCC, C&L Finescale, Contikits, D&E Video/Realtrack Models, Footplate, Greenscene, H&A Models, John Sammons, Layouts 4U, Mad About Trains, Malcs Models, Model Tree Shop, Mount Tabor Models, Nick Tozer, P&H Models, Peco, Plus Daughters, Railway Bookshop, RCTS, Severn Models, Shawplan, Sherwood Models, Smart Models and Tallylyn Railway.

Subject to change and availability.

**The Roundhouse, Roundhouse Road,
Pride Park, Derby, DE24 8JE**

Twitter updates on: @DerbyModelRail

OPEN
Saturday
10.00 - 17.00
Sunday
10.00 - 16.30

For further details visit:
www.mmrg.org.uk

Admission
Adults: £7
Children: FREE*

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* Under 14 years old with an accompanying paying adult



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31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

Class H2 'Atlantic' 4-4-2 Pre-order for £152.96



31-920 2426 "St Alban's Head" in SR olive green
31-921 32424 "Beachy Head" in BR black with early emblem

Class 20/3 Pre-order for £129 (estimated)



35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue



Pre-order at www.hattons.co.uk/bachmann2017

Class 1532 Johnson 1P 0-4-4T Pre-order for £111 (estimated)



31-740 1273 in Midland Railway crimson lake
31-741 1303 in LMS black
31-742 58072 in BR black with early emblem

BR 'Prestwin' Twin Silo wagon Pre-order from £39 (estimated)



38-290 BR bauxite
38-291 CQV in BR bauxite
38-292 CQV in BR bauxite - weathered

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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



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371-137 31602 in Network Rail yellow



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A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender
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 Pre-order for £750



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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 (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
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender
A4007 60012 "Commonwealth of Australia" in BR green with early crest
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

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

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- R8104 Class 60 diesel
- R8105 Class 66/67 diesel
- R8106 Class A3 steam locomotive
- R8107 Class A4 steam locomotive
- R8108 Class A1 steam locomotive
- R8109 Class 6000 'King' steam locomotive
- R8110 Class 4073 'Castle' steam locomotive

AA15 'Toad' 20T Brake Van Pre-order for £19



- R6823 56866 in GWR grey
- R6824 W68571 in BR livery

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- R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
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- R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

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- R3539 31518 in BR black with late crest
- R3540 1324 in Southern Railway olive green

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- R3579 800002 in Hitachi Test livery (**SOLD OUT**)

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- R4788 BSO brake second open E9220 in BR maroon
- R4789 FO first open E3050 in BR maroon

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- H1411 58xx 5801 in BR unlined green G W R
- H1412 14xx 1474 in BR unlined black early emblem
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- 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



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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£135.96	Mar 2013							
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
LNWR Webb coal tank 0-6-2T	hattons.co.uk/wct	£101.96	Sep 2014							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							


	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	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 14xx 0-4-2T	hattons.co.uk/14xx	£99	Sep 2014							
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
Class 6000 King 4-6-0	hattons.co.uk/king	TBA	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366 0-6-0PT	hattons.co.uk/1361	£124	Nov 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
W4 Peckett 0-4-0ST	hattons.co.uk/peckett	£81	Oct 2015							
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Hittachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

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

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

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Information correct at the time of going to press on 23/03/17.

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OO Gauge (1:76 Scale)

Steam locos

J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) £99
GV2018 Barclay 0-6-0T "Ajax" in lined black (Gol) £54
GV2017 Barclay 0-6-0T No.629 in Great Western Railway lined green (Gol) £54
R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) £17



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN**... £79



1300 Class 1361 0-6-0ST 1361 in GWR photographic grey - Limited edition of 250 (Hel) £124
1304 Class 1361 0-6-0ST 1363 in BR black late crest (Hel) £124



1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) ... £124



1303 Class 1361 0-6-0ST 1365 in BR black early emblem (Hel) ... £124
1320 Class 1366 0-6-0PT 1366 in GWR green shirubition (Hel) £124



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel) ... £124



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel) £124
1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) £124



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99



31-433 Class 1F Half-Cab 0-6-0T 1739 in LMS black (Bac) ... £81.56
R3106 Class 28xx 2-8-0 2807 in GWR Green, as preserved (Hor) ... £120
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



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £154.99) **BARGAIN** £105
31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) £80
31-728 Class 3700 City 4-4-0 3708 "Kilmerley" Great Western green (Bac) £118.96



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad Range (Hor) (list £89.99) **BARGAIN** £60

31-627B Class 3F 0-6-0 3520 in LMS black Deeley tender (Bac) ... £97.71



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (list £119.99) **BARGAIN**... £82



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (list £119.99) **BARGAIN**... £82
R3462 Class 42xx 2-8-0 4287 BR black early emblem (Hor) (list £139.99) **BARGAIN**... £83



