

# HORNBY

## magazine

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Hornby Colletts perfected with simple tricks and tips

**MODELLED**



**Weekend project:** diesel depot diorama in 'OO' scale

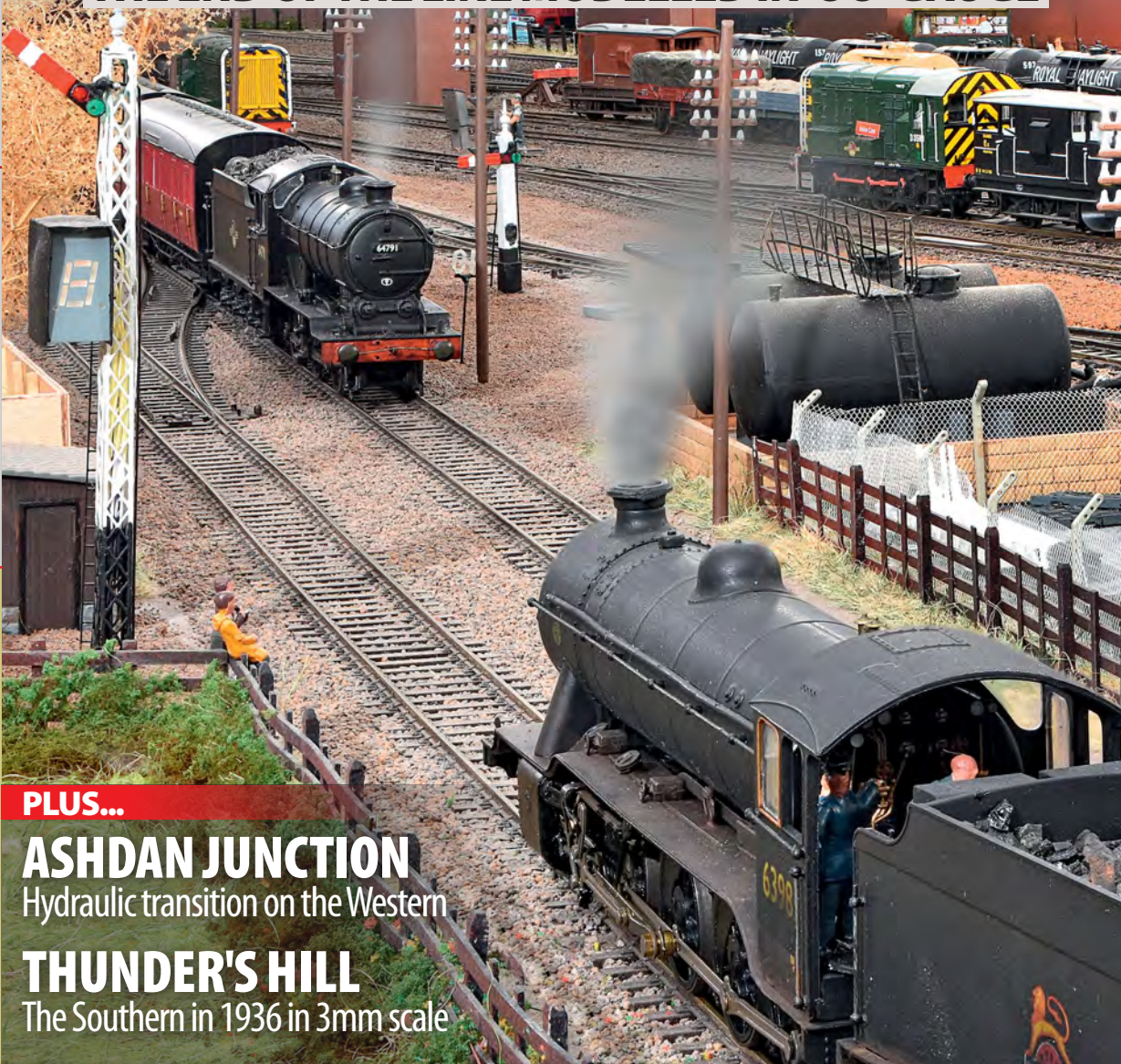
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Installing digital sound and lights in the Wickham

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**PLUS...**

**ASHDAN JUNCTION**  
Hydraulic transition on the Western

**THUNDER'S HILL**  
The Southern in 1936 in 3mm scale

**LATEST NEWS**

- Hornby Class 50 special
- IEP and 'H' samples
- Farish Class 40 latest
- Dapol 'Pannier' in 'O'





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# HORNBY magazine

July 2017

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**ISSUE**  
**121**

# HORNBY magazine

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Simple painting techniques and small details can make a world of difference to ready-to-run carriages, as Mike Wild demonstrates.

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Paul Chetter puts his skills to the test, installing digital sound and lights in Bachmann's diminutive 'OO' Wickham Trolley.





# 92 Thunder's Hill in 1936



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Mike Wild introduces the latest issue.

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### UPDATE

The latest news from Hornby HQ including newly-decorated samples, Dapol confirms it's 'O' gauge 'Pannier' plans, Revolution Trains unveils its next 'N' gauge project, the latest on the Great Electric Train Show, and much more. Plus, you could win a Hornby 'Queen of Scots' train pack in our latest exclusive competition.



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### LEICESTER (BELGRAVE ROAD)

Summer seaside specials are the order of the day on Abingdon and District Model Railway Club's extensive 'OO' gauge layout.

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### HORNBY POST

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

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### ASHDAN JUNCTION

Barry Platt revels in 1970s BR blue nostalgia from his Western Region trainspotting days with Class 52 'Western' hydraulics, HSTs, Class 37s, 50s and 56s on this impressive West Midlands inspired layout.

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### REALITY CHECK

Evan Green-Hughes reflects on British Rail's first generation Class 121/122 diesel 'bubble cars' and their significant contribution to rural and suburban services.

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### THUNDER'S HILL

1930s East Sussex is the setting for Peter Bosson's outstanding 3mm scale exhibition layout, based on a once considered route in the Ouse Valley.

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Permanent Way Machines are an important ingredient in keeping our railway infrastructure operating safely and effectively, as Evan Green-Hughes discovers.

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With an imminent exhibition appearance, stock preparation and servicing for Grosvenor Square takes priority, as Mike Wild explains.

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### SHOW GUIDE

*Hornby Magazine's* guide to forthcoming events.



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# WELCOME

## THE EDITOR'S PAGE



DIESEL RAILCARS have been hitting the headlines during May with the withdrawal of the last Pressed Steel Class 121 'bubble cars' from main line service by Chiltern Railways on May 19.

These venerable single car Diesel Multiple Units (DMUs) have always held a special place with enthusiasts and it is fitting that touching down in the *Hornby Magazine* office for review this month is the first ever ready-to-run model of the closely related Gloucester Class 122 for 'OO' gauge.

Produced by Dapol - and soon to be followed by a new version of the Class 121 - the timing couldn't have been better. Although I say that - if Dapol had delivered a Class 121 sample for this - our 121st issue! - in the same month as the last Class 121s were withdrawn, that would have been perfection.

I digress. The '122' has long been sought after and it has to be said that Dapol has done this unit proud in 'OO' and I can see it being a very popular choice with its

wide sphere of operation and livery choice. We're particularly looking forward to seeing the BR green versions with the sample received for review featuring the smart Regional Railways livery of the early 1990s.

However, it isn't all about 'bubble cars' this issue as there is much more to read inside after a very busy month. DJ Models has delivered the UK's first crowd-funded ready-to-run 'OO' gauge locomotive in its version of the Class 71 Bo-Bo electric and we give that the full inspection this issue too. Plus the reviews also feature new products inbound from Hornby during June and the latest accessories.

In the news you can see the latest pre-production samples from Hornby covering its limited edition Class 50, Class 800 IEP unit and Wainwright 'H' 0-4-4T in elaborate South Eastern and Chatham Railway colours and much more.

Talking of Hornby brings me neatly to the Great Central Railway Model Event on June 16-18 where *Hornby Magazine* and Hornby Hobbies will be located side by side for the first time. In fact, the two teams will only be separated by our exhibition layout Grosvenor Square which will be in action throughout the weekend under the careful watch of the magazine team.

With the current weather (at least at the end of May) the GCR Model Event will be a spectacular weekend and we're looking forward to its combination of real and model railways where the sight, sounds and smells of real steam locomotives pepper the air on an intensive passenger timetable between Loughborough and Leicester.

If the Great Central inspires you, this issue's cover layout Leicester (Belgrave Road) is not to be missed - and you can see it at the Great Electric Train Show too together with Ashdan Junction which also features in this issue.

With a group of fully detailed step by step guides covering everything from painting and weathering to rolling stock enhancement and digital sound, this issue is packed to the rafters as always and we hope you enjoy it.

Happy modelling!

*Mike Wild*

Mike Wild  
Editor, *Hornby Magazine*

## IN YOUR MAGAZINE THIS JULY

### WIN 'QUEEN OF SCOTS' PACK

12

Your chance to win Hornby's new 'Queen of Scots' train pack in our exclusive competition.

### WE SHOW YOU HOW

26

Hornby's 'OO' gauge Collett bow-end carriages are superbly detailed vehicles, but can they be even better? Mike Wild takes on the challenge to see how they can be made even more realistic.

32

Tim Shackleton decided to create a static diorama to display some of his collection and sees it as an ideal means of testing ideas before moving on to a full layout project.

86

Bachmann's Wickham Trolley hasn't been built with digital control in mind, but that didn't put Paul Chetter off. This month he reveals how he introduced working lights, digital control and sound into this tiny model.

WIN £330!

FIRST REVIEWS

DAPOL CLASS 122 'BUBBLE'

DJ MODELS CLASS 71 BO-BO

**HORNBY** magazine

Issue 121 July 2017 USA \$12.99 CAD \$13.99 AUS \$12.75 UK £6.40

WE SHOW YOU HOW

DETAILED

Great Central TERMINUS

THE END OF THE LINE MODELLED IN 'OO' GAUGE

MODELLED

Hornby Colletts perfected with simple tricks and tips

Weekend project: diesel spot diorama in 'OO' scale

UPGRADED

PLUS...

ASHDAN JUNCTION Hydraulic transition on the Western

THUNDER'S HILL The Southern in 1936 in 3mm scale

LATEST NEWS

Hornby Class 50 special • IEP and 'H' samples • Farish Class 40 latest • Dapol 'Pannier' in 'OO'

### FIRST REVIEWS

Read our verdict on Dapol's Class 122 and DJ's Class 71.

### FEATURE LAYOUTS

**16 LEICESTER (BELGRAVE ROAD):** Abingdon and District Model Railway Club looked to the Great Central to inspire this impressive 'OO' terminus.

**52 ASHDAN JUNCTION:** Spotting days on the Western Region in the 1970s drove Barry Platt to rekindle his memories in 'OO'.

**92 THUNDER'S HILL:** It's 1936 on the Southern Railway on this might-have-been branch line in 3mm scale.

### LATEST NEWS

Hornby Class 50, IEP and 'H' samples, exclusive news from Inside Hornby, Dapol's 'O' gauge 'Pannier', new model plans from Revolution Trains, the latest on the Great Electric Train Show, this month's competition and more.



# 50th ANNIVERSARY CLASS 50 SAMPLE DEBUTS

**T**HE FIRST DECORATED sample of Hornby's special edition model of Class 50 D400, to mark the 50th anniversary of the Class 50, arrived for inspection during May.

The 100mph Type 4s were introduced in 1967 following construction at English Electric's Vulcan Foundry with the fleet of 50 locomotives being numbered D400-D449 originally.

The model of D400 is being released in as-built condition as it was when working on the West Coast Main Line in the final years of the 1960s and early 1970s. It will carry BR blue with full yellow ends and double arrow logos under the cab windows at each end. Other features include directional lighting and an 8-pin Digital Command Control decoder socket.

The 50th anniversary Class 50 (Cat



No. R3571) is available to pre-order through Hornby and its retailer network now with the price set at

£169.99. Release is expected in July.

● Visit [www.hornby.com](http://www.hornby.com) for more information.

## Hornby shows IEP first sample



The first full sample of the Class 800 Hitachi bi-mode train arrived at Hornby's headquarters for inspection during May. The first shot from the new tooling for the brand new multiple unit features all five carriages and is fully operational for performance tests.

The model is being released in two formats in 2017: a special limited edition two car train pack in Hitachi's test train colour scheme (Cat No. R3579) and a five-car train pack in Great Western

Railway green (R3514). It features an 8-pin Digital Command Control decoder socket and has both directional exterior lights and interior lighting too.

The sample is currently undergoing further testing and adjustments to its mechanism and Hornby is aiming to replicate the real trains' 130mph maximum speed accurately in 4mm scale – the first set having a scale top speed of 102mph.

● Visit [www.hornby.com](http://www.hornby.com) for more information on the IEP unit.







## SECR 'H'

**FIRST LOOK**

The first decorated sample of the Wainwright 'H' 0-4-4T is 306 in its elaborate South Eastern & Chatham Railway (SECR) lined green livery with maroon underframe (Cat No R3538).

Rated by Hornby as its most complex steam locomotive livery so far, the SECR livery features full lining to the boiler, bufferbeam, side tanks, cab, footplate and the wheels together with a polished brass effect on the dome and more. Hornby has also noted that the sample has

been delivered without the correct flared base chimney which will be present on the production version of 306.

Further livery samples of the Southern Railway and British Railways liveried 'H' 0-4-4Ts are on the way and will be shown in a future issue of *Hornby Magazine*.

● Visit [www.hornby.com](http://www.hornby.com) for more information.



Hornby's decorated sample of the Wainwright 'H' 0-4-4T in SECR lined green as 306.

# INSIDE HORNBY®

The latest from Hornby HQ

## SEE US AT THE GREAT CENTRAL



Meet the Hornby team at the Great Central Railway Model Event on June 16-18 - [www.gcrailway.co.uk/modelevent](http://www.gcrailway.co.uk/modelevent) - where its stand will be located at Quorn station in the main marquee alongside the *Hornby Magazine* stand and its exhibition layout Grosvenor Square. Catch up on Hornby model development, meet the team and more.

## CLASS 87 DEVELOPS

As *Hornby Magazine* closed for press at the end of May Hornby had taken delivery of a kit of components to assemble the first full sample of the new 'OO' gauge model of the Class 87 overhead electric (HM120). Look out for more on this models development in the next issue.



## AUTOCOACH REVIVAL

The GWR Autocoach is making a comeback in 2017 and it will be available in Great Western Railway chocolate and cream (Cat No. R4790) and BR carmine and cream colour schemes (R4791). Decorated samples were being inspected ahead of its planned July release.



## TTS 'METALS' CLASS 37

Hornby's second Twin Track Sound Class 37 delivers a sound fitted locomotive for under £100 with the model of 37040 in Trainload Metals sector. It is fitted with Hornby's standard TTS Class 37 Digital Command Control decoder which covers engine sounds, brakes, horns and more.

COMING UP IN...

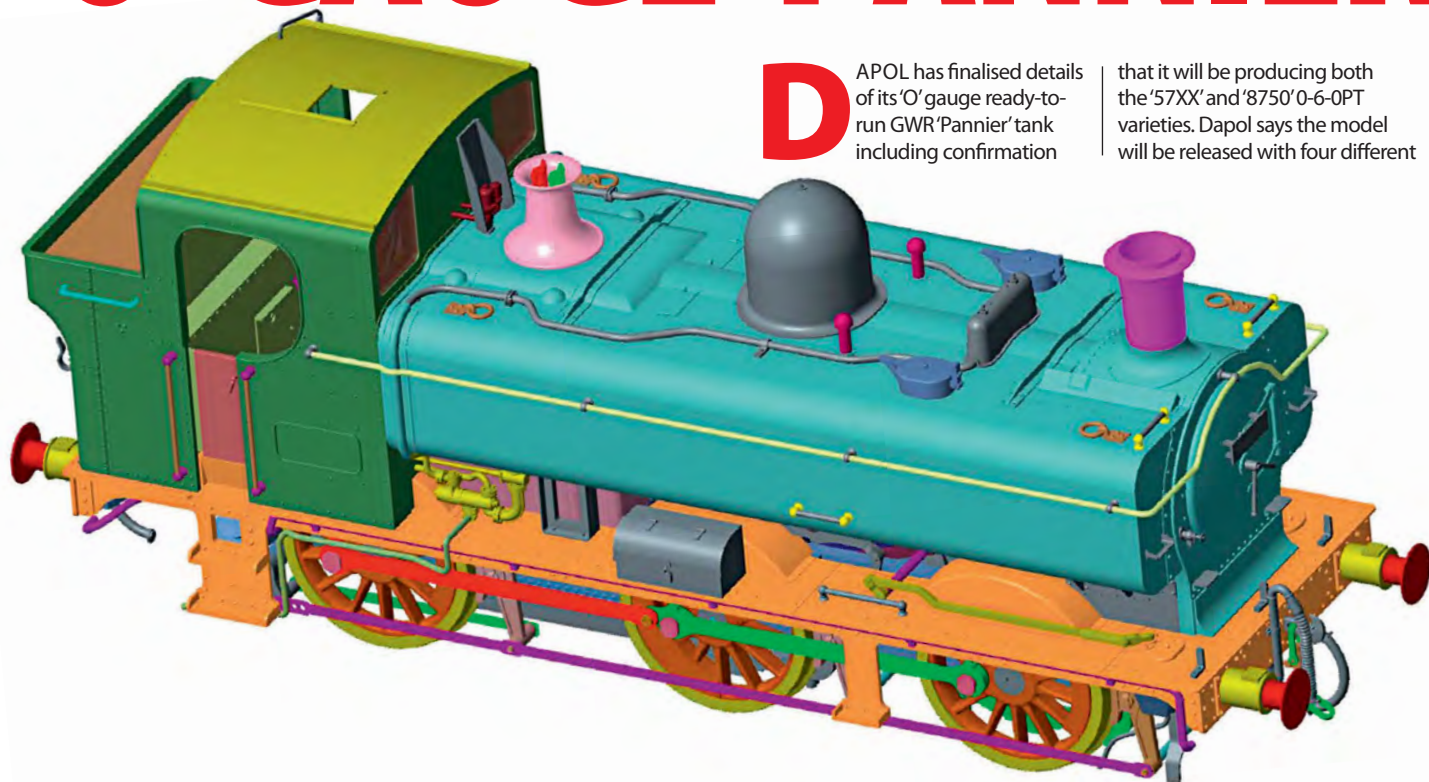
## THE ENGINE SHED

■ Keep up with the latest from the Hornby development team in the fortnightly online Engine Shed blog. The next blogs will be live on June 16 - including live coverage from the Great Central Railway Model Event - and June 30 featuring the latest progress on new Hornby products.

● Visit [www.hornby.com](http://www.hornby.com) to read the latest blogs.



# Dapol confirms... 'O' GAUGE 'PANNIER'



**D**APOL has finalised details of its 'O' gauge ready-to-run GWR 'Pannier' tank including confirmation

that it will be producing both the '57XX' and '8750' 0-6-0PT varieties. Dapol says the model will be released with four different



## Decorated 'N' Class 40 debuts

The new Graham Farish 'N' gauge Class 40 made a step forward during May with the arrival of decorated samples of the centre headcode version in BR green and BR blue. These are two of four versions which are to be released - all of which will have directional lighting, a Next18 decoder socket and provision

for simple installation of digital sound. In addition, one version - Cat No. 371-183DS - will be factory fitted with sound in the split headcode style bodysell. Priced at £139.95 each (£209.95 for the sound version), release is expected in September/October.

● Visit [www.bachmann.co.uk](http://www.bachmann.co.uk) for more information.



## CARGOWAGGON 'TWINS' ARE RT'S NEXT 'N' PROJECT



Revolution Trains has unveiled an IZA Cargowaggon 'twin' ferry van as its next proposed 'N' gauge ready-to-run crowd-funded project. Introduced from the mid-1980s, these distinctive vehicles were built in Germany, primarily for use between Britain and the continent, formed of two semi-permanently coupled four-wheel sliding door vans. Most remain in traffic today, owned by Touax Rail Limited. Subject to sufficient interest, Revolution's proposed new

model will be offered in original Cargowaggon aluminium and mid-blue, Perrier and revised Cargowaggon liveries together with a further revised example factory-fitted with a battery-operated flashing red tail lamp. Available singly and in triple packs, guide prices are £38 for individual 'N' gauge models and £108 for triple packs, while the operating tail-lamp example is priced at £40.

● Visit [www.revolutiontrains.com](http://www.revolutiontrains.com) for more information.

## HELJAN SHOWS CLASS 20 FIRST SAMPLE

The first pre-production sample of Heljan's newly announced 'O' gauge model of the centre headcode Class 20 (HM120) was revealed during May. Hand decorated in BR blue, on delivery the models will be released

in un-numbered BR green with small and full yellow ends as well as BR blue and Railfreight red-stripe grey. The price per locomotive is set at £599.00.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.