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (list £94.99) **BARGAIN**... £57



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) (list £139.99) **BARGAIN**... £100



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN**... £58



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered (Bac) £110.46
32-880A Class 4MT Ivatt 2-6-0 43014 BR black late crest - weathered (Bac) £127.48



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (list £94.99) ... **BARGAIN**... £45
31-170 Class 5 L&YR 2-4-2T 50764 BRITISH RAILWAYS lined black (Bac) £98.45



H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) £99



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) £99



32-178A Class 5MT Crab 2-6-0 13174 in LMS lined black (Bac) £123.21
32-176 Class 5MT Crab 2-6-0 42765 BR lined black early emblem (Bac) £123.21



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) £135.96



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) **NEW** £135.96
31-188 Class 5XP Jubilee 4-6-0 45565 "Victoria" in BR lined green late crest - weathered (Bac) £127.46



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (list £181.99) ... **BARGAIN**... £109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) £90.05
31-636A Class 64xx 0-6-0PT pannier tank 6422 BR black early emblem (Bac) ... £81.55



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55
R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) £64.80



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) **NEW** £125.76



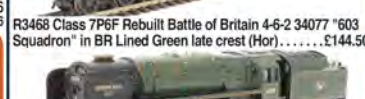
R3420 Class 700 0-6-0 30346 in BR Black late crest (Hor) (list £124.99) **BARGAIN**... £72



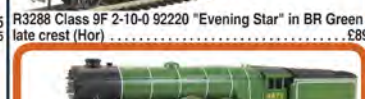
31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac) **NEW** £125.76



R3468 Class 7P6F Rebuilt Battle of Britain 4-6-2 34077 "603 Squadron" in BR Lined Green late crest (Hor) £144.50



R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (list £94.99) **BARGAIN** £55



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (list £119.99) **BARGAIN**... £85



R3060 Class A1 4-6-2 60163 "Tomado" in British Railways Apple Green (Railroad Range) (Hor) (list £99.99) **BARGAIN** ... £68
32-561 Class A1 60122 4-6-2 "Outlaw" BR express blue early emblem (Bac) £152.96
R3467 Class A1X "Terrier" 0-6-0ST 751 in SE&CR Green (Hor) £66
R3132 Class A3 4-6-2 2599 "Book Law" in LNER apple green (Hor) (list £152.99) **BARGAIN**... £99
R3250 Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) **BARGAIN**... £115



R3336 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Green - NRM Special Edition (Hor) (list £169.99) ... **BARGAIN**... £124



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (list £154.99) **BARGAIN**... £94
R3371 Class A4 4-6-2 4468 "Mallard" LNER porter blue - Railroad range (Hor) £74.06



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £132.99) **BARGAIN**... £85



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (list £99.99) **BARGAIN** ... £70
R3441 Class A4 4-6-2 4489 "Sir Mungo Wilson" LNER wartime black (Hor) £131



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) **BARGAIN**... £87
R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) £136



R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) £136



R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (list £131.99) **BARGAIN** ... £79



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (list £131.99) **BARGAIN** ... £74



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (list £139.99) **BARGAIN**... £99



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) £66



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) **BARGAIN**... £80



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35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR timber (Bac) (list £109.99) **BARGAIN** £80
31-481 Class G2A Super D 0-6-0 49106 BR black early emblem - weathered (Bac) £111.45



31-318A Class J11 0-6-0 5954 in LNER black (Bac) **NEW** £127.46



31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) **NEW** £203.96
R3414 Class J15 0-6-0 5444 in LNER Black (Hor) (list £126.49) **BARGAIN** £79



R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (list £126.49) **BARGAIN** £75
R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) **BARGAIN** £76
R3405 Class J50 0-6-0 585 in LNER Black (Hor) £79.50



OOJ94-002 Class J94 Austerity 0-6-0ST 68061 in 'British Railways' black original bunker (DJ) **NEW** £82



OOJ94-005 Class J94 Austerity 0-6-0ST 68068 in 'British Railways' black tall bunker (DJ) **NEW** £82



OOJ94-004 Class J94 Austerity 0-6-0ST 8023 in LNER black original bunker (DJ) **NEW** £82



OOJ94-003 Class J94 Austerity 0-6-0ST 8064 in LNER black original bunker (DJ) **NEW** £82



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) **BARGAIN** £82
R3243B Class K1 2-6-0 62064 BR Black late crest (Hor) (list £129.99) **BARGAIN** £82



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (list £154.99) **BARGAIN** £89
R3203 Class O2/4 Tango 2-6-0 63362 BR black late crest flush tender (Hel) £148
R3440 Class P2 2-8-2 2001 'Cock O' The North' in LNER apple green - gloss finish (Hor) £122.50