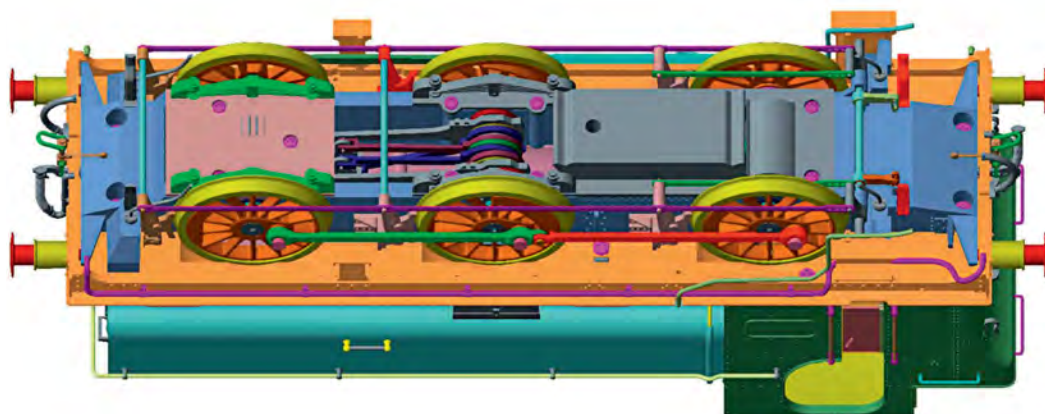
# SPECIFICATION

cab styles covering original and modified '57XX', Collett '8750' and London Transport locomotives. It is also set to feature a die-cast chassis and five pole motor, partial representation of the inside motion, sprung buffers, removable roof, flickering firebox glow, double brake rodding around the ashpan and a 21-pin Digital

Command Control (DCC) decoder socket. It will be available DCC ready and DCC sound fitted. The first engineering sample is expected to arrive with Dapol during June and it is anticipated for release in early 2018. Prices are set at £235 for DCC ready and £420.70 for DCC sound fitted models. Locomotives chosen are: '57XX'

5717 in BR black with early crests (Cat No. 7S-007-001/D), '57XX' 5700 in Great Western green (72-007-002/D), '8750' 9659 in GWR green (7S-007-003/D), '57XX' L94 in London Transport maroon (7S-007-004/D) and '8750' 3716 in BR black with late crests (7S-007-005/D).

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.



## NEWS IN BRIEF

■ Expo Tools' new 2017 catalogue is available now, showcasing its range of modelling accessories, cables, tools, scratch-building materials, scenics, glues and paints. Free copies are available from Expo Tools stockists or visit [www.expotools.com](http://www.expotools.com) for more information.

■ Signal specialist Absolute Aspects has cut production lead times for its handmade brass and white metal colour light signals by half to a maximum of three months. The manufacturer's range includes '00' and 'O' gauge two, three and four-aspect signals, route indicators, position lights and bespoke gantries.

● [www.absoluteaspects.com](http://www.absoluteaspects.com)



■ Bachmann's Exclusive First Editions range is to be bolstered with a pair of 1:76 scale Leyland Titan buses in London Buses and London General Aldenham Diplomat liveries. Both models will appear in a special twin-pack (Cat No. E99938) commemorating the Aldenham Bus Works open day in 1983 as vehicles CUL112V and WYV66T respectively, and will be amongst the first models to appear in newly-designed packaging. Available to pre-order from Bachmann stockists for delivery later this year, the price is set at £59.95 for the two-bus pack.

● [www.exclusivefirsteditions.com](http://www.exclusivefirsteditions.com)



■ Laser-cut kit manufacturer 4Ground has launched two new '00' gauge platform canopy kits. Manufactured from pre-coloured laser-cut parts, the platform canopies feature lattice work, interior stanchions and edged valances and are available now in single platform (Cat No. 00-TS-112), measuring 170mm x 54mm x 54mm, and double-span (00-TS-113), measuring 170mm x 124mm x 54mm, formats. The kits are priced at £14 and £21 respectively.

● Visit [www.4ground.co.uk](http://www.4ground.co.uk) for more information.

## Final call for the GCR Model Event

The highly anticipated Great Central Railway (GCR) Model Event was just a couple of weeks away as this issue of *Hornby Magazine* closed for press. The three-day event on June 16-18 at the Loughborough-Leicester GCR site promises more than 70 layouts and 50 traders as well as an intensive timetable on the preserved double track main line.

Tickets are available on the day for £20 per person including all day travel and entry to all exhibition venues at Loughborough, Quorn and Rothley stations. Parking is available for £5 per day at Quorn station. Locomotives in service will be drawn from the GCR's home fleet. Layout highlights including Taunton Model Railway Group's Bath

Green Park as well as Shipley MRS' Leicester South plus many other *Hornby Magazine* featured layouts – see preview in HM120. Hornby Hobbies, *Hornby Magazine*, Bachmann and Dapol will all be attending the show with the *Hornby Magazine* stand including its latest exhibition layout Grosvenor Square.

● Visit [www.gcrailway.co.uk/modelevent](http://www.gcrailway.co.uk/modelevent) for full details.

## DAPOL REVIVES LIONHEART 'PRAIRIE'

A new batch of '45XX' 2-6-2Ts is being produced in 'O' gauge by Dapol using the Lionheart Trains tooling.

The 2-6-2Ts are to be released in late 2017 or early 2018 priced at £495 for Digital Command Control (DCC) ready and £650 for DCC sound fitted models in a selection of Great Western Railway (GWR) and BR liveries.

Dapol has also confirmed that its new batch of 'O' gauge '64XX'/'74XX' 0-6-0PTs are due



to arrive in July/August together with the second batch of BR 10ft wheelbase wagons. These are to be followed by the LMS 'Jinty' 0-6-0T (HM120) in September, HAA

hoppers in October/November and the BR 20ton brakevan (HM120) in November/December.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.



# THE GREAT ELECTRIC TRAIN SHOW

## LINE UP DEVELOPS

**T**EN OF THE 25 layouts have now been revealed for the 2017 Great Electric Train Show on the weekend of October 7/8 together with a full list of traders and demonstrators confirmed for the event.

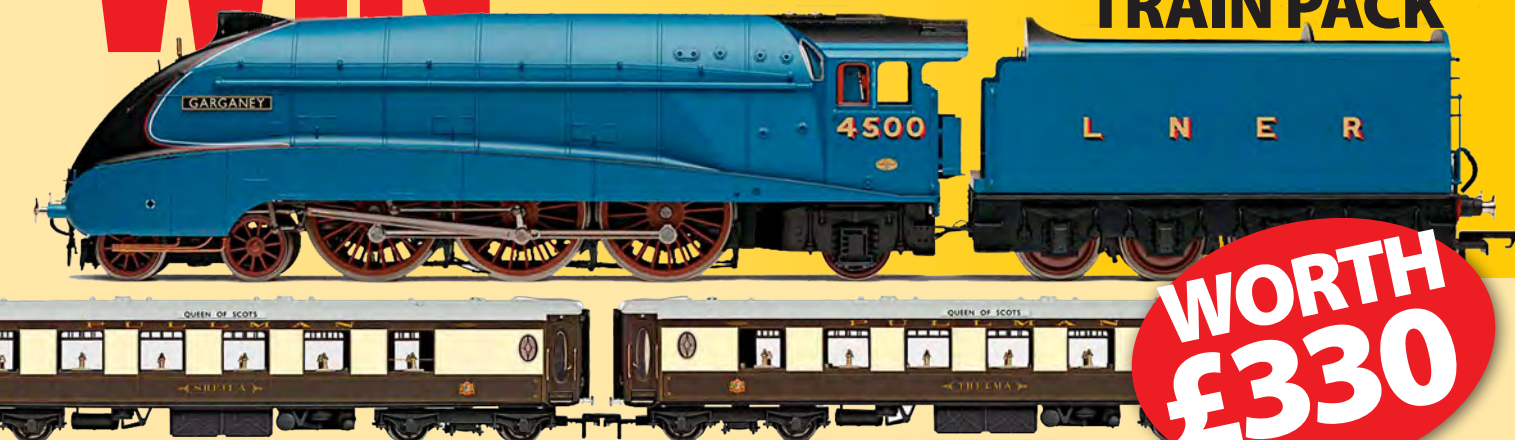
The show is held at the British Motor Museum with entry to the event including full access to the museum's extensive collection of British automotive exhibits in the main halls and its 2016 launched Collection Centre.

Newly announced are Abingdon and District MRC's Leicester (Belgrave Road) and Barry Platt's Ashdan Junction, both featuring in this issue and modelled in 'OO' gauge, together with Nick Wood's popular Much Murkle in 'OO' (HM61), Canterbury and District MRS' Dydley in 'N' gauge (HM117) and Peter Midwinter's Cornish branch inspired 4mm scale layout Porth Eithin (HM115).

The new additions join the GWR branch terminus at Tedburn



## WIN A HORNBY 'Queen of Scots' TRAIN PACK



**WORTH  
£330**





St Mary by the South West Herts MRC in 'OO' (HM97), Kingsbury in 'O' gauge by Barnhill MRC (HM114), Mark Darragh's Rannoch Moor in 'OO' (HM112), Bere Banks in 'OO' by Keith Sully (HM110) and the return of *Hornby Magazine's* Southern Region 'OO' gauge layout Twelve Trees Junction (HM97).

Four demonstrators have also been confirmed for the event comprising Alan Buttler with his highly popular laser scanning demonstration, the 82G Loco Clinic focusing on kit construction techniques, Mick Bonwick providing his weathering demonstrations – and a new addition is David Wright of Dovedale Models showcasing building construction methods.

The full list of trade stands, which includes Hornby Hobbies, Gaugemaster, Cheltenham Model Centre, Digitrains, Grimy Times, ADM Turntables and Train Tech is available to view online at [www.grealelectrictrainshow.com](http://www.grealelectrictrainshow.com) along with the latest show news, videos from the 2016 event and more on all of the attending layouts announced to date.



## CLASS 14 AND 28 GO MAINSTREAM

The Hatton's Class 14 0-6-0DH and Class 28 Co-Bo 'OO' gauge diesel locomotives are getting a new airing as mainstream releases by manufacturer Heljan. The two locomotive designs are planned for release in November with four versions of each proposed. The Class 14 will be available as D9555 (Cat No. 1408) and D9531 in BR green (1409), D9537 in Desert Sand preservation era livery (1410)

and as NCB No. 4 in Ashington blue (1411). The Class 28 is to be released in BR green as D5710 (2812), and BR green with small yellow warning panels as D5706 (2813), D5717 (2814 – heavily weathered) and D5709 (2815 – lightly weathered). The price per locomotive will be £129.95 with weathered versions priced at £139.95.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

### HELJAN SHOWCASES 'O' GAUGE '43XX' SAMPLE



Heljan has revealed images of its latest engineering sample for the 'O' gauge model of the GWR '43XX' 2-6-0 which is planned for release in the fourth quarter of 2017. The 2-6-0 sample is a combination of its early and late versions and is the first running version of the

2016 announced project. Heljan has stated that further samples covering complete models of each version will be shown when future prototypes arrive. Release is anticipated in 2018 priced at £779.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

## NEWS IN BRIEF

■ Swansea Railway Modellers Group (SRMG) has a limited number of its latest exclusive 'N' gauge Swansea area private owner seven-plank wagons available. Finished in Clyne Valley Colliery Company and W. Craven Llewellyn colours, these Dapol-produced models are available priced £12 per wagon, while stocks last. Just 200 pairs have been produced.

● [www.srmg.org.uk](http://www.srmg.org.uk)

■ Locomotion Models has commissioned a further three new limited-edition 'OO' gauge locomotives from Bachmann for its exclusive National Collection in Miniature range. They are two reissues of Great Western Railway (GWR) 'City' 4-4-0 *City of Truro* with minor livery adjustments in GWR lined green as both 3440 with Indian Red frames (Cat No. RES005) and 3717 with black frames (RES006). In addition, the retailer has also commissioned 'OO' gauge Class 47/7 47799 *Prince Henry* in Royal Train livery (RES004), to complement its previous model of 47798 *Prince William*. Prices and a delivery date have yet to be confirmed, but pre-orders are now being accepted.

● [www.locomotionmodels.com](http://www.locomotionmodels.com)



■ Hatton's has produced a 3D printed version of its in development model of the Gresley 'A3' 4-6-2 for 'O' gauge. Representing its version of 60103 *Flying Scotsman* in BR green with 'German' smoke deflectors (Cat No. H7-A3-007) the test sample is being used to evaluate the CAD drawing work to date.

● [www.hattons.co.uk](http://www.hattons.co.uk)

## QUESTION: On which route did the 'Queen of Scots' run?

- East Coast Main Line
- West Coast Main Line
- Great Western Main Line

*Hornby Magazine's* latest exclusive competition with Hornby offers a stunning prize of the new 'Queen of Scots' train pack (Cat No. R3402) containing Gresley 'A4' 4-6-2 4500 *Garganey* in LNER Garter blue together with a trio of 'K Type' all-steel Pullman cars with matching 'Queen of Scots' roof boards. The train launched, with the 'Queen of Scots' title, in May 1928

following extension of the route from London King's Cross to Glasgow via Edinburgh. All you have to do to enter the competition is answer the following simple question by August 25 2017. Even if you don't win, the new train pack will be available from Hornby retailers during June.

● Visit [www.hornby.com](http://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 Queen of Scots Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, visit [www.hornbymagazine.com](http://www.hornbymagazine.com) and fill in the entry form or e-mail the same information to [competitions@keypublishing.com](mailto:competitions@keypublishing.com) with 'Hornby Magazine Queen of Scots Competition' in the subject field. Closing date for entries is August 25 2017 at 12:00 GMT and winners will be notified no later than September 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.









## STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95  
GM408 Fordhampton Village Store or Pub £17.95  
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



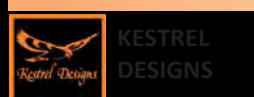
GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95  
GM414 Fordhampton Bridge £12.95



## N GAUGE PLASTIC KITS

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GMKD06 Two Shop Unit with Glazing £7.25  
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GMKD08 Country Station £9.50  
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GMKD18 Station Yard Huts £3.75  
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GMKD42 Platform Rams Wide (2) £3.25  
GMKD43 Goods Shed £8.50  
GMKD1000 Town Station £17.95  
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## N GAUGE LASER CUT KITS

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4mm versions though  
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GMKD53 Garden Sheds (2) £6.00

## N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95  
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## LIGHTING

### OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with  
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GM804 B/White Gas Lamp GWR Stone (3) £13.95  
GM805 B/White Gas Lamp Grey Undercoat (3) £13.95  
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GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95  
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95  
GM809 T/Post Gas Lamp GWR Stone (3) £13.95  
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95  
GM811 Taper Post Oil Lamp Soft Black (3) £13.95  
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95  
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95  
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GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95  
GM816 Swan Neck Lamp Soft Black (3) £13.95  
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GM818 Swan Neck Lamp LMS Maroon (3) £13.95  
GM819 Swan Neck Lamp GWR Stone (3) £13.95  
GM820 W/Mounted Swan Neck Black(2) £13.95  
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GM822 W/Mounted Swan Neck LMS Mm(2) £13.95  
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GM824 W/Mounted Gas Lamp BR/SR Green (2) £13.95  
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GM826 W/Mounted Gas Lamp BR/SR Grn(2) £13.95  
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GM828 W/Mounted Gas Lamp GWR Stone(2) £13.95  
GM829 Modern Sgl Head Adjustable Lamp(4) £15.95  
GM830 Modern Dbl Head Adjustable Lamp (3) £13.95

### OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two  
matching wall lamps with  
prototypical post extensions as  
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required light control PCBs.

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GM852 B/White Gas Lamp SR/BR Green £32.95  
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GM854 B/White Gas Lamp GWR Stone £32.95  
GM855 B/White Gas Lamp Grey Undercoat £32.95  
GM856 Taper Post Gas Lamp Soft Black £32.95  
GM857 Taper Post Gas Lamp BR/SR Green £32.95  
GM858 Taper Post Gas Lamp LMS Maroon £32.95  
GM859 Taper Post Gas Lamp GWR Stone £32.95  
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GM896 Light Control PCB - LED/Lamp (5) £12.95  
GM897 Mini Light Control PCB - LED (10) £4.95  
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## TOOLS

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GM49 Spare Pads for GM47 £17.95  
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GM634 4mm G/Fibre Refills (10) £7.50  
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BPGM11IO Orange Wire 7 x 0.2mm (100m) £7.95  
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GM687 25W No.6 Tip £3.95  
GM688 25W No.7 Tip £3.95  
GM689 25W No.8 Tip £3.95  
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# Leicester (Belgrave Road)

Based on a real location, this complex 'OO' gauge exhibition layout was built by Abingdon and District Model Railway Club. **ERIC YOUNG** describes the planning and operational details of trying to keep the public entertained.

PHOTOGRAPHY, TREVOR JONES



SEE IT AT  
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OCTOBER 7/8 2017





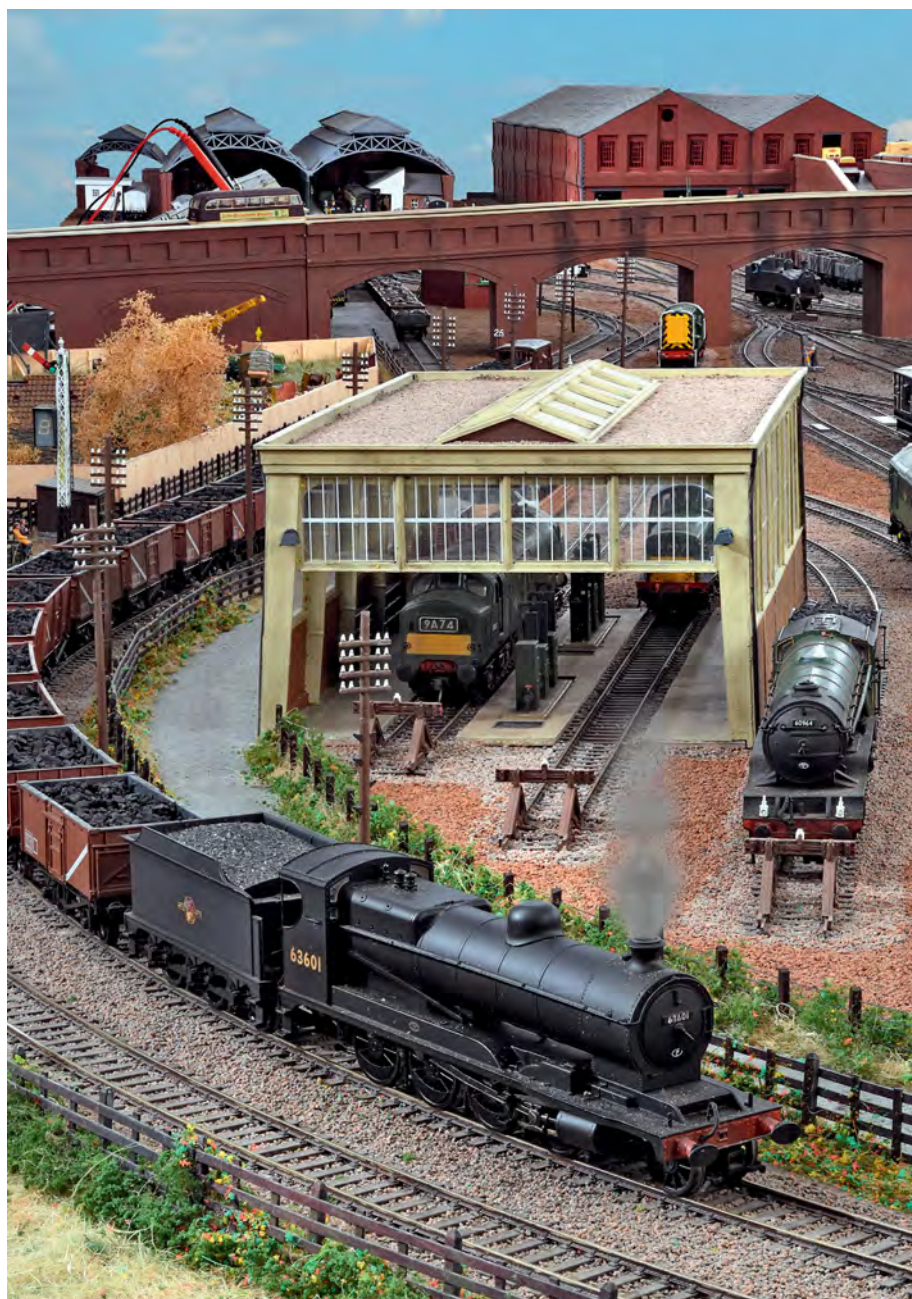
**Below: A Gresley 'O2' 2-8-0**

approaches with a rake of empty mineral wagons and passes a Gresley 'J39' 0-6-0 departing with a stopping service. In the background are the busy freight yards and the LMS line on the upper level.



**Right: A Robinson 'O4' 2-8-0 steams**

away with a rake of loaded mineral wagons and passes the new diesel depot.



**W**HY LEICESTER (Belgrave Road)? It is a station few have ever heard of, that lost its service to Peterborough in the early 1900s and its service to Grantham in 1953, leaving its only claim to fame as the weekend excursions to Skegness and Mablethorpe. A station without even a name - on the station approach it says London North Eastern Railway - the signalbox says Leicester Passenger, there are no signs on lamp posts or walls, and only the timetable says Leicester (Belgrave Road). So how did we come to model it?

In 2002, I started on a design for a model railway using the 'N' gauge idea of a storage yard at the back of a terminus station with a long curve connecting them. By 2006 the plan was complete and I started to look for a prototype on which to base it. Having searched all the seaside termini, then all the major city termini, I finally found the perfect match, Leicester

(Belgrave Road), a large station with an overall roof and a goods warehouse alongside large enough to hide the storage yard. A few changes to the track plan to fit more closely to the prototype were needed and the plan was complete.

Yes, the engine shed is on the wrong side of the line and the incline up to the London Midland & Scottish Railway (LMS) at Forest Gate level crossing is the wrong way around, but the LMS line hides the yard entrance - that's modeller's licence for you.

### DAY TRIP TO SKEGNESS

An imaginary day trip starts by queueing outside the station at some unearthly hour with bucket and spade in hand, past the man hanging posters and the taxi waiting in vain for a fare. Then it's up to the ticket barrier and on to the train. The parcel platform opposite is already busy with barrows piled high with boxes and the porters shifting sacks of mail.

The signal rises, the guard waves his »





flag, and the Thompson 'B1' tugs on its 13 fully loaded coaches. The men repairing the telegraph poles look up and wave. The warehouse is bustling and a 'J50' is rattling some trucks. An accident has occurred on the road and blows are about to be struck, but the police are on hand to spoil any fun. The scrapyards on our right is just a taste of things to come as in a few years' time the whole station site will be one big scrapyard. Then we are under the Catherine Street Bridge and on past the new diesel depot and signalling department yard. We give a wave to the trainspotters sitting on the fence. The oil depot's drivers are busy washing down their lorries, while the timber yard workmen struggle against the wind with an 8ft x 4ft sheet of plywood.

Around the great curve with coal yard and carriage washing platforms on our left, then between the Leicester City Gas Works and the barn and on past the long-abandoned incline up to the LMS. The reverse loop curves off to the left as we pass the locomotive shed

with 'O2s', 'O1s' and 'WDs' awaiting their freight duties for the day.

As we pass over the level crossing at Forest Gate and dive under the LMS line we know we are on our way to Skegness which will undoubtedly be bracing.

### ALTERED HISTORY

Using artistic licence, we have proposed that Leicester (Belgrave Road) was very successful. From 1900, passenger traffic via Peterborough to London King's Cross increased to such an extent that a Pullman train ran daily and that the service to Grantham provided a connection to the East Coast Main Line on an hourly basis.

The excursions to Skegness and Mablethorpe were (as in real life) a great success and one train carries the nameboards on its carriages stating 'Leicester to Skegness'. A servicing facility for diesels was built and now houses some of the green diesels plus the remaining passenger locomotives from the East Coast Main Line. The freight locomotives are housed in the old steam shed, which

is prototypical but minus the turntable (we have a reversing loop instead).

### CONSTRUCTION

The layout is built on 12 4ft 6in x 2ft 6in baseboards. Bad experiences from previous layouts with tracks crossing baseboards joints at odd angles led to the design of baseboards offset from each other. The layout was designed from the start for exhibition so weight and ease of erecting and dismantling were essential. The baseboard sides are a sandwich construction of two 4mm plywood skins separated by softwood strips top and bottom with extra softwood where required for fixing cross pieces. This requires careful planning but is worth it in weight saving. The resulting top edge is then 20mm wide, enough to screw down a 6mm top without any additional corner fillets.

The legs are aluminium and are permanently attached. The leg design was copied from the local village hall folding tables and has proved problem free for the





**03** Inside the cavernous train shed a Robinson 'J11' 0-6-0 has just arrived while a Sulzer Type 2 waits to head to the depot for servicing.

last 10 years. End fixings are by pattern maker's dowels and bolts screwed into captive nuts. Trackwork is Peco code 75 with Peco point motors fixed directly to the points - the hole is hidden by a thin plastic sheet sandwiched between point and motor and then ballasted. We get lots of comments on how good the track looks but all we have done is paint the sides of the rail to match the sleeper colour.

## OPERATION

The master control panel is by the storage yard and switches sections to the front panel which can switch them between two controllers all indicated by coloured LEDs. A sequence timetable combined with a clock is used – one move to or from the yard every 10 minutes.

That sounds easy except that after a passenger train has entered the station, the parcels vehicles have to be detached and moved to Platform 2. The carriages must be taken around the long curve then backed into the carriage cleaning platforms, then the train engine must >>



**04** At the steam depot a Peppercorn 'A1' 4-6-2 shares space with a Robinson 'O4' 2-8-0 as a Gresley 'O2' 2-8-0 arrives from servicing.



**05** In the carriage sidings a Gresley 'J50' waits to take empty stock back to the station. In the background are the goods sidings and new diesel depot too.



**06** A complex junction forms the entrance to the station. A Class 17 departs with a ballast working as an 'N2' 0-6-2T arrives with a short passenger working.





**07** Inside the trainshed a 'J11' waits to depart alongside a Metro-Cammell DMU as a Sulzer Type 2 arrives with parcels stock for loading.

be sent to the engine shed – all before the next 10-minute scheduled move.

The freight operator has the most choice. Arriving trains are broken up and distributed around the layout and the next departure prepared before time runs out. The timetable only specifies long freight or short freight. A long freight can be fitted or unfitted mineral wagons, ballast or vans. A short freight can be fish, scrap, oil or mixed goods. Some take longer than others to prepare. An oil train for example, needs to be pulled from the oil siding by one shunter, have a barrier wagon fitted and moved into the holding loop by a second shunter





and a brake van added by a third shunter before being positioned in the freight departure line to await its locomotive being delivered from the depot.

You may think the storage yard operator has an easy life. He only has to remove locomotives from arriving trains, add a locomotive ready for departure, then he has to progress locomotives around the depot from water to ash, to coal then

into the shed, then send the appropriate locomotives round the long curve to wait at the signal ready for the next departure.

You don't have to be out of your mind to operate this railway but by the end of the day you probably will be.

### COUPLINGS

To add another complication, rolling stock was originally provided by the two main builders. Passenger stock and green diesels (originally provided by the late John Cox) are fitted with Kadee couplings, whilst freight stock and steam locomotives (originally provided by Eric Young)

are fitted with Sprat and Winkle couplings. Trains that run in fixed rakes have hook and bar couplings with only the ends having couplings for locomotives.

Exceptions have crept in, like a ballast train with Kadee couplings and a Clayton diesel with Kadees on one end and Sprat and Winkle on the other.

The arrival of steam on passenger services means Kadee on some steam locomotives.

These locomotives have to be turned by sending them to the steam shed, then on round the long curve and onto the 'diesel' shed until they are required. All this has to happen without clashing with other movements in the timetable. »

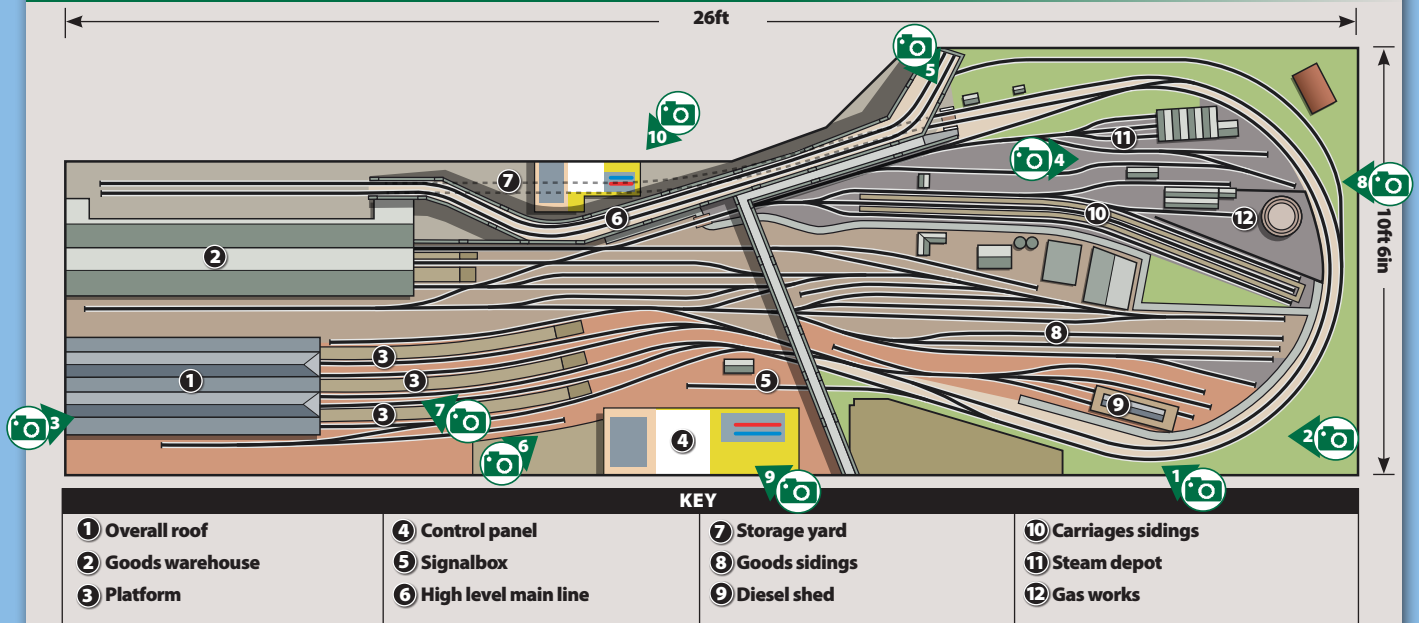


**Leicester (Belgrave Road's) design is quite different as the storage yard is located behind the large goods warehouse and results in a large sweeping curve to trains to arrive and depart.**





## LEICESTER (BELGRAVE ROAD) TRACK DIAGRAM (Not to scale)



Analogue control is used to operate Leicester (Belgrave Road), which works on a sequence basis for the movement of trains.



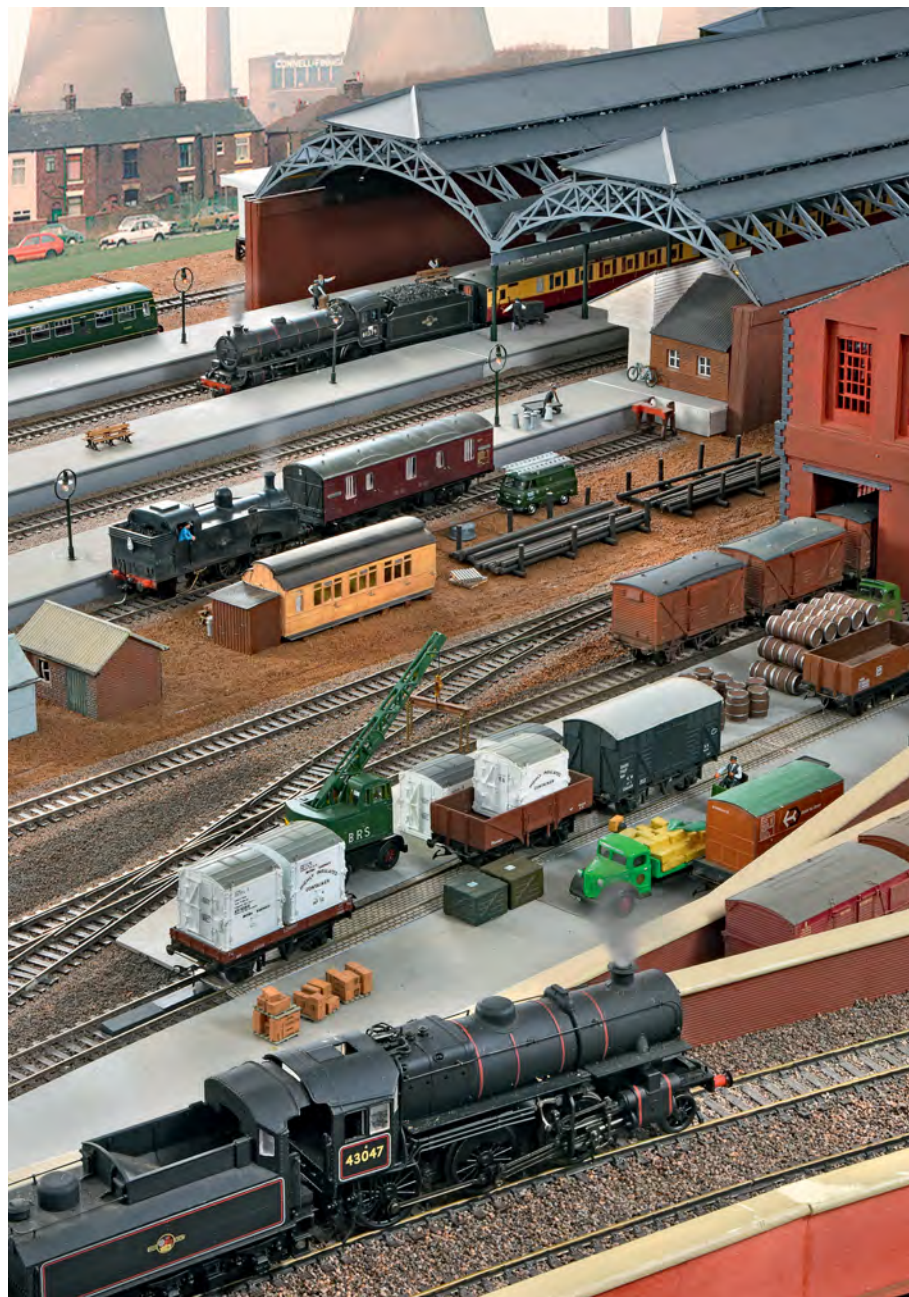


## ELECTRICS

The layout is analogue control using 90 sections switched between three controllers. The general rule is that a train departing from the hidden yard is controlled from the front panel and a train departing the station or goods yard is controlled from the storage yard.

All point control is by probe and stud contact and is duplicated where necessary (unnecessary duplication saved a lot of wiring). Under the baseboards electrical connections are by computer extension cables (25-pin 'D' plugs) cut about 300mm from one end and a tag strip soldered between the ends, one half going to the control panel and the other half proceeding to the next baseboard. Any local connections are tapped off the same tag strip. This avoids having to solder to the plugs themselves. A word of warning - not all cables use the same colour code sequence so mark the cables before you cut them and then keep the two halves together. A laminated list of all connections is then fixed under the tag strip for ease of repair and fault finding.

Currently there are 12 of these connectors entering the front control panel with a total of 300 wires including seven cables going directly to the rear control panel.



An Ivatt '4MT' 2-6-0 passes on the LMS line while a 'J50' shunts parcels stock and a 'B1' awaits departure in the station below.

## SIGNALS

Signals are from Model Signal Engineering and are operated by relays switched from the panels and are used to show other operators that a route has been set and a train is ready for departure.

The signals are a mixed bunch as they were in 1960 with some original lattice post upper quadrant signals, the station bracket signals being concrete post upper quadrant plus a couple of recent tubular post upper quadrant (British Railways adopting the LMS design as standard).

The one signal which is missing is a triple bracket signal, lattice post with somersault arms in front of the Catherine Street bridge - I am on my third attempt to build it. I will not be beaten.

Thanks are due to the many members of Abingdon and District Model Railway Club who paid £100 each for a 'share' in the Leicester (Belgrave Road) project. Those who built specific buildings

have been mentioned in the photograph captions. A special tribute must be made to the late John Cox who was in from the beginning, provided half the stock, laid all the track and was a major contributor for the first six years until his untimely death.

We must not forget Lucas Rodda, our one and only junior member (the rest of us being over 50), who is given the job of crawling under the layout to tighten the bolts and put all the plugs in.

The next project being planned is the North British engine shed in Carlisle. Carlisle Canal shed with its part roundhouse part straight shed as it was in the late 1930s when the concrete coaling plant has been installed, but locomotives are still in London and North Eastern Railway green. This time it will be Digital Command Control (DCC) with sound so there will be no need for miles of wiring. [John](#)