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £94.99) **BARGAIN** £68



R3424 Class Q6 Raven 0-8-0 3418 in LNER Black Gill Sans lettering (Hor) (list £154.99) **BARGAIN** £105



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (list £154.99) **BARGAIN** £105



R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) (list £154.99) **BARGAIN** £105



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (list £154.99) **BARGAIN** £88



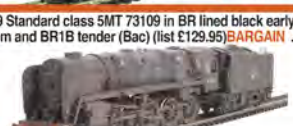
R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (list £149.99) **BARGAIN** £104



R3311 Class V Schools 4-4-0 30908 'Westminster' in BR Green early crest (Hor) (list £134.99) **BARGAIN** £74



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £69.50



32-353 Standard Class 4MT 2-6-4T 80135 BR green late crest (As Preserved) (Bac) £110.46
31-119 Standard Class 4MT 4-6-0 75335 BR black late crest - weathered (Bac) £135.96



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



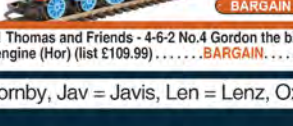
R3500 The Sir Nigel Gresley Collection (Hor) £480



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) (list £87.99) **BARGAIN** £60



R9288 Thomas & Friends - 4-4-0 No.6 Percy the small engine (Hor) (list £39.99) **BARGAIN** £29
R9287 Thomas & Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (list £43.99) **BARGAIN** £31



R9290 Thomas & Friends - 2-6-0 No.5 James the red engine (Hor) (list £82.49) **BARGAIN** £55



R9292 Thomas & Friends - 4-6-0 No.3 Henry the green engine (Hor) (list £98.99) **BARGAIN** £65

R9291 Thomas & Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) (list £109.99) **BARGAIN** £72

Train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (list £289.99) **BARGAIN** £150
30-425 Class 251 Midland Pullman train pack in Pullman livery blue - Collectors Edition (Bac) £490



R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) (list £54.99) **BARGAIN** £35



R3400 Golden Arrow Last Steam Run Train Pack Rebuilt 'West Country' 4-6-2 34100 'Appledore' in BR green and three Pullman coaches - Ltd Ed (Hor) **NEW** £253



R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (list £44.49) **BARGAIN** £30



R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor) **NEW** £225
R3401 The Bristolian Train Pack - Ltd Ed (Hor) (list £304.99) **BARGAIN** £195



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (list £229.99) **BARGAIN** £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) **BARGAIN** £94



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (list £32.99) **BARGAIN** £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (list £44.99) **BARGAIN** £28



R3485 Class 08 shunter 08644 'Laura Diesel Depot' in BR blue (Hor) **NEW** £118



32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) £84.96



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) **NEW** £118



1602 Class 16 North British Type 1 D8404 in BR green Stratford-style yellow warning panels - Ltd Ed of 750 (Hel) (list £134.95) **BARGAIN** £72



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (list £134.95) **BARGAIN** £72
1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (list £134.95) **BARGAIN** £72



1720 Class 17 D8594 in green small yellow panels (Hel) £94
32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46
32-044 Class 20 D8028 BR Green Indicator Discs & Tablet Catcher (Bac) £93.46



32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) £89.21
32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (list £119.95) **BARGAIN** £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (list £119.95) **BARGAIN** £61



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (list £119.95) **BARGAIN** £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (list £119.95) **BARGAIN** £61



2665 Class 26/0 diesel D5312 in BR green - weathered (Hel) (list £129.95) **BARGAIN** £65



2663 Class 26/0 diesel D5317 in BR green small yellow panels (Hel) (list £119.95) **BARGAIN** £61



3416 Class 33/0 D6551 in BR green small yellow panels (Hel) £94
3336 Class 33/2 33202 'The Burma Star' BR engineers' clutch grey & yellow (Hel) £94



3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) £101



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £117.26

Visit

www.hattons.co.uk/new

for all new releases



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) £67.96

Electric locos



7600 Class 76 EM1 Woodhead electric 26020 in BR black early crest - Ltd Ed for Olivias Trains (Hel) £160
7704 Class 77 EM2 Woodhead electric 27001 "Anadine" in BR green - Ltd Ed for Olivias Trains (Hel) £165
7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) £165



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN £79
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) £118.96



R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99) BARGAIN £49
9007 Metropolitan Bo-Bo electric 11 "George Romney" London Transport maroon (Hel) £108



9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) £108



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) £108

DMUs



32-990DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



31-535 Class 105 Ravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN £72.50

8920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) (list £119.95) BARGAIN £59



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) BARGAIN £69
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding "Scoby Doo" - weathered (Hel) (list £129.95) BARGAIN £59
R3477 Class 153 153321 in Regional Railways (Hor) £88
R3476 Class 153 153327 in Arriva Trains Wales (Hor) £88

EMUs



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) BARGAIN £62



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25) BARGAIN £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £149.99) BARGAIN £62