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| R3064 Railroad 0-4-0 No. 50025 Smokey Joe BR Black           | £29.99  | R4353 Railroad BR Mk1 Corridor Composite Coach No. W15612 BR | £170.00 | 371-330 Class 150/1 2 Car Sprinter DMU 150 128 FGW                | £152.95 | 25-008-009 A4 Steam No. 4480 'Empire of India' LNER              | £146.99 |
| R3066 Railroad Class A1 No. 4472 'Flying Scotsman' LNER GWR  | £649.99 | R4370G Mk2 Standard TS Coach No. 42145 in FGW                | £28.49  | 371-350A Class 60 Diesel Loco No. 60 035 EWS                      | £106.95 | 25-008-009 A4 Steam No. 4480 'Empire of India' DCC Fitted        | £146.99 |
| R3115 West Country Class 34001 'Exeter' BR Green/E           | £119.99 | R4463B BR Mk2 Open Standard Coach No. 5657                   | £24.99  | 371-357 Class 60 Diesel Loco No. 60 057                           | £103.95 | 25-008-012 A4 Steam No. 4487 'Sea Eagle' LNER                    | £128.99 |
| R3173 Railroad A4 No. 4468 'Mallard' LNER Garter Blue        | £79.99  | R4483C BR Mk2 Open Standard Coach No. 5638                   | £24.99  | 371-358 Class 60 Diesel Loco No. 60 021                           | £103.95 | 25-008-012 A4 Steam No. 4487 'Sea Eagle' DCC Fitted              | £128.99 |
| R3187 Class N2 No. 1744 GWR                                  | £29.99  | R4516B Gresley Non-Vestibuled Suburban 3rd Class No. 21022   | £142.99 | 371-383A Class 66 Diesel No. 66 101 DB Schenker                   | £106.95 | 25-009-004 2box Class Steam No. 2884 GWR Green                   | £124.99 |
| R3214 Schools Class No. 30357 'Epsom' BR Black/E             | £149.99 | R4517B Gresley Non-Vestibuled Suburban Composite No. 32480   | £142.99 | 371-384 Class 66 No. 66 028 EWS                                   | £106.95 | 25-009-005 3box Class Steam No. 3819 GWR Green                   | £119.99 |
| R3215 Class 1744 LNER Class 1744 'LNER Silver'               | £29.99  | R4518B Gresley Non-Vestibuled Suburban 3rd No. 3738          | £142.99 | 371-395 Class 66 Diesel No. 66 041 BR                             | £106.95 | 25-009-006 3box Class Steam No. 3849 BR Black/E                  | £119.99 |
| R3225 2-6-2 72X Class No. 7233 Great Western Green           | £129.99 | R4522A Gresley Non-Vestibuled Suburban 2nd Brake E36136      | £142.99 | 371-397 Class 66 Diesel No. 66 434 DRS Plain Blue Compass         | £106.95 | 25-009-006 3box Class Steam No. 3846 DCC Fitted                  | £134.99 |
| R3226 2-6-2 72X Class No. 7218 BR Black/E                    | £99.99  | R4524 Railroad Brake 5121 GWR chocolate & cream              | £19.49  | 371-456 Class 370 No. 37 133 BR Cwl Engineers Dutch               | £103.95 | 25-009-007 3box Class Steam No. 3822 BR Black/LC                 | £119.99 |
| R3229 SR Class No. 4021 'British Monarch' BR Green/E         | £134.99 | R4525 Railroad Restaurant 9578 GWR chocolate & cream         | £19.49  | 371-504 Class 101 2 Car DMU BR Green small yellow panels          | £148.95 | 25-010-002 Hall Class 4914 'Cromwell Hall' BR Green/LC           | £109.99 |
| R3232 Class 115 No. 65445 BR Black/LC                        | £99.99  | R4534D Maunsell Pull Push 2 Coach Pack No. 619 BR (S)        | £59.99  | 371-505 Class 101 2 Car DMU No. L837 BR Network SouthEast         | £144.95 | 25-010-003 Hall Class Steam 4958 'Priory Hall' GWR Green         | £114.95 |
| R3235 Class D16 3 No. 2524 BRITISH RAILWAYS                  | £95.99  | R4538A Unconverted Open 2nd Class Coach 13257S BR            | £36.99  | 371-604 Class 102 2nd Warship Diesel D383 'Onslaught' BR Green    | £100.95 | 25-011-001 Flying Scotsman LNER Train Pack 4 Coaches             | £198.99 |
| R3239 Class 700 0-6-0 No. 30315 BR Black/LC                  | £99.99  | R4566 Gresley 611 in Corridor Brake Composite E10116         | £48.99  | 371-605 Class 42 Warship Diesel 601 'Cockade' BR, weathered       | £106.95 | 25-011-010 Flying Scotsman Train Pack, as above, DCC Fitted      | £220.95 |
| R3240 Class 700 0-6-0 No. 30393 BR Black/E                   | £99.99  | R4569 Gresley 611 in Corridor Buffet Car No. E9151E BR       | £48.99  | 371-650A Class 57/3 Diesel 57 306 'Jelly Tracy' Virgin            | £106.95 | 25-011-002 Class A10 Steam 103 'Flying Scotsman' NE              | £124.95 |
| R3243B Class No. C2064 BR Black/LC                           | £99.99  | R4572A LNER Thompson Non-corridor Composite Coach            | £39.99  | 371-651A Class 57/3 Diesel 57 308 'Freightliner Explorer' whtd    | £116.95 | 25-011-020 Class A10 Steam 103 'Flying Scotsman' DCC Fitted      | £145.95 |
| R3243C Class 4472 'Flying Scotsman' LNER Green               | £29.99  | R4573A LNER Thompson Non-corridor 3rd Class Coach            | £39.99  | 371-655 Class 57/3 Diesel 57 309 'Freightliner Explorer' whtd     | £116.95 | 25-011-030 Class A10 Steam 103 'Flying Scotsman' BR E            | £124.95 |
| R3277 Railroad County Class No. 3535 'County of Devon' GWR   | £99.99  | R4574A LNER Thompson Non-corridor 3rd Class Coach            | £39.99  | 371-701 Class 350/2 Diesel 4 Car EMU 350 101 London Midland       | £39.99  | 25-011-030 Class A10 Steam 'Flying Scotsman' DCC Fitted          | £145.95 |
| R3278 Railroad Patriot Class No. 45518 'Bradshaw' BR Green   | £49.99  | R4593 MK3 Trailer Guard Standard TGS Coach 44011             | £28.49  | 371-702 Class 350/1 Diesel 4 Car EMU 350 101 London Midland       | £39.99  | 25-011-044 Flying Scotsman BR Green Train Pack                   | £198.99 |
| R3288 Railroad Class 9F No. 92220 'Evening Star' BR          | £87.99  | R4597 MK3 Night Riviera Sleeping Car No. 10601 FGW           | £28.49  | 371-825B Class 47/1 Diesel Loco No. D1572 BR Green                | £106.95 | 25-011-044 Flying Scotsman BR Green Train Pack DCC Fitted        | £220.95 |
| R3297X Railroad Jilly Class No. 16440 LMS                    | £29.99  | R4597B MK3 Night Riviera Sleeping Car No. 10612 FGW          | £28.49  | 371-828B Class 47/2 Diesel Loco No. 47 096 BR                     | £106.95 | 25-011-050 Flying Scotsman LNER Train Pack 4 Coaches             | £198.99 |
| R3299 Going Home 70th Anniversary of the end of WWII         | £149.99 | R4598 Gresley Tank 611 in Corridor Brake Composite Coach     | £39.99  | 371-870DS Class 108 2 Car DMU BR Blue, DCC Digital Sound          | £229.95 | 25-011-050 Flying Scotsman LNER Train Pack, as above, DCC Fitted | £220.95 |
| R3302 1400 Return from Dunkirk 75th Anniversary Pack         | £149.99 | R4599 Gresley Tank 611 in Corridor Third Coach E12716 BR     | £39.99  | 371-877A Class 108 2 Car DMU BR Blue & Grey                       | £144.95 | 25-011-068 Class A10 Steam 60103 'Flying Scotsman' BR/LC         | £124.95 |
| R3304 Drummond 700 Class No. 30316 BR Black/E weathered      | £99.99  | R4603 MK2 Buffet Coach No. W40008 BR Blue & Grey             | £28.49  | 371-880 Class 108 2 Car DMU BR Green                              | £144.95 | 25-012-004 0-6-0 Tender Steam No. 57 'Thames'                    | £56.99  |
| R3306 A4 Class No. 4469 'King' LNER Silver                   | £79.99  | R4606 Ex LMS 501 BR Black Coach M81717M BR                   | £55.99  | 371-885 Class 64x0 0-6-0 Panter Tank No. 6407 GWR                 | £80.95  | 25-012-005 0-6-0 Tender Steam No. 32655 BR Black/E               | £56.99  |
| R3310 West Country Class No. 3401 'Bude' BR Green/LC         | £134.99 | R4611A MK2 First Class Open Brake Coach No. W3321 BR         | £29.99  | 371-895 Class 64x0 0-6-0 Panter Tank No. 6417 BR E                | £80.95  | 25-012-006 0-6-0 Tender Steam No. 32656 BR Black/E               | £56.99  |
| R3311 Schools Class No. 30308 'Westminster' BR E             | £149.99 | R4612 MK2 Brake Standard Open Brake Coach No. M4999 BR       | £29.99  | 371-897 Class 64x0 0-6-0 Panter Tank No. 6412 BR E                | £80.95  | 25-012-007 0-6-0 Tender Steam 5 GWR Green Shunturbition emblem   | £56.95  |
| R3312 A3 Class No. 63062 BR Green/E & GN tender              | £154.99 | R4612A MK2 Standard Open Brake Coach No. M4996               | £29.99  | 371-930 Class 57/3 Diesel 57 306 'Jelly Tracy' Virgin             | £106.95 | 25-012-008 0-6-0 Tender Steam No. 3 'Bodiam' KESR Blue           | £66.95  |
| R3313 A4 Class No. 4423 LMS Black                            | £99.99  | R4614 MK2 First Class Open Brake Coach No. W3321 BR          | £29.99  | 371-931 Class 57/3 Diesel 57 307 'Jelly Tracy' Virgin             | £106.95 | 25-016-004 M7 0-4-4 Tender No. 30 'Southern Belle' weathered     | £64.95  |
| R3314 A4 Class No. 4431 BR Black/E                           | £99.99  | R4615 MK2 Standard Open Brake Coach No. M5005 BR             | £29.99  | 371-932 Class 57/3 Diesel 57 308 'Jelly Tracy' Virgin             | £106.95 | 25-017-001 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3315 Fowler 2P Class No. 40602 BR Black/LC                  | £99.99  | R4615A MK2 Standard Open Brake Coach No. M5005 BR            | £29.99  | 371-933 Class 57/3 Diesel 57 309 'Jelly Tracy' Virgin             | £106.95 | 25-017-002 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3318 B176 Class No. 61648 'Giltspur' BR Blue/E              | £131.99 | R4616 MK2 Brake Standard Open Brake Coach No. M4996          | £29.99  | 371-934 Class 57/3 Diesel 57 310 'Jelly Tracy' Virgin             | £106.95 | 25-017-003 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3320 A4 Class No. 44023 'Golden Eagle' BR Green/E           | £124.99 | R4617 MK2 Standard Open Brake Coach No. M5005 BR             | £29.99  | 371-935 Class 57/3 Diesel 57 311 'Jelly Tracy' Virgin             | £106.95 | 25-017-004 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3321 A4 Class No. 44024 BR Black/LC                         | £124.99 | R4618 MK2 Brake Standard Open Brake Coach No. M4996          | £29.99  | 371-936 Class 57/3 Diesel 57 312 'Jelly Tracy' Virgin             | £106.95 | 25-017-005 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3324 150 Class No. 635 LNER Black                           | £149.99 | R4619 MK2 Standard Open Brake Coach No. M5005 BR             | £29.99  | 371-937 Class 57/3 Diesel 57 313 'Jelly Tracy' Virgin             | £106.95 | 25-017-006 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3327 Maunsell S15 Class No. 824                             | £64.99  | R4620 MK2 Standard Open Brake Coach No. M5005 BR             | £29.99  | 371-938 Class 57/3 Diesel 57 314 'Jelly Tracy' Virgin             | £106.95 | 25-017-007 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3331 King Class No. 6011                                    | £89.99  | R4621 MK2 Standard Open Brake Coach No. M5005 BR             | £29.99  | 371-939 Class 57/3 Diesel 57 315 'Jelly Tracy' Virgin             | £106.95 | 25-017-008 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3332 King Class No. 6020                                    | £89.99  | R4622 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-940 Class 57/3 Diesel 57 316 'Jelly Tracy' Virgin             | £106.95 | 25-017-009 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3333 Adams Radial Steam No. 30584 BR Black/E                | £99.99  | R4623 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-941 Class 57/3 Diesel 57 317 'Jelly Tracy' Virgin             | £106.95 | 25-017-010 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3335 Adams Radial Steam No. 488 LSWR                        | £89.99  | R4624 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-942 Class 57/3 Diesel 57 318 'Jelly Tracy' Virgin             | £106.95 | 25-017-011 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3336 A3 Class 4472 'Flying Scotsman' LNER Green             | £169.99 | R4625 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-943 Class 57/3 Diesel 57 319 'Jelly Tracy' Virgin             | £106.95 | 25-017-012 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3338 Thompson B1 Class No. 61910 LNER Green                 | £139.99 | R4626 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-944 Class 57/3 Diesel 57 320 'Jelly Tracy' Virgin             | £106.95 | 25-017-013 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3339 Princess Coronation Class No. 60220 'Queen of Hants'   | £119.99 | R4627 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-945 Class 57/3 Diesel 57 321 'Jelly Tracy' Virgin             | £106.95 | 25-017-014 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3339 Railroad Cross Rail 50 Class 92021 BR weathered        | £119.99 | R4628 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-946 Class 57/3 Diesel 57 322 'Jelly Tracy' Virgin             | £106.95 | 25-017-015 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3339 Railroad Ex-Industrial 0-4-0 No. 807 Mosley Tamalacade | £119.99 | R4629 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-947 Class 57/3 Diesel 57 323 'Jelly Tracy' Virgin             | £106.95 | 25-017-016 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3361 Railroad Ex-SR 0-4-0 No. 6 Hogarth Stone               | £22.99  | R4630 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-948 Class 57/3 Diesel 57 324 'Jelly Tracy' Virgin             | £106.95 | 25-017-017 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3371 Railroad Class A4 No. 4468 'Mallard' LNER              | £79.99  | R4631 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-949 Class 57/3 Diesel 57 325 'Jelly Tracy' Virgin             | £106.95 | 25-017-018 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3397 LMS Suburban Passenger Train Pack                      | £29.99  | R4632 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-950 Class 57/3 Diesel 57 326 'Jelly Tracy' Virgin             | £106.95 | 25-017-019 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3398 Lyme Regis Branch Line Train Pack                      | £29.99  | R4633 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-951 Class 57/3 Diesel 57 327 'Jelly Tracy' Virgin             | £106.95 | 25-017-020 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3400 Golden Arrow Last Steam Train Pack                     | £29.99  | R4634 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-952 Class 57/3 Diesel 57 328 'Jelly Tracy' Virgin             | £106.95 | 25-017-021 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3401 The Bristol Train Pack - Limited Edition               | £149.99 | R4635 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-953 Class 57/3 Diesel 57 329 'Jelly Tracy' Virgin             | £106.95 | 25-017-022 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3402 150 Class 0-6-0 No. 14 Departmental BR Black/LC        | £79.99  | R4636 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-954 Class 57/3 Diesel 57 330 'Jelly Tracy' Virgin             | £106.95 | 25-017-023 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R3407 150 Class No. 68930 BR Black/E                         | £79.99  | R4637 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-955 Class 57/3 Diesel 57 331 'Jelly Tracy' Virgin             | £106.95 | 25-017-024 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4008 4-6-0 6000 King Class No. 6016 'King Edward V' GWR     | £99.99  | R4638 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-956 Class 57/3 Diesel 57 332 'Jelly Tracy' Virgin             | £106.95 | 25-017-025 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4010 King Class No. 6025 'King Henry II' BR Blue/E          | £154.99 | R4639 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-957 Class 57/3 Diesel 57 333 'Jelly Tracy' Virgin             | £106.95 | 25-017-026 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4011 Maunsell S15 Class No. 827 Southern Black              | £79.99  | R4640 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-958 Class 57/3 Diesel 57 334 'Jelly Tracy' Virgin             | £106.95 | 25-017-027 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4012 Maunsell S15 Class No. 30842 BR Black/E                | £79.99  | R4641 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-959 Class 57/3 Diesel 57 335 'Jelly Tracy' Virgin             | £106.95 | 25-017-028 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4013 Maunsell S15 Class No. 30831 BR Black/LC               | £79.99  | R4642 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-960 Class 57/3 Diesel 57 336 'Jelly Tracy' Virgin             | £106.95 | 25-017-029 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4014 115 Class No. 65447 BR Black/LC                        | £99.99  | R4643 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-961 Class 57/3 Diesel 57 337 'Jelly Tracy' Virgin             | £106.95 | 25-017-030 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4015 115 Class No. 65447 BR Black/LC                        | £99.99  | R4644 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-962 Class 57/3 Diesel 57 338 'Jelly Tracy' Virgin             | £106.95 | 25-017-031 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4016 115 Class No. 65448 BR Black/LC                        | £99.99  | R4645 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-963 Class 57/3 Diesel 57 339 'Jelly Tracy' Virgin             | £106.95 | 25-017-032 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4017 115 Class No. 65449 BR Black/LC                        | £127.99 | R4646 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-964 Class 57/3 Diesel 57 340 'Jelly Tracy' Virgin             | £106.95 | 25-017-033 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4018 115 Class No. 65450 BR Black/LC                        | £127.99 | R4647 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-965 Class 57/3 Diesel 57 341 'Jelly Tracy' Virgin             | £106.95 | 25-017-034 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4019 115 Class No. 65451 BR Black/LC                        | £127.99 | R4648 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-966 Class 57/3 Diesel 57 342 'Jelly Tracy' Virgin             | £106.95 | 25-017-035 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4020 Drummond 700 Class No. 30346 BR Black/LC               | £106.99 | R4649 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-967 Class 57/3 Diesel 57 343 'Jelly Tracy' Virgin             | £106.95 | 25-017-036 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4021 Drummond 700 Class No. 30698 BR Black/E                | £106.99 | R4650 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-968 Class 57/3 Diesel 57 344 'Jelly Tracy' Virgin             | £106.95 | 25-017-037 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4022 Adams Radial 415 Class No. 3125 SR Black               | £118.99 | R4651 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-969 Class 57/3 Diesel 57 345 'Jelly Tracy' Virgin             | £106.95 | 25-017-038 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4023 Adams Radial 415 Class No. 30583 BR Black/LC           | £118.99 | R4652 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-970 Class 57/3 Diesel 57 346 'Jelly Tracy' Virgin             | £106.95 | 25-017-039 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4024 0-6-0 Raven 06 Class No. 63443 BR Black                | £89.99  | R4653 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-971 Class 57/3 Diesel 57 347 'Jelly Tracy' Virgin             | £106.95 | 25-017-040 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4025 0-6-0 Raven 06 Class No. 63443 BR Black                | £89.99  | R4654 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-972 Class 57/3 Diesel 57 348 'Jelly Tracy' Virgin             | £106.95 | 25-017-041 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4026 0-6-0 Raven 06 Class No. 63429 BR Black/LC             | £89.99  | R4655 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-973 Class 57/3 Diesel 57 349 'Jelly Tracy' Virgin             | £106.95 | 25-017-042 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4027 0-6-0 Raven 06 Class No. 63429 BR Black/LC             | £89.99  | R4656 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-974 Class 57/3 Diesel 57 350 'Jelly Tracy' Virgin             | £106.95 | 25-017-043 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4028 0-6-0 Raven 06 Class No. 63429 BR Black/LC             | £89.99  | R4657 Railroad MK2E Open 2nd Coach W5569 BR Blue & Grey      | £16.99  | 371-975 Class 57/3 Diesel 57 351 'Jelly Tracy' Virgin             | £106.95 | 25-017-044 Britannia Class 7000 'Robert Burns' BR E              | £114.99 |
| R4029 0-6-0 Raven  |         |  |         |   |         |  |         |



# Enhancing Hornby's **COLLETT'S**

The quality of ready-to-run carriages is outstanding today, but can they be made even better and more realistic? **MIKE WILD** says yes, with simple painting and additions.

**W**HEN IT COMES TO REFINEMENT, Charles Collett, Chief Mechanical Engineer of the Great Western Railway (GWR) from 1922-1941, was amongst the best. He was adept at taking his predecessor Churchward's fine designs and making them even better than they were before.

One of his great achievements for passenger stock was the reduction in length of the gangway between coaches through introduction of the bow-end stock in 1925 – his way of modernising the GWR's extensive carriage fleet.

Hornby introduced its all-new models of the GWR bow-end stock in 2016, originally in GWR chocolate and cream and BR carmine and cream. For the modeller they represent one of the most attractive and well appointed carriages on the market with Hornby having learned its carriage craft through well regarded vehicles such as the GWR Hawksworth, SR Maunsell and especially its extensive range of Pullmans.

Few could find fault with the bow-ends, but they could be even better, we think, without the need for a scalpel and cutting saw. We see the necessary changes as sympathetic

weathering and detailing to breathe real life into these fabulous vehicles taking them from box-fresh models to characterful portraits of working railway carriages in their final years of service. The latter point is supported further by the arrival of a new batch of Colletts in BR lined maroon, allowing modellers of the late 1950s and early 1960s to include these on their layouts.

There is more advantage to these vehicles too. While they were originally designed to work in fixed rakes with the side corridor matching along one side, by the mid-1950s they were quite regularly mixed in with other vehicles as they were being superseded by the new BR Mk 1 stock. This means that individual vehicles can make their way into longer train formations and that shorter trains are possible too.

These three carriages are destined to enter the roster for *Hornby Magazine's* Grosvenor Square terminus station where they will be used in both ways – a short formation trio and mixed in with other vehicles to form longer trains.

The step by step guide explains how, with readily available paints and details, we brought new life to these already highly respected carriages. [John](#)





Heading up a mixed rake of BR era stock, this newly weathered trio of Collett bow-end carriages look just the ticket behind a Hornby GWR 'Grange' 4-6-0. See them first hand at the Great Central Railway Model Event on *Hornby Magazine's* Grosvenor Square.



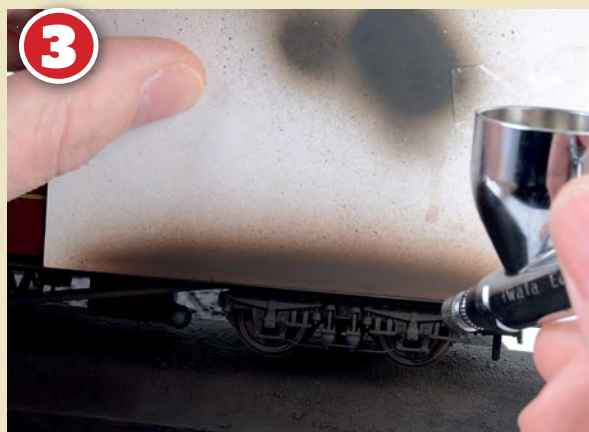


## STEP BY STEP DETAILING HORNBY'S COLLETT BOW-END

**1** Hornby's latest Collett bow-end carriages are these smartly turned out BR lined maroon liveried vehicles. Five are available covering Brake, Composite and Second Class vehicles with combinations of left and right-hand corridors.



To begin their transformation, we are using an Iwata Eclipse airbrush and Lifecolor Frame Dirt (UA719) acrylic diluted down with Lifecolor thinners for use with the airbrush. Rather than fully mask the body, a piece of A6 card is being used to control the spray area – this technique is rapid and with a little practice gets great results too.



Having first focused on the footboards and chassis solebar, we moved the card mask down so that the bogies and underframe supports can be toned down with the same Lifecolor Frame Dirt colour. This first colour application is the same on all three vehicles.



**4** Turning the coach on its roof means we can target the areas that get missed when working with the coach on its wheels. This includes the underside of the footboards, bogies, battery boxes and buffer shanks. Frame Dirt is the colour of choice once more.



**5** To add Frame Dirt colouring to the lower parts of the carriage ends we manipulate the card mask to follow the shape of the carriage side. Holding it in place and working the paint in from the left ensures it doesn't contaminate the bodyside.

**6** Underframe weathering complete, the bow-end is already looking better than fresh from the box. Note that we have kept the maroon bodyside clean as this is the area which would be looking at its best, even on a well-used carriage.







**7** One trick which really sets off a steam era carriage is adding a wash of black into the door gaps and other areas where dirt would build up even during cleaning. To do this we are using Wilder Deep Shadow Wash (NL02) which is a pre-mixed thinned dirty black colour perfect for this type of work. Use a detail brush with a fine tip to keep control of the paint.



**8** In this close up of another vehicle you can see the contrast between the pin wash on the left-hand door and the untouched door frame on the right-hand door. We've also added a minute touch of Deep Shadow Wash around the door bump stops and handles as well as the droplight frames to accentuate these details.



**9** Next up is roof weathering. Using Lifecolor Roof Dirt (UA722) and a piece of card for a mask, we worked along the roof of each vehicle. The rear carriage has had its application of Roof Dirt while the lower has a pristine roof. Note the patchy finish on the upper vehicle which gives a likening to roofing on real carriages.



**10** Anything that moves needs grease and especially on steam era stock. Using Wilder Old Grease (NL36) the axleboxes and buffer heads have been treated to a light application to bring a little detail to the paint finish.



**11** It's almost invisible in this image, but the end steps and footboards have been treated to tiny amounts of Lifecolor PG110 Reflective Agent to suggest bare metal and boot scuffs where people would climb on and off the carriage. Less is more with this powder and it is better to have to come back with a second application than to put too much on the first time round.



**12** We are all but there now with the weathering of these carriages - and this close up shows the four primary colours we have used: Roof Dirt on the roof, Deep Shadow Wash in the door gaps, Frame Dirt on the underframe and Old Grease on the axlebox covers.

**13** These three vehicles still look well maintained and the bodysides are clean except for the wash in gaps and around items which would collect dirt.






**14**

Now our attention can turn to the inside of these vehicles. To gain access you will need to locate the four clear plastic tabs (one in each corner above the bogies) to release the body from the chassis. Turn the carriage upside down and turn the bogie to one side to find them.


**15**

Using a small flat blade screwdriver, carefully push the clear plastic tab back so the chassis locating hole passes over the dip. Repeat at each corner so all the tabs are loose.


**16**

With the tabs released at the corners your carriage underframe will look like this – bowed at each end and lifted out of the body.

#### USEFUL LINKS

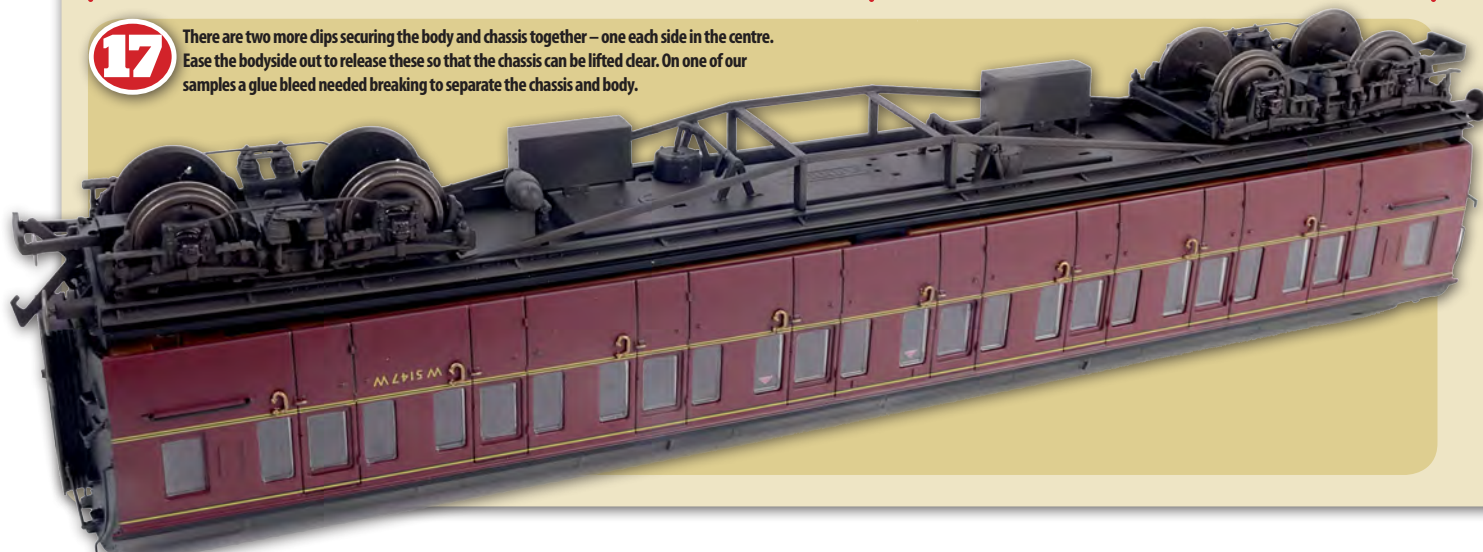
|                    |  |
|--------------------|--|
| <b>Hornby</b>      | <a href="http://www.hornby.com">www.hornby.com</a>           |
| <b>Gaugemaster</b> | <a href="http://www.gaugemaster.com">www.gaugemaster.com</a> |
| <b>Lifecolor</b>   | <a href="http://www.airbrushes.com">www.airbrushes.com</a>   |
| <b>Wilder</b>      | <a href="http://www.airbrushes.com">www.airbrushes.com</a>   |
| <b>Springside</b>  | <a href="http://www.springside.com">www.springside.com</a>   |

#### WHAT WE USED

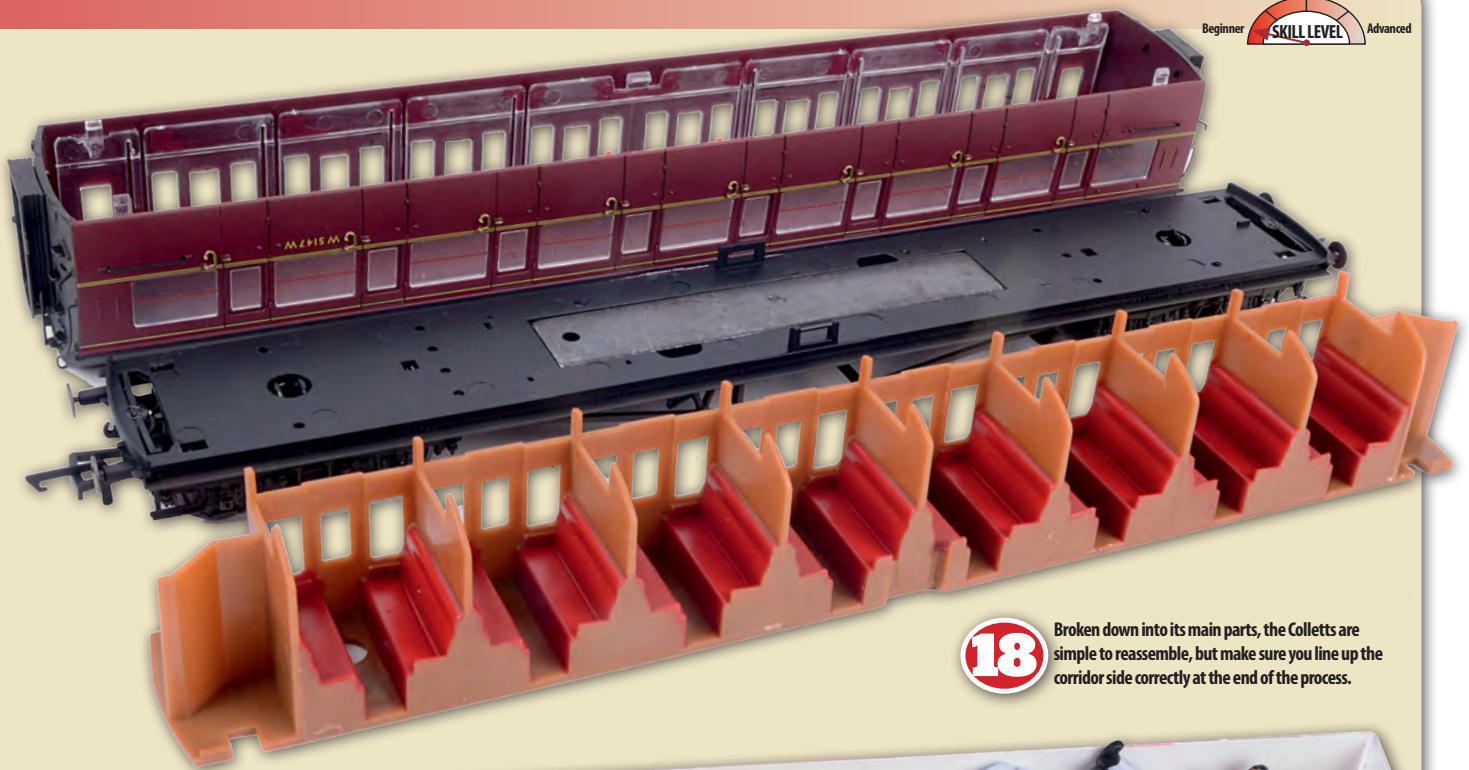
| Product                   | Supplier    | Cat No.     |
|---------------------------|-------------|-------------|
| Collett bow-end carriages | Hornby      | R4763-R4767 |
| Preiser seated people     | Gaugemaster | 14416       |
| Frame Dirt                | Lifecolor   | UA719       |
| Roof Dirt                 | Lifecolor   | UA722       |
| Dark Shadow Wash          | Wilder      | NL02        |
| Old Grease effect         | Wilder      | NL36        |
| Reflective Agent          | Lifecolor   | PG110       |
| GWR Taillamp              | Springside  | DA1         |

**17**

There are two more dips securing the body and chassis together – one each side in the centre. Ease the bodyside out to release these so that the chassis can be lifted clear. On one of our samples a glue bleed needed breaking to separate the chassis and body.







**18** Broken down into its main parts, the Colletts are simple to reassemble, but make sure you line up the corridor side correctly at the end of the process.

**19** To make the most of the interior spaces we decided to introduce passengers to each vehicle using a readily available bulk pack of Preiser figures from Gaugemaster. The pack contains 48 seated people and will certainly fill a six-coach train, unless you want to replicate an overcrowded commuter working.



**20** Popping the passenger compartment back onto the chassis, it is a simple process to add passengers. We test fitted each person before gluing them in place with superglue to ensure that they would sit comfortably on the benches.



**21** The finishing touch for the brake coach is a tail lamp leaving the only remaining job for these vehicles as replacement of the outer couplings for Kadees so that they can be used with the magnetic uncoupling system on Grosvenor Square. Job done.



# A DEPOT diorama

A model railway doesn't have to be fully operational or cost thousands to build. **TIM SHACKLETON** explores ways of using offcuts and discards to create a display setting for his diesel collection in 'OO' gauge.

**T**HE AIM OF RAILWAY MODELLING is to build a model railway. It sounds a simple proposition, but does this view hold true for everyone or does it just apply to some?

That's why the feature on micro-layouts in HM117 rang a number of bells with me. I've not had a home layout for a number of years, although the baseboards for the next project are built and waiting for me to make a start. One of the things I regret most about this situation – apart from missing out on the pleasure of operating – is seeing my models in a three-dimensional setting, on ballasted track surrounded by authentic buildings and looking for all the world like real trains on a real railway. That is the theory, anyway.

But does everyone actually need or even want a working layout – even one the size of a bath towel? As I say, I enjoy running trains but there are a lot of active modellers out there

who don't seem to share my enthusiasm for operation. I've seen many well-known layouts that were more like stage sets on which the trains rarely, if ever, played much of a role. Whether this was by accident or design I don't know, but at times I've found myself wondering why, if they weren't normally going to run anything on them, their owners bothered wiring them up. The process of building a layout, it seems, can be just as absorbing and just as much fun as watching the trains go by.

I can understand why modellers may not have the inclination, space, energy or the skill to build a fully operational layout, but it still seems strange to collect railway models and not want to see them displayed in a scenic context. So what are the alternatives?

Many military and aviation modellers use static displays or dioramas as a way of presenting their models, and some of them are works of art in their own right. I've gone some way

down this route by using unfinished sections of my forthcoming layout as photographic backdrops. Others use props such as engine sheds, goods depots or just a plain stretch of embankment as display modules.

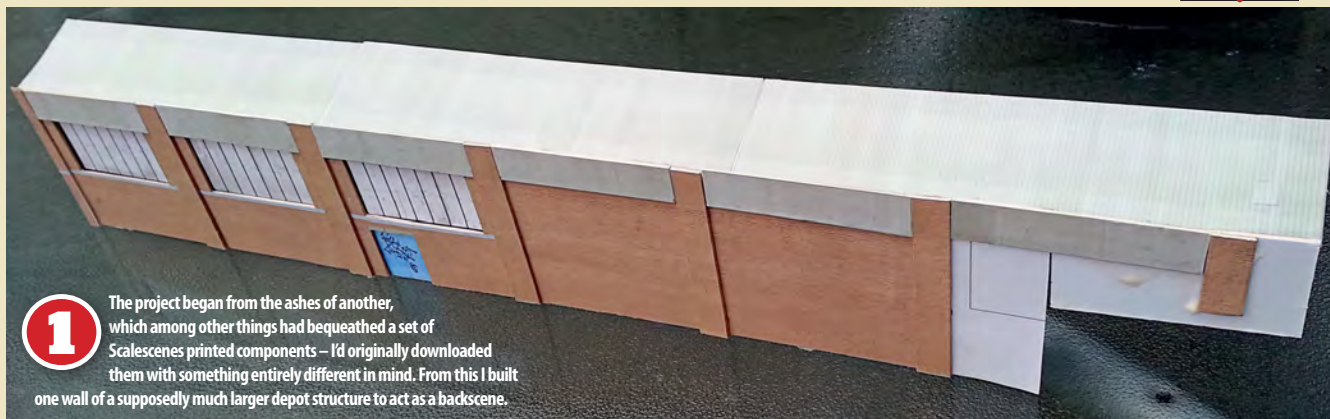
With this latest project, coming across a spare length of plywood (originally intended for an oil terminal) and acquiring some badly damaged resin buildings suddenly made me think of creating an extended diorama on which I could temporarily display and photograph my stock. There was never any intention of turning it into a working model railway, or even of giving it a proper fascia board, but if I wanted to, I could always make the presentation a bit smarter so it could become a permanent feature of my modelling room. Everyone's priorities are different, of course, but it would be nice to think these notes might encourage you to think about building something along similar lines for your own cupboard collection. **Alan**

**Creating a scene like this shouldn't take long and, if you were so minded, could easily become a kind of training exercise or dress rehearsal for building a working layout. All kinds of possibilities besides locomotive depots suggest themselves – goods yards, carriage sidings, rail-served factories, a small Great Western-style halt. You don't need to model the whole of the scene either – by careful use of bridges and other view-blockers, you can suggest the area being modelled is much larger than it actually is.**



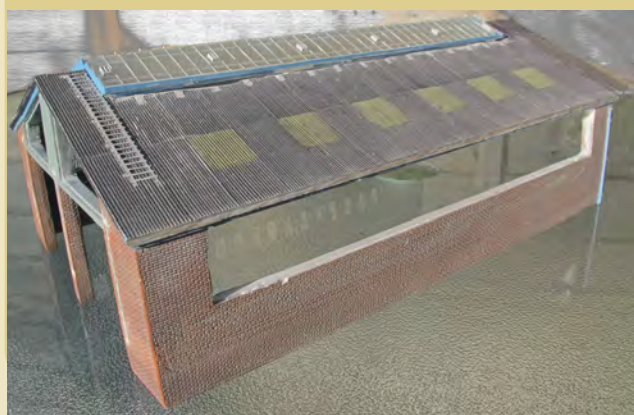


## STEP BY STEP BUILDING A DEPOT DIORAMA



**1** The project began from the ashes of another, which among other things had bequeathed a set of Scalescenes printed components – I'd originally downloaded them with something entirely different in mind. From this I built one wall of a supposedly much larger depot structure to act as a backscene.

**2** From these uncertain beginnings, I added a pair of Bachmann servicing depots, severely mutilated by their previous owner in a bid to convert them into a large engineering workshop. By this stage only one side of each building was usable. This is the better of the two – at least it still had most of its roof.



**3** I cut the two adjoining faces of the sheds more or less smooth so they'd butt up end to end. This didn't work, so I made a new middle section out of part of one of the ends (in this view, the section with the door). What drove its dimensions was the need to preserve the spacing of the windows and roof lights. Plan A was to drill through the thick resin walls to create fresh window openings but this proved impossible so I added plated-over windows instead. There is a new roof section in Wills corrugated sheet right in the middle of this shot, painted to match. I had two sheds but only one toplight so I made a new one for the left-hand end of the building along with a short joining section, to the exact same pattern as the original. They are just pushed roughly in place here – they look much more convincing when properly seated.





## STEP BY STEP BUILDING A DEPOT DIORAMA

4



Bachmann's walkways and ladders were overscale and most of them had snapped off, so I added new ones made of Evergreen styrene. In taking this photograph I see I've knocked one of the front handrails askew. Can you tell that there are no horizontal rails along the long roof walkway, just the uprights? I figured that handrails would probably end up wonky and draw attention to themselves, so I left them out. I worried about making the ladder with safety cage but it turned out to be very simple. A wiring conduit leading to the lamp disguises the join – it needs painting so it will disappear. Your eye naturally goes to the (half-finished) downpipe but that's not where the join is. I intentionally staggered the ladder, platform and steps because this is how it's often done on the real thing – it helps to further disguise the join.

5



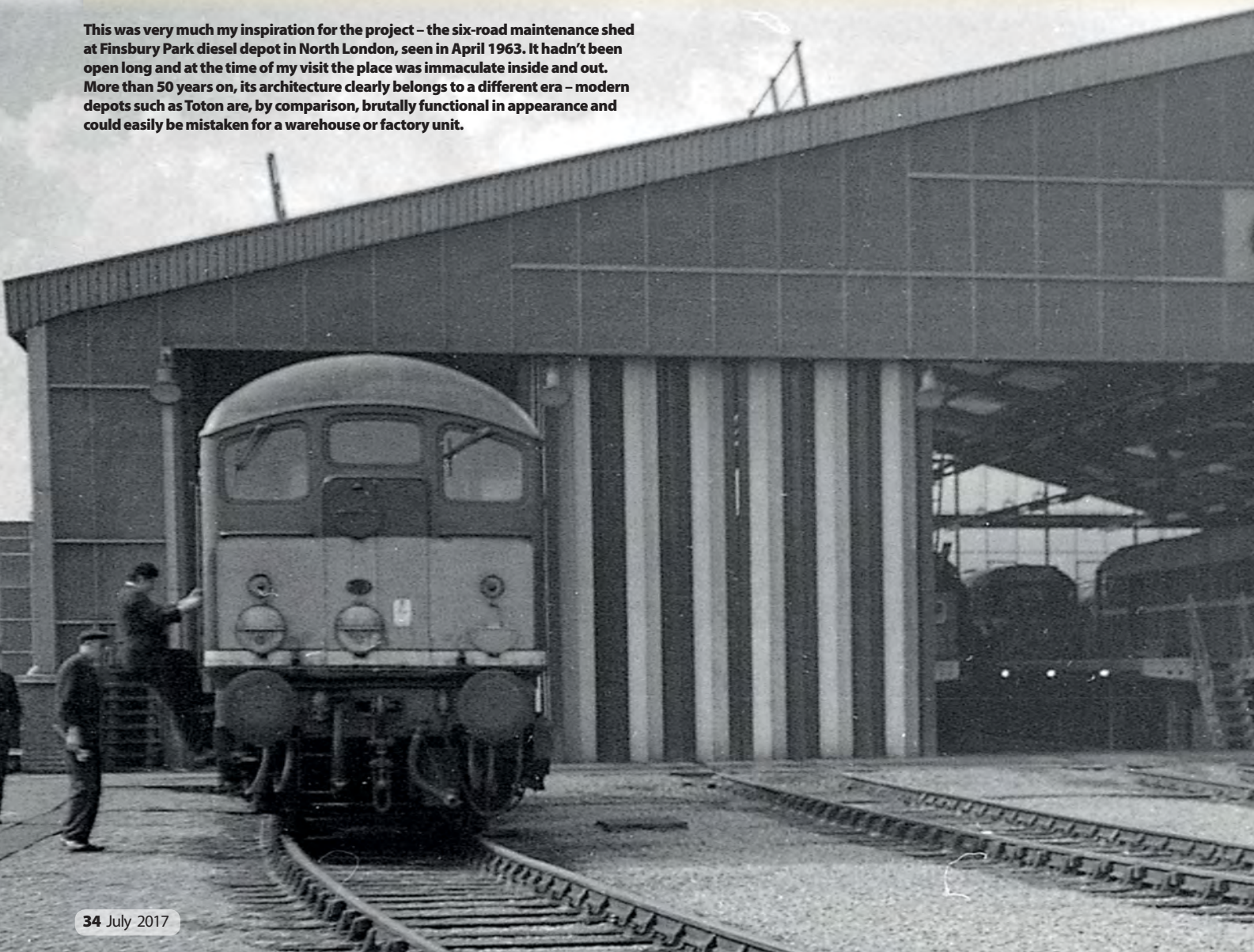
I worked out where everything on the diorama would go by the simple expedient of moving track and buildings around on the workbench until the different elements slotted together and looked about right. It was clear that something was missing at the left-hand end so I added a Bachmann washing plant – a superbly detailed model of a distinctive lineside feature, and the only item acquired specifically for this project. Everything else was a cast-off.

6



The diorama was always intended to be viewed and photographed from an eye-level perspective, which is why there was never any kind of overhead view or sketch plan – I would rarely look at it from such an angle, so why bother? I've never been one for formal planning, much preferring to make things up as I go along. What drives most of my projects, however, is a powerful visual preconception of how I'd like things to look.

**This was very much my inspiration for the project – the six-road maintenance shed at Finsbury Park diesel depot in North London, seen in April 1963. It hadn't been open long and at the time of my visit the place was immaculate inside and out. More than 50 years on, its architecture clearly belongs to a different era – modern depots such as Toton are, by comparison, brutally functional in appearance and could easily be mistaken for a warehouse or factory unit.**





7



The access ladder began life as a necessary evil – to distract the eye away from the join between the two buildings – but it soon became a strong feature of the diorama as a whole. With so few visual elements involved, I made sure every last detail counted.

8

Once I knew what would go where, a lightweight self-supporting baseboard just 46in x 14in was quickly made up. I used 3mm birch ply on a framework of 18mm x 45mm planed timber, glued and pinned together. If I can make this kind of thing reasonably square and level, anyone can.



9



A good alternative to DIY carpentry is to use one of the ready-to-assemble baseboard kits that Tim Horn makes precisely for this kind of thing. Laser-cut in MDF (you can have ply if you prefer) they're available in a wide variety of configurations and are easy to assemble – no sawing, no screws, no woodworking skills or special tools are needed.

10



On the prototype, track in and around servicing depots often looks like it's sitting in a mixture of hardened mud and oil, with only a few scattered grains of ballast to suggest it is built on firm foundations. Instead of ballasting the track conventionally, I put down a thin (1/8in) layer of filler using a putty knife. Having smoothed it off, I pressed the various sections of SMP flexible track into the filler so that all but the very tops of the sleepers were covered.

11

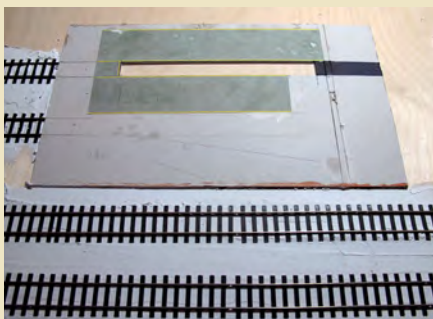


My collection of steam era shed plates comes in very useful for adding weight where it's needed. This ensures the track sits true and level and settles nicely into the roadbed.





## STEP BY STEP BUILDING A DEPOT DIORAMA



**12** Before adding the filler, I'd made a paved area out of card to represent the concrete floor of the servicing shed. It's glued in place with PVA. There's no actual track inside the building – everything is just an illusion. I'm very fond of this kind of 'smoke and mirrors' modelling.

**13** Study colour photographs of the real thing to work out what colours to paint the ground surfaces. I used LifeColor acrylic paints – the Debris and Rubble set has some particularly useful shades for this kind of work. The airbrush is my trigger-operated Iwata Neo TRN-2 which, with its 0.5mm nozzle and ½ oz (14ml) colour cup, is great for putting on large quantities of paint and blending them subtly together.



**14**

At intervals, I'd set the whole thing up just to see how it was looking. It soon became clear how important the washing plant was to the whole scene, as well as setting up lots of exciting photographic opportunities.



**15**

Once the basic colour was in place I added hints of texture using a combination of foundry sand and Geoscenics 'N' gauge ballast. We're not out to recreate the effect of a freshly-ballasted four-track main line here. Various blacks – notably LifeColor Burned Black (UA736) and Humbrol Gloss Black (21) – are used sparingly to replicate the inevitable fuel spills and oil leaks.