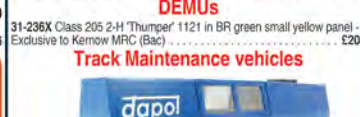
31-030 Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99.50



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) BARGAIN £94

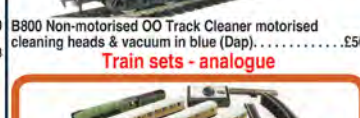
DEMUS

31-236X Class 205 2-H "Thumper" 1121 in BR green small yellow panel - Exclusive to Kermow MRC (Bac) £204



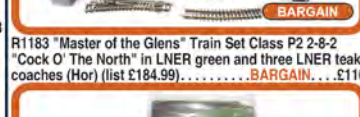
800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56

Track Maintenance vehicles



800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56

Train sets - analogue



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (list £184.99) BARGAIN £110



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) BARGAIN £35



R1177 Gloucester City Pullman Train Set Class 8 4-6-2 71000 "Duke of Gloucester" in BR lined green 3 Pullman coaches (2 x Parlor, 1 x Brake) (Hor) (list £184.99) BARGAIN £144



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £150

30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71

R9283 Thomas the Tank Engine starter Train Set (Hor) (list £64.99) BARGAIN £45



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) NEW £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26
32-390 Class 37/7 37706 "Condole" in Railfreight Petroleum (Bac) £101.96
32-391DS Class 37/7 37796 Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £99.99) BARGAIN £74



32-482 Class 40 97407 "Aureol" in BR Blue (Bac) £131.71



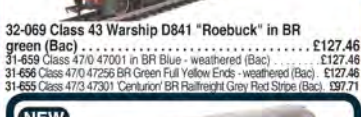
32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (list £64.99) BARGAIN £39



32-067 Class 43 North British (NSU) Warship 842 Royal Oak BR Blue (Bac) £118.96
32-067A Class 43 Warship D836 "Powerful" in BR blue (Bac) £127.46
32-068 Class 43 Warship D836 "Rapid" BR maroon full yellow ends (Bac) £127.46



32-069 Class 43 Warship D841 "Roebuck" in BR green (Bac) £127.46



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £127.46
31-656 Class 47/0 47256 BR Green Full Yellow Ends - weathered (Bac) £127.46
31-655 Class 47/3 47301 "Centurion" BR Railfreight Grey Red Stripes (Bac) £97.71



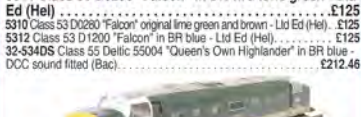
31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



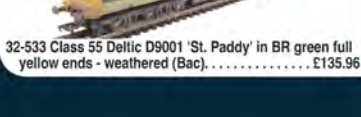
R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (list £65.99) BARGAIN £40



R3483 Class 4DH Sentinel Crossley and Evans (Hor) (list £65.99) BARGAIN £40



R3471 Class 50 50026 "Indomitable" in original Network South-East (Hor) £145



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £113



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) (list £65.99) BARGAIN £41



32-753DS Class 57/0 57007 "Freightliner Bond" in Freightliner green - DCC sound fitted (Bac) NEW £203.96



32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle (Bac) £131.71



32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green (Bac) £131.71



32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) £132



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) (list £98.99) BARGAIN £59



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99) BARGAIN £99



R3388TTS Class 67 67004 "Caim Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (list £184.99) BARGAIN £104



4D-022-005 Class 68 68006 "Daring" in Scotrail (Dap) £123.72



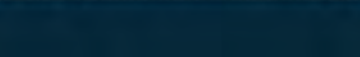
4D-022-003 Class 68 68010 in Chiltern Railways (Dap) £123.72



4D-022-003D Class 68 68010 Chiltern Railways - DCC Fitted (Dap) NEW £143.17



4D-022-003S Class 68 68010 Chiltern Railways - DCC Sound fitted (Dap) NEW £247.48



4D-022-004 Class 68 68014 in Chiltern Railways (Dap) £123.72

4D-022-004D Class 68 68014 Chiltern Railways - DCC Fitted (Dap) NEW £143.17

4D-006-007 Class 792 electro-diesel 73206 "Lis" GB Railnight (Dap) £119.51

4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) £150

32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon (Bac) £67.96

Prices valid until 10/05/17

All prices correct
when going to press.
Errors excepted.

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) **BARGAIN** £230



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) £165



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £199.99) **BARGAIN** £115

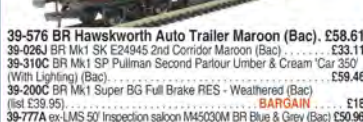


30-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70



R1184 Western Express digital train set e-Link TTS sound Hall steam loco (Hor) (list £329.99) **BARGAIN** £199

Coaches



39-576 BR Haworth Auto Trailer Maroon (Bac) £58.61



39-026J BR Mk1 SK 2nd Corridor Maroon (Bac) £33.11



39-310C BR Mk1 SP Pullman Second Parlour Umber & Cream 'Car 350' (With Lighting) (Bac) £59.46



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) £18



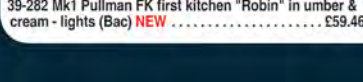
39-777A ex-LMS 50' Inspection saloon M45030M BR Blue & Grey (Bac) £50.96



R4234B ex-LMS Stanier P3 corridor first M1060M in BR maroon (Hor) £38



R4518B Gresley non-vestibled suburban brake third 3738 LNER teal (Hor) £40



R4517B Gresley non-vestibled suburban composite in LNER teal (Hor) £40

R4516B Gresley non-vestibled suburban third class 21022 LNER teal (Hor) £40

R4235C ex-LMS Stanier P3 third class M1741M in BR maroon (Hor) £38

R4518B Gresley non-vestibled suburban brake third 3738 LNER teal (Hor) £40

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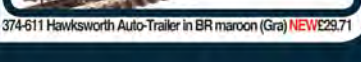
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Want it DCC fitted?

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for more details

NEW



374-016 Mk1 SO second open in Network SouthEast (Gra) NEW £25.46

NEW



374-017 Mk1 TSO second open in Regional Railways (Gra) NEW £25.46

Wagons

377-957 13T high sided steel wagon smooth sides and wooden door in BR grey (Gra) NEW £13.56
 377-954A 13T high sided steel wagon smooth sides and wooden door in LNER grey (Gra) NEW £13.56
 2F-034-057 21-ton hopper "British Gas" (Dap) NEW £9
 2F-034-058 21-ton hopper "British Gas" - weathered (Dap) NEW £10
 2F-013-049 4-wheel gunpowder van 299035 in LMS grey (Dap) NEW £8.50
 2F-013-050 4-wheel gunpowder van 299035 LMS grey - weathered (Dap) NEW £9.50

Lighting equipment

NC040b Light Bar coach lighting unit for older coaches (Yellow) (Dap) £8

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec) £1.75
 SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

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

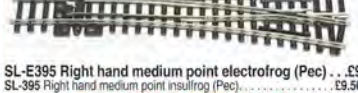
Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
 SL-300 Single (Pec) £3
 SL-389 Left hand large point insulfrog (Pec) £10.50



SL-E396 Left hand medium point electrofrog (Pec) £9
 SL-396 Left hand medium point insulfrog (Pec) £9.50

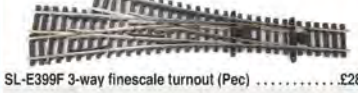


SL-E395 Right hand medium point electrofrog (Pec) £9
 SL-395 Right hand medium point insulfrog (Pec) £9.50

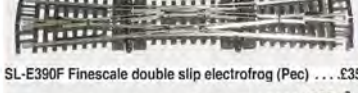
Track - Code 55 Finescale



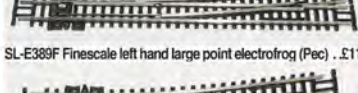
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3
 SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
 SL-302F Pack of 30 (Pec) £91



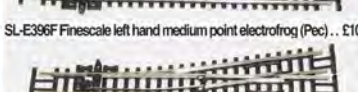
SL-E399F 3-way finescale turnout (Pec) £28



SL-E390F Finescale double slip electrofrog (Pec) £35



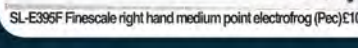
SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9
 SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9



SL-E383F Finescale scissors crossover electrofrog (Pec) £81

Buses

NSET004 5 Piece Bus Set London Transport (Oxf) £27
 NIR2005 Inzar PB White (Oxf) NEW £8



NIR002 New Routemaster Go Ahead London Central (Oxf) NEW £7

Commercial vehicles



NSHL01ST Scania Highline Nootboom 3 axle Semi Low Loader Stobart Rail (Oxf) NEW £11.50

O Gauge (1:43 Scale)

Steam locos

7S-010-011 Class A1X Terrier 0-6-0T 32636 BR black late crest (Dap) £191.25

Diesel locos

7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95



7D-008-000U Class 08 shunter in BR green late crest and no yellow warning panels - Unnumbered (Dap) £199.95
 2553 Class 25/1 in BR blue (unnumbered) (Hel) £470
 2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) £470



3715 Class 37/0 in BR Civil Engineers 'Dutch' centre headcode box (unnumbered) (Hel) NEW £470



3716 Class 37/0 in BR Railfreight coal sector triple grey centre headcode box (unnumbered) (Hel) NEW £470



3714 Class 37/0 in BR Railfreight red stripe centre headcode box (unnumbered) (Hel) NEW £470



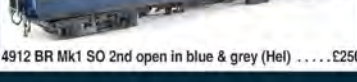
3717 Class 37/0 in BR Railfreight speedlink sector triple grey centre headcode box (unnumbered) (Hel) NEW £470