**16**

To represent weeds, mosses and coarse grasses growing around the track I used a mixture of Anita Décor foam and Scale Link granulated cork. As ever in modelling, you don't want to get too carried away. I used prototype photographs to show me what was likely to grow where.



**17**

I held the foliage elements and ground textures in place by giving them an initial soaking with Pledge multi-purpose wax followed by a coating of cheap sticky hair spray. The advantage of a static diorama is that the track doesn't have to provide electrical contact meaning less cleaning after glue applications.



**18**

I used the same materials and methods along the edges of the shed buildings, to help them bed in with the flat baseboard. The walkway at the top of the ladder has taken another knock and I still haven't painted the wiring conduit.



**19**

Pretty much the sum total of the scene, viewed from end to end. It could have been shorter by losing one of the shed buildings and the overall effect wouldn't have suffered.

It may look very convincing but this isn't a permanent setup. At the end of a photographic shoot, the buildings go back in their boxes and the baseboard is put into storage. There's no reason, though, why I couldn't turn it into a display unit by adding rear and side walls, and maybe a front fascia with lighting modules.



**20**

At the end of the two-road section alongside the shed, I fitted plate buffer stops built from PH Designs etched kits. In this view, they're just perched on the track to see how they look. Later they'll be properly seated with all the securing bolts correctly lined up.



**21**

The key to this kind of exercise is restraint – knowing when to stop. You can always come back later and add a little more, but only if you feel it's necessary. Here I think the weed growth is a bit obtrusive so I'll do something about it. Photographing your work as you go along is an invaluable way of checking all is as it should be – and for me the digital camera is an essential modelling tool. I may not always like what it reveals but this evaluation process is very necessary.



**22**

It's tempting to pack a cameo with all kinds of small details – in this instance oil barrels, skips and so on. I resisted the temptation because, with less than four square feet to play with, I felt it would clutter up the scene and limit the feeling of spaciousness. A lot of emphasis is placed these days on creating safe working environments and you don't see ladders, buckets, bins, spare wheelsets and sleepers lying around waiting for people to fall over them. A set of wire-mesh bins from PH Designs is all I felt was necessary.



**23**

The installation isn't fixed in time and space. Being neutral in terms of detailing, devoid of telltale signage and period features, it can be wherever I want it to be as long as it suits my purposes.

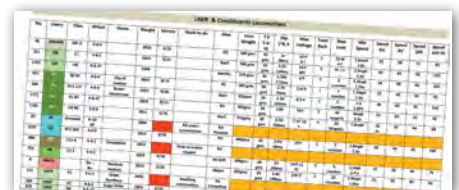


**24**

The diorama can accommodate steam locomotives if you imagine it to be somewhere like Thornaby, built new as a steam depot in the late 1950s at the then-phenomenal cost of £1.25m but wholly dieselised by 1965. The roundhouses at Leicester (Midland) and Carlisle Upperby were other new-build structures from the last years of steam.

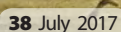


Advancing the running qualities of our models leads to a better experience when we come to operate our layouts. **TREVOR JONES** begins an occasional series offering advice, hints and tips for making models run perfectly.



**Record sheets are an excellent means of keeping a detailed history of locomotives and wagons. These are sheets for a North Eastern 'C7' 4-4-2, a section from an LNER locomotive fleet list and a wagon record sheet from a freight train. All of this helps towards the goal of perfect running.**

**Below:** Free running wagons make a huge difference for locomotive haulage. To test this I use a Hornby re-railer. The test should be done several times to ensure accuracy as the wagon needs to run down the re-railer centrally.





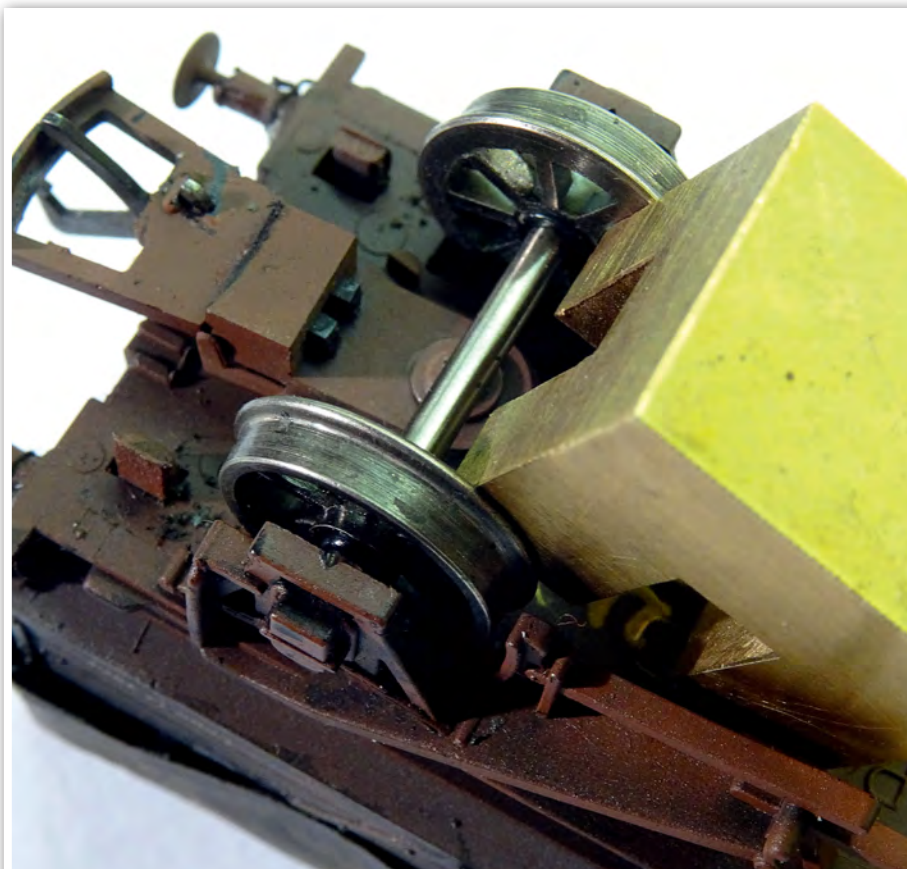
**Y**OU WOULD THINK that perfect running would be a goal for everyone and, really, with today's modern mechanisms, metal rolling stock wheels and high standards it is simple to achieve with care, consideration and a little planning. But how do we achieve it? The factors involved are vast and are a combination of baseboards, track, locomotives, rolling stock and electrics. That's a lot of variables and all of these need to come together to ensure we reach our goal.

In this first instance we are assuming that the baseboards and track have been laid without kinks and bumps making the railway itself ready to run. As a photographer for *Hornby Magazine* I see many layouts in homes and at clubs. I also visit many exhibitions and I have my own large 'OO' gauge garden layout with a lot of stock. I have noticed recurring problems at times on some layouts such as when the same wagon derails at the same point on the track, a particular locomotive stalling, a train set coming apart regularly and other running problems.

Over the 30-plus years of the development and running of my garden layout, I have had all these problems, but I have tried to solve them and have reached the point where I am able to leave the trains running with the confidence to nip to the post office in the village! Working outdoors, I'm also battled by the elements like leaves on the line, insects and even wind can cause havoc. But, ignoring these elements, I have practically eliminated other problems.

## KEEPING TRACK

One of the most important parts of my search for perfect running is record sheets. The real railway had service records for every vehicle showing what repairs had been completed, when further servicing was due and to report faults which could be attended to back at the depot. For a number of years, I have kept locomotive record sheets containing details



**Testing back to back measurement with a Double O Gauge Association gauge. This establishes that the wheels are correctly spaced on the axle which will result in better running qualities.**

such as purchase, details of modifications, date of servicing and any faults, so that they could be attended to before that locomotive ran again.

In my case, with some 300 locomotives, this might be a period of years and with only 30 running days a year, the running of a particular time period or region may not come round for some time. The sheets include information such

as speed at various voltages and a minimum running voltage over junctions. This ensures that locomotives run at realistic speeds and that the train does not stall over junctions. The knowledge of an engine's haulage power is also important with the gradients that form part of my garden layout. Recently I have also started keeping stock record sheets and a small notebook in the »







DCC Concepts produces an axle bearing reprofiler which is a useful tool for cleaning and opening out tight axleboxes which otherwise restrict the free running of wheelsets.

railway shed to list any track problems so they are dealt with before the next running session.

One final point, in having stock records with photographs means should you have an insurance claim you have pictorial evidence of your stock for valuation. The other important record, particularly for club layouts, is a log book where any fault found can be logged and either dealt with then or listed as to be rectified. Members then can deal with this when the layout is tested before its next outing; after all, a different group of operators may well be involved in its next appearance.

## FREE RUNNING

Recently I found that some of my freight engines were struggling on the gradients with trains that they had previously managed, so on checking the free running of my wagons I had an unpleasant surprise - many wagons had become extremely stiff despite an annual oiling of bearings, so a free running test was required.

On a straight length of level track a Hornby re-railer was placed and in turn all wagons from my box for the freight consists, 39 wagons in total, were tested. The distance each ran was recorded and the differences were amazing. An early Dapol wagon which I had noticed as being



Removing accumulated dirt from the wheels of an old wagon prior to couplings being changed. The dirt, which builds up unevenly, can cause wheels to bounce as well as increasing rolling resistance. The dirt may have to be scraped off or wire brushed or use an appropriate solvent with an old toothbrush.

very stiff and had recently fitted replacement Hornby wheels ran for more than 4ft whilst the majority managed 2ft or more but some were worse. Following this I embarked on a course of changing all the axles on the worst vehicles with replacements and decided a record of each box of stock should be kept.

A relatively new, and useful, tool is DCC Concepts 'OO' bearing reamer. This reprofiles worn plastic axle bearings and also loosens those that are tight fitting. A recent new Bachmann wagon was exceptionally tight running, only managing to travel 2in - after use of the re-profiler it travelled 8in after running down the Hornby re-railer, which has a 1-in-19 gradient, and after oiling that increased to just over 1ft. This still didn't meet my requirements, although it was a vast improvement and led me on to the next stage of development: wheel cleaning. We are all used to cleaning locomotive wheels for electrical continuity, but what about carriage and wagon wheels? They collect dirt too and will need occasional cleaning not just to free them of dirt, but also to stop them depositing it around a railway.

As part of my perfect running plan, all wagons have a minimum weight of 35g, but some with loads are appreciably heavier. Back-to-back



This old Mainline wagon coupled to a new Bachmann vehicle illustrates a problem that can cause derailment as an uneven off centre force is applied on curves because of different coupling types. The Bachmann coupling is tight onto the Mainline whilst the Mainline hook is several mm away from the bar. The image also illustrates the great gap between wagons which can be rectified - see panel.

measurements (the distance between the inside faces of the wheels) are tested using the Double O Gauge Association device. However, I also have many kit built wagons with scale wheels. These have a finer tread and shallower flange and I have had problems with some of these. Firstly they need a wider back-to-back setting and a gauge for finescale is available.

Lastly to ensure the best running, couplings should be of the same type - exactly the same. I change all to small tension locks and it is best to standardise on one type - if you have different types with different length hooks they will not pull evenly and this can derail a long heavy train on bends. I also shorten all my couplings to give closer coupling. It might sound tedious, but a little care and attention can make the world of a difference to the enjoyment you gain from your model railway. [MELMAN](#)

## NEXT TIME

● In the next instalment, Trevor continues his quest for perfect running by turning his attention to track and the adjustments and tips that make it support quality operation.

## REDUCING COUPLING GAPS



These two wagons have been fitted with Bachmann couplings which have had the NEM pockets shortened to ensure even closer coupling. They can be shortened by 2mm-3mm depending on the fitting and still have no problem with buffer locking when pushing as illustrated here on a 2ft 6in radius point (third radius curves).



To shorten the coupling pocket, start by unplugging the tension lock coupling and hold above the socket where the bar is in line with the buffers when viewed from vertically above, then mark the socket for trimming.



Grip the socket with locking forceps and use a mini drill with a circular saw blade and cut where marked. If you are prepared to remove the pocket from the wagon this can also be done with a craft knife to achieve the same result. The tails of the coupling may need shortening too with a craft knife.



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| AD62 | Roket Plastic Glue            | £5.50 |
| AD54 | Scenic Spray Glue             | £6.25 |
| AC13 | Track Magic (Cleaning liquid) | £7.95 |
| AD24 | Plastic Magic                 | £5.25 |
| AD61 | View Glue (backscene glue)    | £8.00 |

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|--------|-------------------|--------|
| N60135 | Gras-Master 2     | £129   |
| N23100 | NOCH Nature Trees | £21.95 |



|        |                            |        |
|--------|----------------------------|--------|
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| N26311 | Mixed Trees - 25 Trees     | £21.95 |
| N26321 | 50 Fir Trees (Assorted)    | £38.95 |
| N23102 | Embankment Vegetation      | £15.95 |



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| N60800 | Noch Scenery Starter Set      | £33.95 |
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|        |                            |        |
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| N08300 | Spring Meadow 2.5mm (20g)  | £2.40  |
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| N08150 | Spring Meadow 2.5mm (120g) | £14.95 |
| N07066 | Assortment of Static Grass | £23.95 |

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| GM200 | Flexible Grey Underlay      | £22.95 |
| COMBI | One Track Train Controller  | £40.95 |
| D     | Twin Track Train Controller | £93.95 |



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| GM50  | OO / HO Wheel Cleaner        | £38.95 |
| DCC26 | 4 Function 8 Pin Decoder     | £14.95 |



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|--------|------------------------------|--------|
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# Going 'Dutch'!

The popular 'Dutch' civil engineers' livery makes a great introduction to repainting projects. **NIGEL BURKIN** shows how he applied the livery to a standard Bachmann 'OO' gauge Class 37/0.

**Right:** The subject for one of my latest repainting projects is Cardiff Canton-allocated 37141 which was finished in BR civil engineers' livery with all of the trimmings including depot plaque and cast double arrows when photographed at Newport in June 1996.

**Below:** A nondescript locomotive suitable for infrastructure and operational duties is the result of the repainting. The bulk of our fleet should consist of the ordinary to be convincing. Although 37141 never made regular appearances at Folkestone East, it was a good choice for the available base model.







# TOOLS & materials

- » Tweezers
- » Craft knife/scalpel
- » Clean cutting mat
- » Jewellers screwdriver set
- » Scraper (sharpened screwdriver)
- » 1200 grade wet and dry paper
- » Pin vice
- » Selection of micro-drills (0.45mm – 1.5mm diameter)
- » Liquid poly cement adhesive
- » 0.45mm nickel silver wire

INTRODUCED in mid-summer of 1990, BR civil engineers' livery was a modification of the much maligned general-user grey livery applied to locomotives which covered departmental duties such as operational and infrastructure trains. The authorities at the time did not see the need for an extravagant livery for what would be the least glamorous of BR's locomotive fleet.

The change made to 'general-user grey livery' was as simple as mimicking the grey upper body band applied to Railfreight sector locomotives, except it was applied in warning panel yellow. In many respects, it was a logical choice given that a livery of yellow and early Railfreight grey had been applied to infrastructure wagons since the early 1980s. The resemblance to the livery applied to Netherlands Railways locomotives – even the colours are pretty close – was not lost on enthusiasts who quickly coined the term 'Dutch livery'.

Almost every mixed traffic locomotive from Class 26s in Scotland to Class 31s, Class 37/0s, Class 47s together with Class 33s and 73s in the south and some Class 56s were painted in the scheme. Anyone modelling the BR scene from the mid-1990s through to privatisation and beyond should include at least one locomotive adorned by this livery in their collections.

A little research pays dividends when deciding which locomotives to model. My choice of locomotive had to closely match the roof, grille and bonnet detail of a model I happened to have

to hand at the time which was Bachmann's Class 37/0 37229. Secondly, and whenever possible, I choose to model locomotives for which I have reference images in my collection. Finally, an important factor is choosing a livery which spanned a long timeframe for my chosen era. In the case of my 4mm scale modelling, 'Dutch' livery survived throughout the era represented by my 4mm scale collection. Cardiff Canton's 37141 turned out to be a well-travelled locomotive and was painted from Rail Blue to 'Dutch' between 1990 and 1991 based on photographic evidence. The locomotive was withdrawn for component recovery in 1998, never having been painted in a privatisation livery. It wore BR civil engineers' livery until its ultimate demise at Carnforth in 2005 where it was broken up following a long stay.

## PREPARING THE MODEL

The Bachmann 'OO' gauge Class 37 model is relatively easy to work on. Six screws hold the body to the chassis which are released using a cross-head screwdriver. Dismantling includes removal of the bonnet fronts by inserting a screwdriver blade gently into the seam from the inside of the body, removing and storing the glazing and popping out the radiator grille mouldings. The underframe assembly is further dismantled by removing the bogies and fuel tank mouldings, making the weathering of the wheels as well as the underframe parts easier to complete.

Bodyshell refinements were completed before »

## WHAT WE USED

| Product                        | Supplier                 | Cat No. |
|--------------------------------|--------------------------|---------|
| Executive Dark Grey            | Phoenix Precision Paints | P147    |
| Post 1985 Warning Panel Yellow | Phoenix Precision Paints | P148    |
| Railfreight red                | Phoenix Precision Paints | P181    |
| Railfreight grey               | Phoenix Precision Paints | P182    |
| Warning stripe orange          | Phoenix Precision Paints | P219    |
| Black                          | Phoenix Precision Paints | P975    |
| White                          | Phoenix Precision Paints | P976    |
| Frame dirt                     | Phoenix Precision Paints | P960    |
| Rust                           | Phoenix Precision Paints | P977    |
| Dirty black                    | Phoenix Precision Paints | P981    |
| Gloss varnish                  | Phoenix Precision Paints | PV62    |
| Satin varnish                  | Phoenix Precision Paints | PV72    |
| Grey general purpose primer    | Phoenix Precision Paints | PQ5     |
| General purpose thinners       | Phoenix Precision Paints | PQ8     |



## STEP BY STEP REPAINTING LOCOMOTIVES



Ready-to-run cannot always fulfil the demand for ordinary-looking locomotives or those offered in the catalogue might not be of the desired type, number or livery. Renumbering and sometimes repainting is the only option which was the case when I wished to model a typical 'Dutch' liveried Class 37/0 in 'OO' gauge.



**1**

Nondescript mixed traffic locomotives make up a significant part of any locomotive fleet, a feature which should be reflected on our layouts. The Bachmann model of 37229 was a close match in terms of detail to my planned subject: 37141.

**TIP**

Choosing the right livery for a first repainting project is important - if it is too complex it will more than likely put you off. Choosing a simple colour scheme is the best introduction to learn the skills needed to create a high quality finish.



**2**

Repaints start with choosing a base model that closely matches the chosen locomotive. This base model was modified with oval buffers and some small details applied to the bonnet fronts.

painting including removal of the moulded handrails from the cab door recesses ready for fitting separate ones made from 0.45mm nickel silver wire. It should be mentioned that several different toolings representing the Class 37 in 'OO' gauge have been produced by Bachmann incorporating various upgrades and locomotive-specific details.

Preparation for painting included a final rub down of the bodysell with 1200 grade wet and dry paper under running water to remove the printed coal sector logos, numbers and other livery details whilst taking the shine off the original paint. The model was thoroughly washed and left to dry in a dust free (as far

as possible) environment. A clean storage box fitted with a lid is perfect for the job.

### PAINT APPLICATION

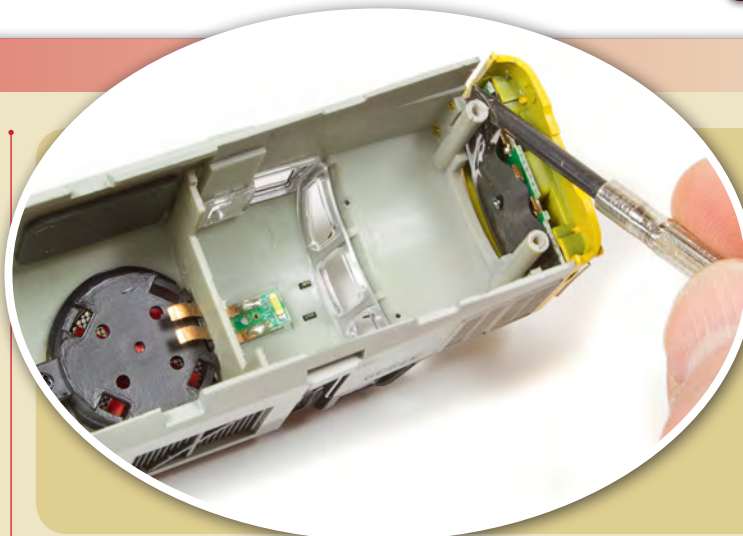
Good paint finishes come down to cleanliness, careful application of masking medium (in this case, I chose to use Tamiya masking tape – a favourite amongst all of the *Hornby Magazine* team), thoroughly mixing paint, thinning it correctly and not rushing the project. Liveries such as BR civil engineers' livery incorporating light colours such as yellow should be applied over white or light grey all-purpose primer, or at least a coat of light grey paint. An undercoat is always a good technique because it reveals

blemishes in the bodysell which should be attended to before livery painting commences.

A Richpen 113C airbrush supplied with air from a compressor and receiving tank was used to apply the main body colours. When spray painting, don't forget protective equipment such as a face mask, nitrile gloves and painting coveralls and ensure the paint fumes and paint overspray cannot damage the immediate surroundings.