8892 AC Cars Railbus W7978 in BR dark green speed whiskers (Hel) £400

DMUs

Coaches



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250



4913 BR Mk1 SO 2nd open in chocolate & cream (Hel) £250

Wagons

BL99043 20 Ton Brake Van in LNER brown working rear light (Bas) (list £64.50) £25
 1003 33xx class B tank in Regent black (Hel) £63
 7F-053-003 5 plank wagon open diagram 39 M424330 BR unfinished wood (Dap) £38.25

7F-051-036 5-plank open wagon "Brynmor Steel" (Dap) NEW £37.75
 7F-051-021 5-plank open wagon "George & Sons" (Dap) NEW £37.75
 7F-051-021W 5-plank open wagon "George & Sons" (Dap) NEW £37.75
 7F-051-020 5-plank open wagon "John Arnold" (Dap) NEW £37.75
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 7F-051-035 5-plank open wagon 24380 in LMS (Dap) NEW £37.75
 7F-051-035W 5-plank open wagon 24380 LMS - weathered (Dap) NEW £37.75
 7F-071-034 7-plank open wagon P73150 in BR (Dap) NEW £37.75
 7F-071-034W 7-plank open wagon P73150 BR - weathered (Dap) NEW £37.75

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75



SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41



ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) £8



SL-E797BH Y Point bullhead rail & electrofrog (Pec) £41

Cars



43RRC001 Rolls Royce Corniche Conv. (Open) Indigo Blue (Oxf) £22



43VA003 Volvo Amazon Blue Green (Oxf) NEW £19

Public Service vehicles

CC02799 Ashes to Ashes Set - Ford Granada Police and Audi quattro - NEW TOOLING (Cor) (list £39.99) £19

G Scale

Steam locos

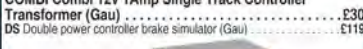
91403 James the Red Engine (with moving eyes) (Thomas the Tank Engine) (Bac) £210

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



DS Double power controller brake simulator (Gau) £119

Analogue power supplies

Analogue point control

M1 Transformer Output 2 x 16v AC 1A (Gau) £37

CPU Capacitor Discharge Unit (Gau) £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £57

DCC decoders

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110

DCR-21PIN-Direct Single (Hat) £12

DCR-21PIN-Direct Box of 5 (Hat) £57

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-HarnessMini Box of 5 (Hat) £50

DCR-8PIN-HarnessMini Box of 10 (Hat) £99

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
 DCC28 OMNI 6 Pin Decoder Harness (Gau) £17.50

DCC controllers



36-504RC Dynamis Ultima® DCC System Evaluation RailController Software (Bac) £240

36-520 EZ Command 5 amp booster transformer (Bac) £190



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140

DCC04 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

DCC accessories

BPDC80 Pack of three DCC autotog polarity reversal switches - for electrofrog points (Gau) £14

Point motors

PL-10WE High performance turnout point motor extended pin (Pec) £6.50

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

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-4 Seep point motor Self Latching Switch (Gau) £5



PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side/surface mounted point motor (Pec) £7.50

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

SL-14 Track Fixing Pins (Pec) £5.50

Accessories

GMC-LT Locomotive Tester for N, OO, HO and OO scales (Gau) £270

SL-14 Track Fixing Pins (Pec) £1.50

Minerals, Water & Rocks

B1394 Ballast Shaker - Blend Medium - Gray (Woo) £9.50

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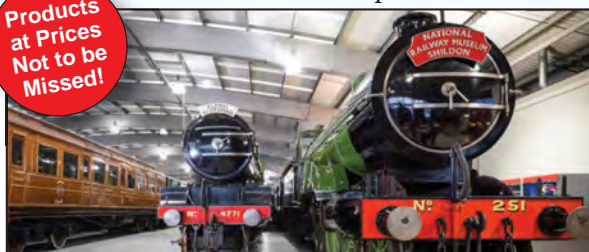
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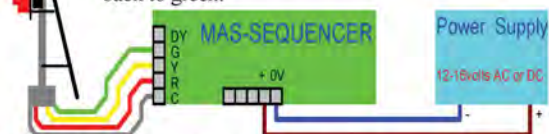