Two thin coats of warning panel yellow were sprayed on the upper part of the body and left to dry for at least 24 hours. The bonnet front mouldings were sprayed the same colour after detailing, masking the marker light lenses with

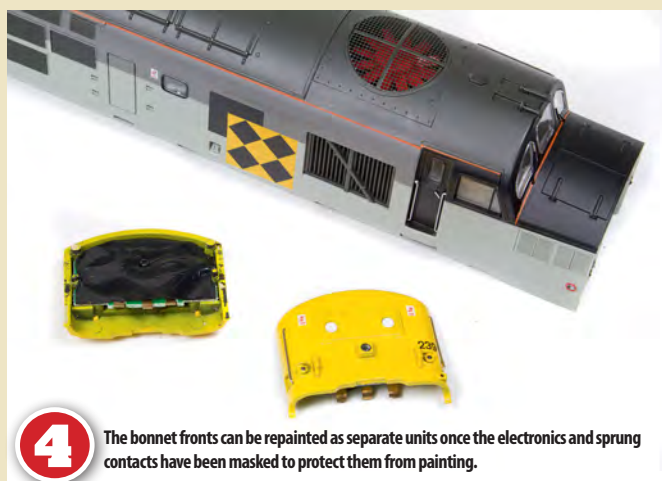




Intermediate  
Beginner SKILL LEVEL Advanced

**3**

Dismantling the model down to a bodyshell and separate bonnet fronts. After separating the body from the chassis a flat bladed screwdriver is inserted gently in the seam to prise the bonnet fronts away in one piece.



**4**

The bonnet fronts can be repainted as separate units once the electronics and sprung contacts have been masked to protect them from painting.



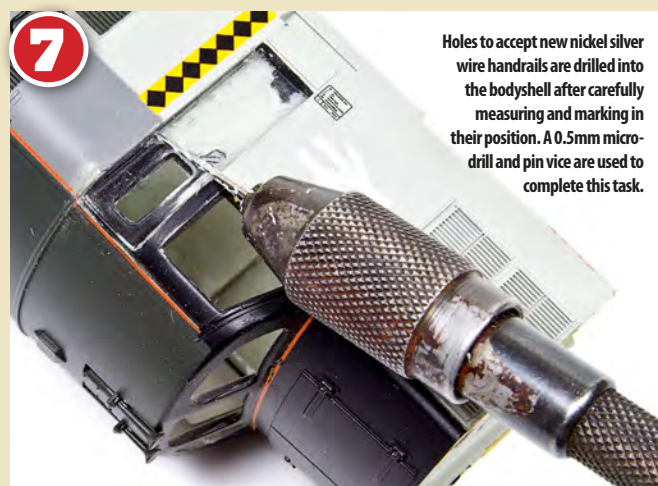
**5**

Any detailing and changes to the bodysell should be completed before painting commences. The moulded cab door handrails are shaved off using a sharp modelling knife.



**6**

Remnants of the moulded handrails are pared away with a sharp scraper made from an old jeweller's screwdriver.



**7**

Holes to accept new nickel silver wire handrails are drilled into the bodysell after carefully measuring and marking in their position. A 0.5mm micro-drill and pin vice are used to complete this task.

Humbrol Maskol and applying masking tape to the lighting board circuits and connectors. The next body colour to be applied is Railfreight grey which is sprayed onto the lower half of the body once the yellow band has been masked off with Tamiya masking tape.

The final coat of paint to be applied with the airbrush is Executive Dark Grey to the roof and bodyside grilles except the ones at the bonnet ends (dirt can make them appear as if they have been painted). Each grille was masked so the dark grey colour could be sprayed onto the grilles for a consistent finish. The last of the livery colours is black, applied to the bonnet tops, cab window area and

cab door recesses with a No. 2 paintbrush.

Finishing commences with a coat of gloss varnish followed by the orange warning stripe along the cantrail applied with a lining pen – transfers are available for this job too. Waterslide transfers for numerals and electrification warning notices follow together with fitting of the etched livery embellishments from Shawplan Models.

Reassembly included the fitting of new metal handrails to the cab door recesses using 0.45mm diameter nickel silver wire. Glazing was retrieved and refitted along with the windscreen wipers and other small details. One end of the underframe was equipped with air and vacuum brake pipes, painted black. Small detail painting

tasks include yellow and red to air brake pipe taps and ends together with orange to the multiple working cable boxes, after priming with grey general purpose primer. No. 0 and No. 00 sable paint brushes come into their own with such tasks – clean them thoroughly after use to continue to achieve a good result with them.

The results speak for themselves and provide a unique locomotive which will stand out from the crowd. There have been ready-to-run 'Dutch' liveried Class 37s produced by Bachmann, but the aim of this tutorial is to show that even if you can't find the particular livery you want on a locomotive, it isn't impossible to recreate it yourself in many cases. [Hobby](#)

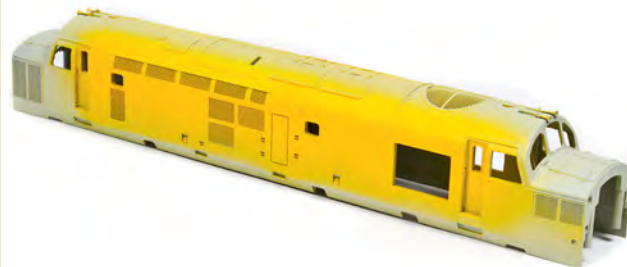


## STEP BY STEP REPAINTING LOCOMOTIVES

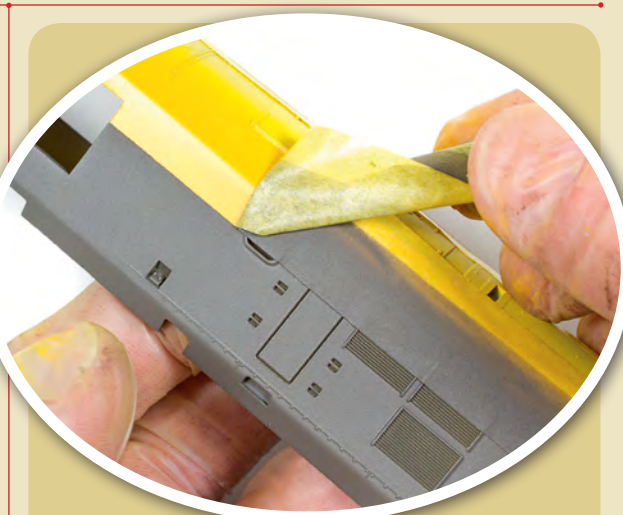
- 8** The bodysell is deaned, rubbed down to remove printed livery details and thoroughly washed prior to an undercoat of light grey general-purpose primer.



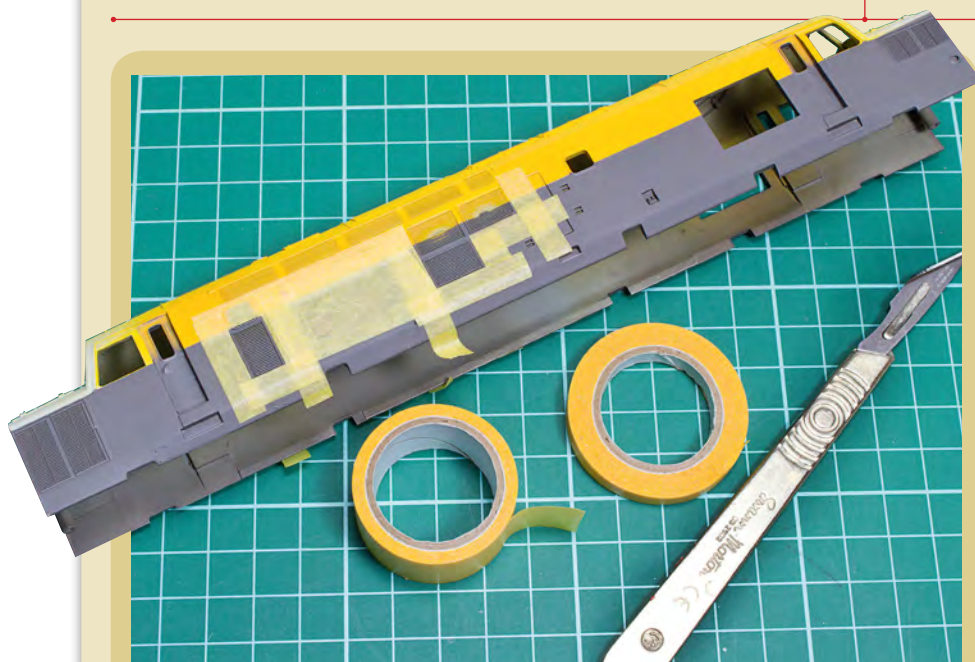
- 9** The first livery colour is warning panel yellow. This doesn't have to be sprayed precisely to cover only the yellow areas – in fact it is better to bleed beyond this area to allow accurate masking for the next body colours.



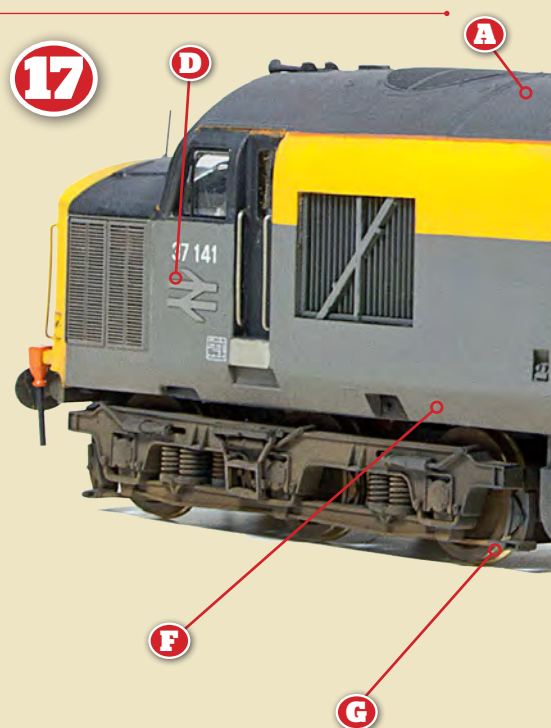
- 10** Masking for the second body colour - Railfreight grey. This masking creates a neat edge to the bottom of the upper yellow band.



- 11** A sharp line between livery colours is achieved by cutting the machined edge from masking tape with a sharp scalpel, desensitising it on glass and careful application. Note how the tape is peeled back at a sharp angle to remove it whilst the paint is still soft.



- 12** The bodyside grilles are painted the same colour as the roof. A really good finish is possible by masking the grilles at the same time as the roof so they can be sprayed executive dark grey at the same time.







Masking is a precise job which is worth the time to complete. This masking work took more than an hour to complete - just for five minutes of spray painting before it was removed and discarded!



The bonnets were relatively easy to paint after the numerals were removed with a tissue soaked in paint thinner.



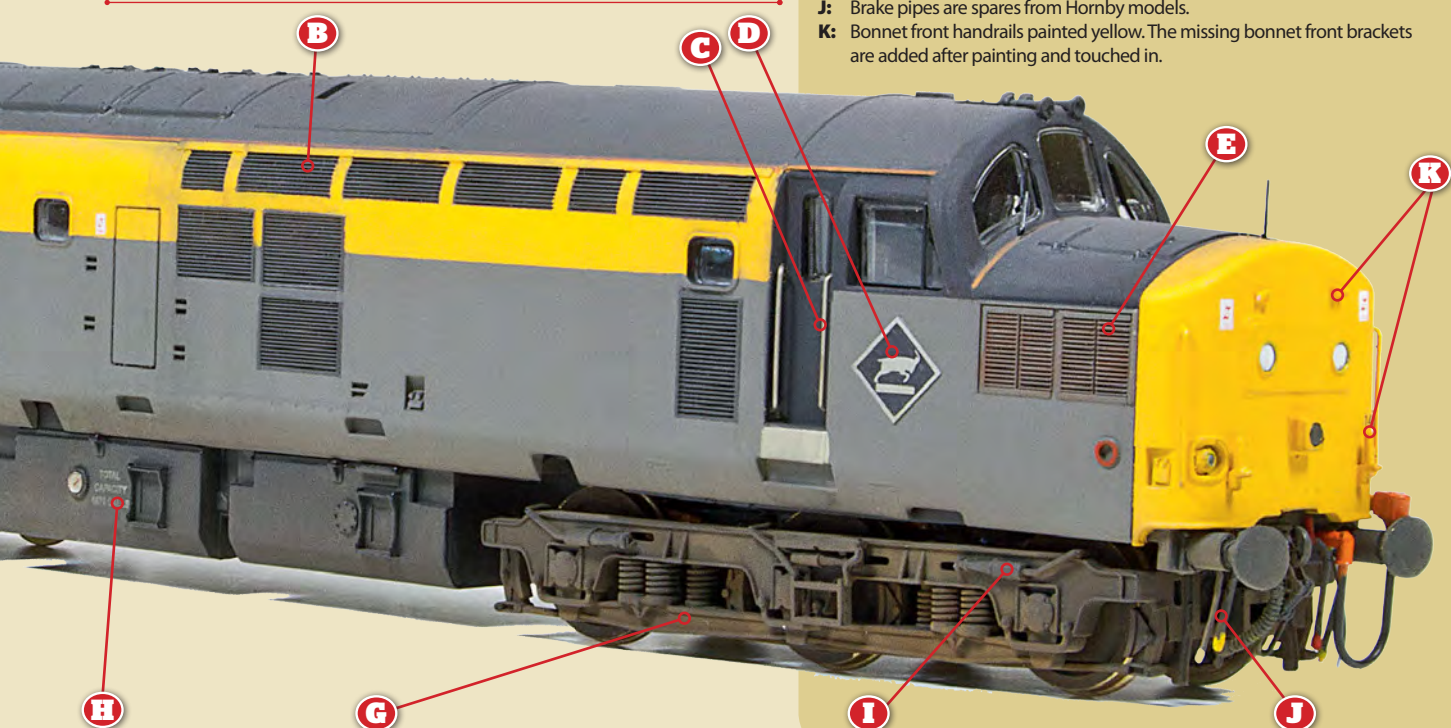
Humbrol Maskol was applied to the light lenses and primer to the wire handrails. I had, at this point, neglected to fit the pair of brackets above the headcode panel.



Maskol is easily peeled away with tweezers once the paint had cured completely. A little cleaning up is needed around the marker light lenses.

## FEATURES OF THE COMPLETED MODEL

- A:** Executive Dark Grey and grime applied to the roof.
- B:** Body grilles painted in the same colour as the roof.
- C:** New handrails of 0.45mm diameter nickel-silver wire.
- D:** Etched depot plaques from [www.shawplan.com](http://www.shawplan.com).
- E:** Bonnet side grilles painted body colour and weathered.
- F:** Frame dirt lightly dry-brushed on the tumblehome.
- G:** Wheels and bogies weathered with frame dirt and rust.
- H:** Oily grime applied to the fuel tanks.
- I:** Oil and grease staining applied to the brake cylinders.
- J:** Brake pipes are spares from Hornby models.
- K:** Bonnet front handrails painted yellow. The missing bonnet front brackets are added after painting and touched in.

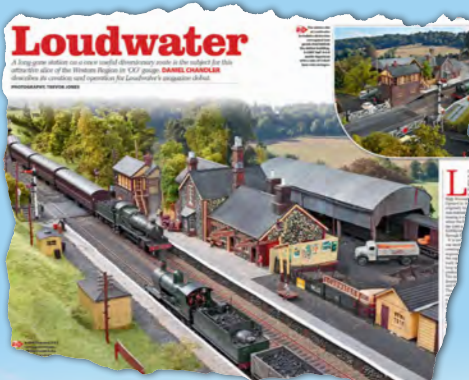




# I lived in Loudwater station!

**F**IRST AND FOREMOST, I would like to congratulate you and your team on a great magazine. It is very informative and a real pleasure to read. I must confess to having picked up lots of very useful tips. But what has intrigued me is that someone has done great justice to Loudwater station.

I lived in the stationmaster's house from 1960 until it closed in the 1970s as my father was a signal technician (linesman) at Princes Risborough. Loudwater was a great Sunday diversionary route for expresses on the High Wycombe-Paddington main line, as there were no trains between High Wycombe and Bourne



End on Sundays. To see 'Castles', 'Halls', 'Westerns' and many more types was a real treat.

The bay window on the platform was our front room and the room above that was my bedroom. I spent many an hour in the signalbox operating signals and opening the level crossing gates. '61XXs' and '14XXs' were the mainstays of the line, but every now and then there would be a great treat.

Congratulations to Loudwater team for an accurate portrayal of my old house - full of many fond memories.

*John Jelliman, Plymouth.*



## MAIL FROM THE...

### **HORNBY** **FORUM**

## Removing factory weathering

Read more at: [www.hornby.com/uk-en/forum/removing-factory-applied-weathering/](http://www.hornby.com/uk-en/forum/removing-factory-applied-weathering/)

Recently I accidentally bought two weathered Hornby International wagons and wondered if there is an easy way to remove (most of) the weathering? The wagons are coal trucks and carry an attempt to simulate coal dust. I am presuming that the wagon was moulded in its primary colour and the fine print and weathering then overlaid. I should then be able to take off most of the



weathering spray whilst trying to avoid the printed details. Any advice on solvent types would be much appreciated.  
*Hornby forum user ellocoloco*

#### **In response:**

■ These days most models do not rely on a moulded plastic colour for their base - the main colour will be spray painted in, say, grey, with the weathering as a brownish shade sprayed on top. You might well

find that if you use the most popular paintstripping method - soaking in isopropyl alcohol - you will take off the base layer of grey too, and strip back to bare plastic.  
*Hornby forum user The Doc*

■ Weathering the rest of your wagons to match the new ones is a lot easier than trying to remove the weathering and your whole rake will look more realistic.  
*Hornby forum user Fireman\_lan*



## There's more than one 'N' 4-4-0

From the article in HM120 about 4-4-0 models, I think one or two facts have been overlooked. The author said that in 'N' gauge there is only one 4-4-0 – not so.

I have dealt for some years with Colin Heard of Union Mills Models, Isle of Man, with great success. His range of 4-4-0s includes the London Midland & Scottish Railway '2P' in LMS/BR/SDJR liveries, London and North Eastern Railway 'D16' in BR livery and Southern Railway 'T9'. All locomotives are metal-bodied tender drive and perform well. He makes other locomotives in 0-6-0 and 4-6-0 configurations.

I persuaded Colin to make two versions of the 'Dean Goods'. I managed to push him and he has made a locomotive I never expected to see commercially in 'N' – a 'Dukedog' 4-4-0. I'm still hoping for a 'City' and an 'Aberdare'.

The article also said that the 'City' locomotives were withdrawn by 1931 but I believe that *City of Truro* ran regular light diagrams on the Newbury branch in the 1950s.

I have no other connection with Union Mills other than as a very satisfied customer – I won't buy any other steam outline locomotives anymore.

**Jon Wayne-Wills, Laleston, Wales.**

## The 4-4-0

BRITAIN'S LONGEST LASTING PASSENGER DESIGN

The Victorian age spawned a new era of passenger locomotives designed to handle increasing loads and faster speeds, and the resulting 4-4-0s could be found hauling passenger trains into the 1960s. **TREVOR JONES** reviews the available 4-4-0 in model form and rounds up the full BR fleet.



By Trevor Jones  
The Victorian age spawned a new era of passenger locomotives designed to handle increasing loads and faster speeds, and the resulting 4-4-0s could be found hauling passenger trains into the 1960s. **TREVOR JONES** reviews the available 4-4-0 in model form and rounds up the full BR fleet.



**T**he 4-4-0 is the most common of all steam locomotive wheel arrangements, and it is the only one to have been used in every country of the world. It was the dominant passenger locomotive design of the Victorian era, and it remained the mainstay of the railway industry until the 1960s. In Britain, the 4-4-0 was the most common passenger locomotive, and it was the only one to have been used in every country of the world. It was the dominant passenger locomotive design of the Victorian era, and it remained the mainstay of the railway industry until the 1960s. In Britain, the 4-4-0 was the most common passenger locomotive, and it was the only one to have been used in every country of the world.

## SIGNAL DETAILS

With all the wonderful detail that Hornby is now outshopping, I find it quite remarkable in just how the smallest of detail makes such a massive difference in the realism for a model railway. However, one thing that I am surprised about is how signals haven't advanced in model form. I find Hornby's signals outdated. I was wondering if *Hornby Magazine* could do an article about detailing the signals more on a budget to suit railway modellers who could adapt these signals to add realism. Dapol signals are fantastic but they are expensive. Although you pay for what you get, I think that detailing Hornby signals could be cheaper.

**Stephen Chandler, by e-mail.**

## PHOTOGRAPHING MODELS

I am reading HM116 (February) and so impressed with the quality of the photographs in the magazine. Looking at Dart Valley Junction, you have achieved excellent depth of field, which is so hard to achieve when photographing models. Well done! Maybe one day you could let us in on your secrets?

**Mike Saunders, Mildura, Australia.**

## FOND MEMORIES OF THE 4-4-0S

I found the article on the 4-4-0 models in HM120 very interesting. It bought back memories of an Ian Allan railtour on April 5 1961 (if memory serves correct). The tour was to Ashford and Eastleigh works and used five different

locomotives. The train left Charing Cross double-headed by 'T9' 30117 and 'E1A' 31019. During the trip, we were also hauled by 'Schools' 30909 *St Paul's* and 30913 *Christ's Hospital*.

**Pete Nichols, by e-mail.**

## Don't forget the 'play value' of models

As a child growing up in the 1950s and 1960s, one of the major benefits of having a model railway (or train set as it was often referred to then) was the infinite play value associated with it. Not only did we have a train to run but there was a wide range of rolling stock and other accessories, particularly from Tri-ang, that actually operated in one form or another.