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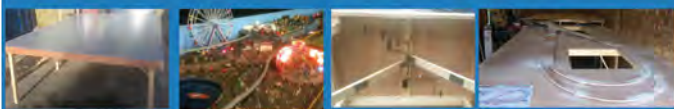
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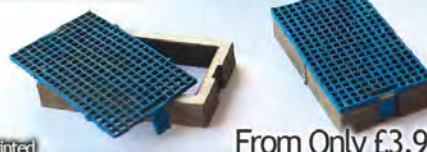
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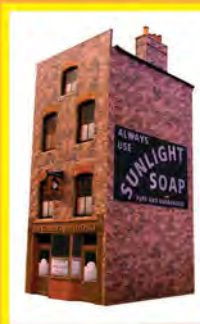
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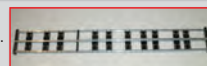
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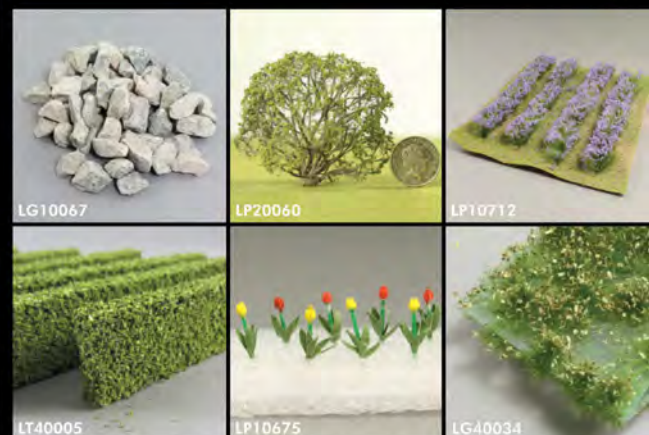


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KIDDERMINSTER TOYFAIR, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster. DY11 7DY (off A451). Sunday 30th April 10.30am-2.00pm, £1.50 entry, Tony Oakes Fairs 01270 652773

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RUGBY EVENING TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Tuesday 25th April 2017 80 stalls 7pm - 9pm Adults £1.50 Seniors £1.20 Children 50p (under 5s Free) www.bpfairs.com Tel 01604 846688 Parking is FREE from 7pm onwards.

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THREE COUNTIES SHOWGROUND, Malvern, Avon hall Worcestershire WR13 6NW Sat May 20th 10.30am-3pm Adults £3.70, Seniors £2.70, Children £1.70, Early entry available from 7.30am £5 Contact Brian 07751 613 640

TRAIN & TOY COLLECTORS FAIR - Wirral Sunday 14th May 2017, 10.30 - 2.30pm Hulme Hall, Port sunlight, Wirral CH62 5DH, Up to 65 tables Admission Adults £2.00 Children 50p. Contact: Barry Stockton on 0151-334 3362

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Squires will be exhibiting at the following shows in 2017

Diary updated as bookings are confirmed

EXHIBITIONS & SHOWS IN 2017

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 22/23 - SUTTON COLDFIELD M/Railway Exhibition, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, B76 1QT. Plenty of FREE Parking. Sat 10-5, Sun 10-4.30.

April 28-30 - 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 6 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL. 10-4.30 www.swing.model-railway.org.uk.
May 13 - PORTSMOUTH Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT. Sat 10-4. **Plenty of FREE Parking**
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
May 20/21 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ. Sat/Sun 10 - 5
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. Interested in Model Boats?? See us at Doncaster Model Boat Show - a short walk from Guild Show!!
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) & Restaurant. Interested in "O" Gauge Model Railways?? See us at Doncaster Gauge "O" Trade Show and Exhibition (Saturday only) - a short walk from Model Boat Show!!
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!!* :-)
June 10/11 - GLASGOW 'O' Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*
June 24/25 - PERTH Model Railway Exhib, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5
July 1/2 - GUILDFORD 50th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey, GU1 1TU Sat 10 - 6pm Sun 10 - 5pm.
July 29/30 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Rd, North Shields. Tyne & Wear. NE29 9PU Saturday 10 - 5, Sunday 10 - 4.30.
Aug 5/6 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking.**
Aug 12 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10-5. Plenty of FREE Parking on site.
Aug 12/13 - SKIPTON M/Railway Exh, Skipton Academy (Formerly Aireville School) Gargrave Rd, Skipton, BD23 1UQ. Sat 10-5, Sun 10-4. www.skiptonrailclub.org.uk
Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10-5, Sun 10-4.
Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB. *Modern Venue with easy access & FREE car parking.* Sat 10-5/Sun 10-4
Sept 23/24 - HALIFAX M/Rail Exh, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10 - 5.
Sept 23/24 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*
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!!!! :-)
Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Saturday 10-5.30, Sunday 10.00 - 16.30.
Oct 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Sat 10-5.30, Sun 10-5.
Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30
Oct 14/15 - DUNDEE Model Railway & Model Show Sports Centre, Mains Loan, Dundee, Angus DD4 7AA Sat 10-5, Sunday 10-4.30
Oct 21 - CHICHESTER M/Rail Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.
Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 -5, Sun 10-4.
Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30
Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, AB21 7DW Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **
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
Nov 11/12 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET, Sat 10-5/Sun 9.30-4.30.
Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members
Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energen Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4.

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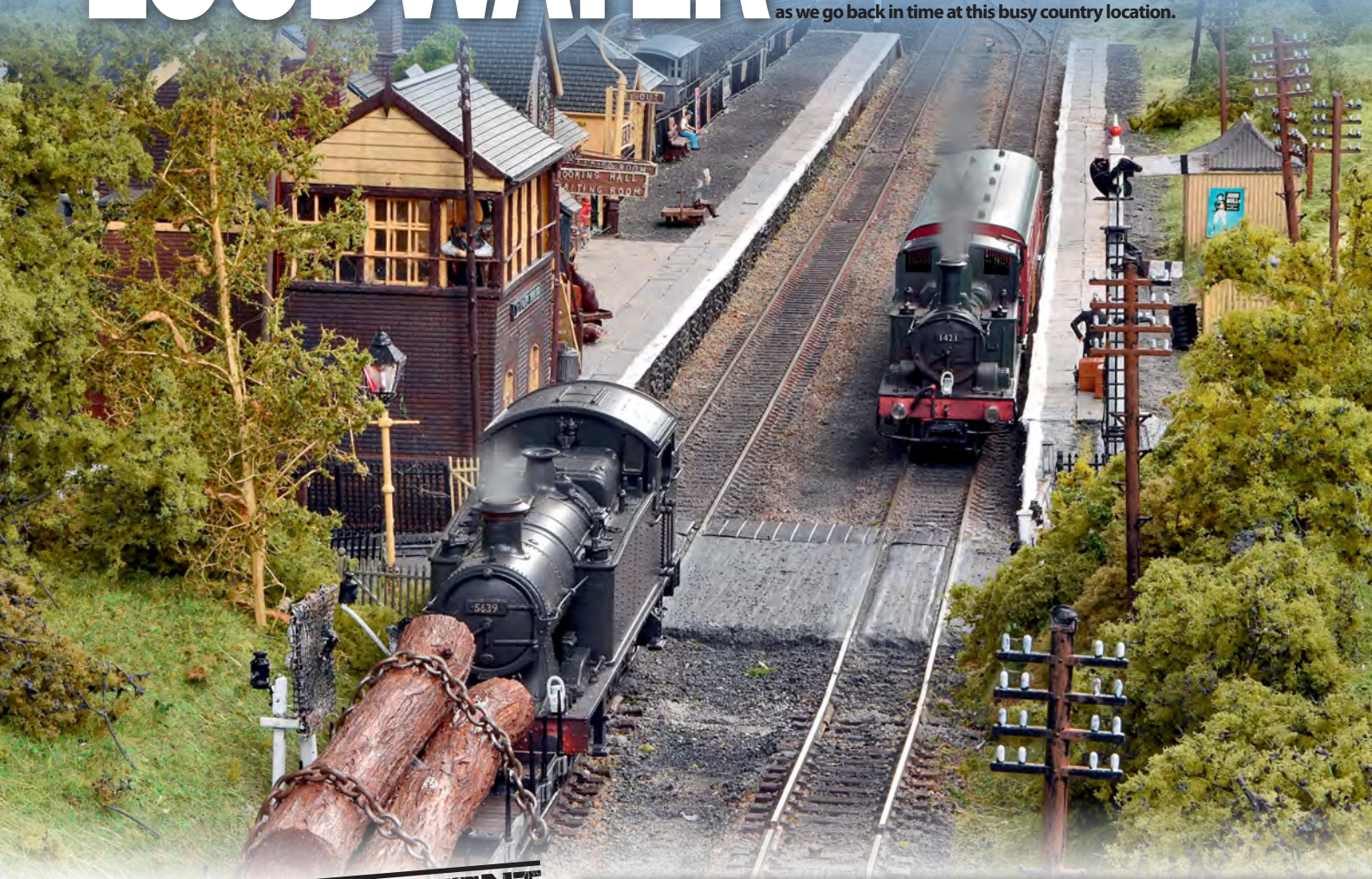
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LOUDWATER

Graham and Daniel Chandler set out to recreate a former Western Region diversionary route by modelling Loudwater station, just a few miles from High Wycombe in Buckinghamshire. It's the late 1950s and due to engineering works on the nearby Great Western Main Line, the route is busy with additional traffic. Join us next issue as we go back in time at this busy country location.



EQUIPMENT GUIDE

Hornby Magazine's Equipment Guide is back with a new format to make it even more useful and our subjects for test are point motors. Find out which is best and which device we recommend in the next issue.



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The Class 17 diesels were distinctive in appearance and sound. Paul Chetter picks up the Heljan model to show how it can be equipped with a decoder and speaker to bring it to life.



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- 7F-059-001 - 14T Tank Wagon - Class B Shell BP Black 5172
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