Tri-ang examples that readily come to mind are the R112 seven-plank drop door wagon (1954-1970), the R113 drop-side ballast wagon (1954-1973), the R11A and R205 12ton ventilated van with sliding door (1968-1978), the R214 and R347 hopper wagon with opening bottom door (1958-1982) and the Southern Railway bogie luggage

van with opening doors (1958-2007).

As far as I am aware, and except for the Dapol 16ton mineral wagon kit with opening side door, the only operating accessory with any real play value that remains in production is the operating mail coach dating from 1978 in Hornby's Thomas range.

Even in fidelity terms, a mineral wagon standing alone down by the buffer stops in a small local goods yard with its side door open is entirely prototypical, as is a BG or goods van standing in a station bay platform with its doors open ready for loading or unloading! Could manufacturers think about the play value of the rolling stock as well as prototypical fidelity?

**Mark Collier, by e-mail.**

## Model train speeds

Read more at: [www.hornby.com/uk-en/forum/model-train-speeds/](http://www.hornby.com/uk-en/forum/model-train-speeds/)

It has probably been asked dozens of times before, but why hasn't there ever been a form of speedometer built in to a controller? Am I being fanciful? *Hornby forum user tyneside emu*

### In response:

■ There are so many different motors and different gear ratios between motor and wheels, so exactly the same setting on a controller might give a scale 100 mph with older 0-4-0s but only 20mph with a Class 08. *Hornby forum user The Doc*

■ It's a lot to spend when all you need is the 'if it looks right it is right' speed measurement system. *Hornby forum user walkingthedog*



■ Doubtless you have been asked this many times before, so please excuse the repetition. What is the formula - the old-fashioned way, please, not computer-wise - for converting feet per second on a 'OO' layout to actual scale speed in mph? *Hornby forum user Jimbopuff*

■ Try this: When you get the kph or mph figure just multiply that by

the scale to get scale speed - 87 for 'HO', 76.2 for 'OO'. For example: 12 feet in 7 seconds = 12/7 = 1.71 feet per second. Multiply by 3,600 to get 6,171 feet per hour. Divide by 5280 to get 1.17mph. Multiply by scale ('OO'=76.2) to get 89.06 scale mph. *Hornby forum user Gordonvale*

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





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# Ashdan Junction

*The West Midlands in the 1970s is the setting for **BARRY PLATT'S** 'OO' gauge digital sound layout – which recaptures the times wonderfully.*

**PHOTOGRAPHY, MIKE WILD**



It's the summer of 1976, the final year of the 'Westerns', as D1068 *Western Reliance* crosses the pointwork into the goods loop at Ashdan Junction with loaded coal wagons.





**A**SHDAN JUNCTION was derived from my previous exhibition layout Ashdan Sidings, which operated on the exhibition circuit between 1995 and 2002. This was an end-to-end layout, but when it came to starting a new project I wanted to build a larger continuous run design. The inspiration for the layout goes back to my spotting days watching the 'Westerns' running out of Birmingham New Street and through Reading, so it would be Western Region based but needed to justify a wide variety of traction to be seen - so the West Midlands it was.

After working out an interesting track plan, the baseboards were made with 12mm plywood. There are 10 baseboards which make up the layout, all made of 3in

x 1in planed timber with 12mm plywood tops, dowelled board ends for ease of alignment and fold out legs for quick set up at exhibitions. The backscenes and fascia boards are also 12mm plywood.

The layout is 4mm:1ft scale and Digital Command Control (DCC) powered using the Lenz system. I set the timeframe at 1976 when BR blue ruled the rails and to incorporate the last summer timetable of Class 52 operations. It also allowed me to include the Intercity 125 introduction and the newly arrived Romanian-built Class 56s.

Although Ashdan Junction is a fictitious location, I decided to base it on the Worcester to Cheltenham line. Ashdan Town is south of the single spur line to Ashdan Sidings. Being set in the West Midlands, it gives me the chance to run a wide variety of locomotive-hauled

freight and passenger trains to make it interesting to watch and operate. One might consider that 16 'Westerns' would be too much, but I don't think so. As well as a station, I wanted to add a yard feeding a warehouse and dairy to add extra interest for shunting and freight traffic into the yard.

A double-track main line runs through the station feeding off to the yard at »







**2** Above: The driver of Class 37 37251 opens up the English Electric engine of the 1960s built Type 3 as it powers through with a block rake of 100ton tankers.

**3** Left: At the RAF base Green Goddess fire engines stand on guard at the end of the runway.

**4** Above right: Allotments surround the final approach to Ashdan Junction as a newly allocated Class 50 heads south.

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either end of the station. This allows local passenger services formed of Diesel Multiple Units (DMU) and diverted London to Birmingham main line passenger trains running through non-stop.

The freight workings are varied, the majority working to and from Ashdan Sidings with the dairy and Wagon Pickford's distribution depot. Wagons are shunted by the two shunters based in the yard throughout the day.

The traffic to Ashdan Sidings works like this. Freight from the south runs through the station, only stopping for locomotive changes, with the uncoupled locomotive running light to the bay platform and then running back south. Freight from the north has to enter the yard and the locomotive run round to the other end of the train for onward movement to Ashdan Sidings. Movement from Ashdan Sidings works the same way in that trains running south pass straight through the station and northbound trains run into the yard for the locomotive to be swapped to the other end before heading north.

A wide variety of freight can be seen passing through: one train is of the newly introduced Mk 1 Ford Fiesta, which pulls in behind a Class 33 from Dagenham and leaves behind a Class 24 to Halewood. China clay arrives from the west behind a 'Western', which gives way to a Class 25 to the Potteries, and a diverted Freightliner working from Willesden to Holyhead ambles through. Passenger services are frequent with Class 50s hauling Mk 2 coaches on a Birmingham service and local DMUs stop for the good people of Ashdan Town. There are many other freight movements which hopefully provide an interesting viewing spectacle.

## CONTROL

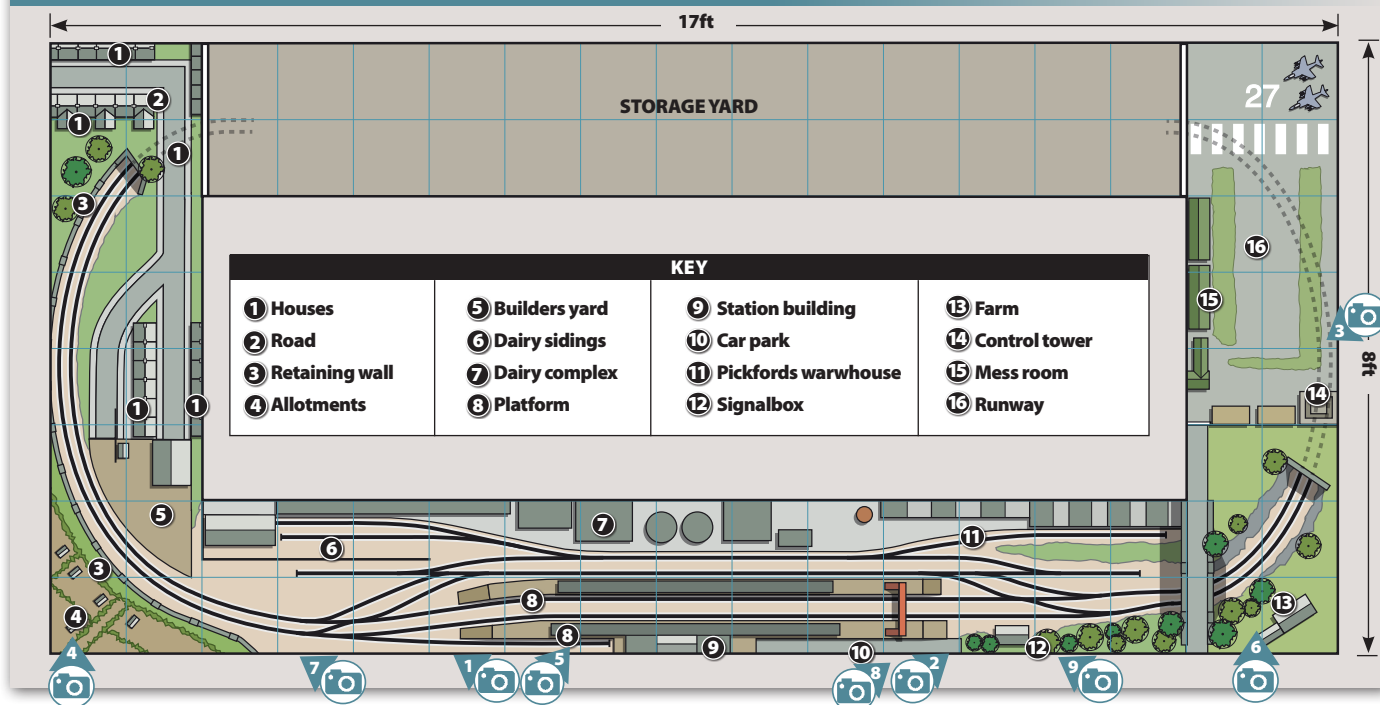
Originally I was going to run it as an analogue layout because all the stock and controllers I had were on that system. However, a trip to the York show in 2013 changed all that. After seeing and hearing the sound-fitted models at the DC Kits/Legomanbiffo stand, I was hooked and I knew that was the direction I wanted to go

in. So I went to all the DCC supplier stands to see what system I wanted and their costs. To say I was confused and disillusioned was an understatement. Because of all the different systems I didn't want to gamble on buying the wrong one. I went back to the DC Kits stand and expressed my disappointment, at which Charlie pointed me to a Roco starter set where you get the controller and power supply, a train and wagons for £170. I left a lot happier.

I bought the starter set and promptly wired it into the system and with the Bachmann sound-fitted Class 25 that I bought on special offer from Hatton's, I programmed it in and pressed the No. 1 key. Lo and behold, it roared into life. I now had to wire the rest of the layout and put power districts in - all new terminology I didn't understand - but with very helpful advice from Jeremy at Digitrains and his patience as I asked him question after question, the layout was fully operational with help from my friend Paul who would read the instructions. At every show we went to, if they had a DCC clinic, we were asking questions and as »



## ASHDAN JUNCTION TRACK DIAGRAM (Not to scale)



time went on I started to understand what they were telling me. We used the Roco Multimaus system at four exhibitions and it all seemed fine. Extra controllers were bought but as more and more sound locomotives were added and more running at the same time the system didn't have enough power. By this time, three years later, I knew what I wanted to achieve and looked at different systems and decided to change to the Lenz 100 system with 5 amp supply and a further 5 amp booster with LH100 controllers which improved the running capabilities during a show.

### TRACK

The track is Peco code 100 with streamline points and was laid with help from Paul Brotherton. We tried to get the widest curves possible - around 32in radius - to allow smooth running. A diamond crossing was used either side of the station and these are the only dead frog switches and crossings. The rest were live frog with Frog Juicers on all points to allow smooth slow running over the points. The point motors are SEEP and controlled on a mimic board by switches. I prefer to use

the separate panel because the route can be set without interfering with locomotive running and it is easier for the operator.

### SCENERY

The track was ballasted with fine ballast and then weathered to create a realistic look copied from photographs of the period. All the embankments and raised area were made from expanded polystyrene covered with plaster bandages, which were then painted, covered with static grass and finished off with scatter materials. To put that finishing touch at the side of »

Right: A Vulcan bomber takes off from RAF Oxleywood as two generations of Western Region motive power pass below.

Below: An Inter-City 125 slows through the station while a Class 128 parcels railcar ticks over in the bay platform.









the track, lineside fencing and the security fencing from Ten Commandments were fitted - time consuming but well worth the effort. The station platforms were made by Paul from plywood and painted grey.

One of the other inputs from Paul is the dairy off-loader and Baldwin's memorial park with the pond - a tribute to his late father. The other buildings are a mixture of Bachmann, Hornby and Ten Commandments while the houses are Metcalfe kits. At one of the corners of the board there are allotments. These were built by RS models before being glued down, and I finished it off with Woodland Scenics soil scatter, bushes, flowers and grass before bringing it to life with people. The other corner has Izzy's Farm. The buildings are by Skaledale, fencing again by Ten Commandments. With animals and other details added, we have a busy working farm.

But for me the highlight of the scenery

is RAF Oxleywood - Oxley being my wife's maiden name. This is my attempt at doing something different in this corner triggered by the family's interest in Vulcan bomber XH558. We watched it from its reintroduction to the airshow scene through to its final flight at various airshows and flypasts, so this is my tribute to this great aircraft. The Vulcan is set in the taking off position and with the actual taking off sound played at various intervals. It has created a buzz at all the shows we have attended, and former crew members and groundcrew all stop and reminisce about their memories of this great plane. One of these people is Ron Boxall of Model Roads and Tramways. Being involved with the Vulcan in his Royal Air Force service, he gave me some great advice about the airfield.

He also converted my vehicles to the Faller system which you can see running around the airfield. I am aware it isn't prototypical of an RAF airfield, but the idea

is to create an interesting impression and I personally think that has been achieved.

## THE FLEET

All the rolling stock is suitable for the 1976 period, and has been weathered by Grimy Times. Most are 'chipped' with Legomanbiffo sounds installed by Merlin DCC. The fleet comprises all the classes of locomotives likely to be seen around the West Midlands, including classes 20, 25, 31, 37, 46, 47 and 52 on freight duties with Class 50s, High Speed Trains and Class 108 DMUs on passenger duties. Although the 'Westerns' are my favourite locomotives, I have to say the sound-fitted Class 20s and HST run a very close second.

On the whole, the layout has been a challenging and fun project, taking four years to complete. It has been to five exhibitions at the time of writing, and I have used each show to improve the layout because it's only at exhibitions you discover its strengths





**Below left:** A Class 25 approaches the station with a short ballast working as the driver of D1015 *Western Champion* pulls away from a stop with an express.

**Right:** Brand new into traffic in 1976, Romanian built Class 56 56001 enters the goods lines with a rake of loaded HAA hoppers to feed power stations in the area.

**Below:** A Southern Region allocated Class 33 draws a rake of flats loaded with new Mk 1 Ford Fiestas out of the loop at Ashdan Junction.

and weaknesses. I am now in the process of improving the airfield area ready for the Great Electric Train Show in October.

Although the layout is mine, I couldn't have finished the layout to the standard it is without help. During the four years of building the layout Paul Brotherton was there with help and guidance through all aspects of the project. [Felm](#)





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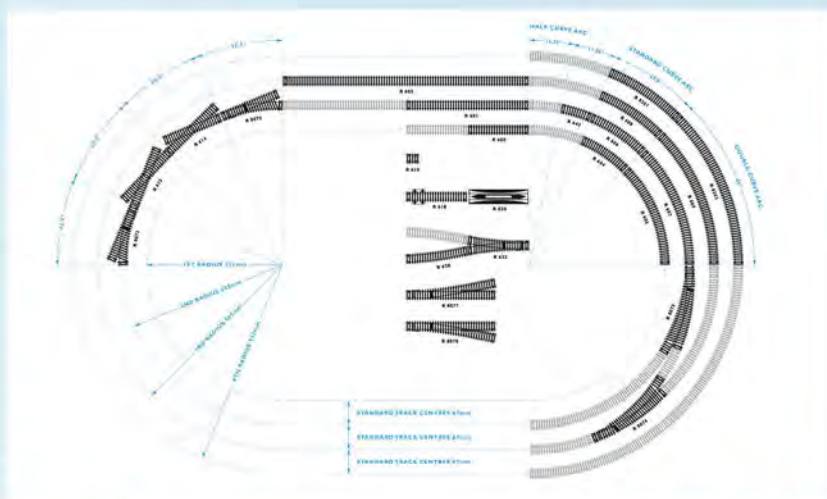
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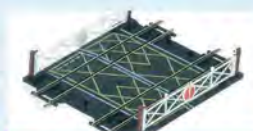
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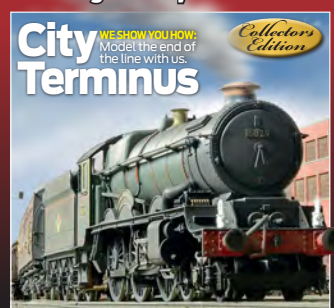
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# Dapol's 'OO' Class 122

**FIRST  
REVIEW**

As the last BR diesel railcars are retired from passenger service by Chiltern Railways, **BEN JONES** takes a close look at Dapol's long-awaited new model of the Gloucester Railway Carriage and Wagon variant of the popular 'bubble cars'.



**E**NTIRELY BY COINCIDENCE, this new model landed on my desk the day before Chiltern Railways said goodbye to its Class 121 railcars, ending almost 60 years of main line operation by the classic BR 'bubble cars'. This event really was the end of an era that started in 1955 – the '121s' were the last slam door multiple units and last BR railcars in use, and the last vacuum-braked trains in scheduled passenger service.

As such, Dapol's OO gauge Class 121s and 122s are arriving at a time when the profile of the real trains is as high as it's been for many years. It's

several years since Dapol announced all-new models of the Pressed Steel Co. Class 121 and Gloucester Railway Carriage & Wagon Co. (GRCW) Class 122, but the need for up-to-date models of these useful vehicles has not diminished in the meantime. In fact, as the trend for small layouts continues to grow, these single-car trains should be increasingly popular with builders of minimum space layouts and dioramas.

The first to arrive is the Class 122, which despite its class designation, was actually delivered two years before the Class 121s. 20 power cars and nine single-ended trailers entered

service with the Western Region's London and Birmingham divisions in 1958. A detailed history of the trains is contained in Reality Check on pages 68-71. One example, 55012, continued in traffic until 1998 with Loadhaul/EWS and famously carried Loadhaul's eye-catching black and orange livery for a few years.

That particular railcar is also the subject of our review sample, albeit in early-1990s condition, when it was one of the last '122s' in passenger service. Reviewed here is 55012 in the attractive Regional Railways livery introduced in 1991. This vehicle was an early recipient of the livery,





## THE DETAILS

|                      |                                       |
|----------------------|---------------------------------------|
| <b>Manufacturer:</b> | www.dapol.co.uk                       |
| <b>Cat No:</b>       | 4D-015-003                            |
| <b>Description:</b>  | Class 122 55012, BR Regional Railways |
| <b>Scale:</b>        | 'OO'                                  |
| <b>Price:</b>        | £145 (£174.82 DCC fitted)             |
| <b>Era:</b>          | 8                                     |
| <b>DCC:</b>          | DCC ready, 21-pin socket              |
| <b>Couplings:</b>    | Small tension locks in NEM pockets    |



which was developed from the Provincial Services colour scheme of the mid to late-1980s, being repainted at Laira in September 1991.

## THE MODEL

Starting with the decoration, Dapol has done a fair job of capturing the characteristic bands of blue, white and grey and the linking devices at each end of the light blue waistband, which feature three neatly printed dark blue lines on a white background. Printing is neat and crisp throughout and compares well with photographs of the full size 55012. Only the position of the Regional Railways branding at the left-hand end on each side varies from the prototype, being a little lower than it should be. Printed decoration includes grey vehicle numbers, cab end set numbers (122112 in this case), No Smoking stickers on most of the saloon windows, data panels and, prototypically, a single electrification warning 'flash' in the left-hand windscreen at each end. The visible tops of the seats inside have also been painted dark grey, while many of the underframe components are also picked out in authentic colours, as they would be on an immediately ex-works railcar. The overall effect is excellent.

Perhaps surprisingly, this is the first ready-to-run OO gauge model of a Class 122. Since the 1990s we've had the Lima/Hornby Class 121, for which Lima modified the driving car of its three-car Class 117 DMU. Many people used

that as a basis for '122' conversions, but we now have a purpose-built GRCW railcar based on detailed research of the surviving vehicles.

That attention to a specific prototype is immediately obvious when you examine Dapol's model more closely. The overall shape is convincing, as you'd expect from tooling based on a 3D laser scan, and there's plenty of fine detail to enjoy. Capturing the shape on a laser scan is one thing, but it isn't necessarily a guarantee that the indefinable character of a well-known vehicle will be captured too. However, Dapol has done an excellent job in recreating the slightly more rounded look of the Gloucester RCW design, compared to its Pressed Steel counterpart.

A quick look at the underframe shows that the model is in a different league to its Italian-heritage predecessor. Numerous engine, exhaust and transmission components have been faithfully modelled using separate mouldings, including a representation of the final drive to each bogie – which we think is a first for a British 'OO' gauge DMU. There is no flat-bottomed underframe to accommodate a crude metal ballast weight here!

There's lots of other fine detail on show too, including the neatly moulded bogies with separate crew footsteps, flush glazing, delicately rendered bufferbeam hoses and multiple working cables (supplied separately together with dummy screw couplings for optional fitting), and two rows of crisply executed shell ventilators on the roof.

Dapol has also built numerous authentic detail variations and modifications into the tooling, allowing railcars from different periods between 1958 and 1998 to be produced. Regional Railways 55012 represents the final look of the class, complete with square high-intensity headlight fitted on the centre panel of the cab front. The model also has the later style of separate exhaust stacks on the guard's van end cab. Early period models have the original linked design, which met above the destination blind panel and had a single exhaust point. These early versions also have two-character headcode panels under the centre windscreen, a feature removed in the late-1970s.

Four other models are available in this first batch, ranging across the entire career of the class – late BR blue/grey 55002 (with headlight and Laira set number), original BR green W55000 with 'speed whiskers', 1970s BR plain blue SC55013 and late-1960s BR green SC55007 with small yellow warning panels. All are offered either Digital Command Control (DCC) ready or with a factory-fitted 21-pin decoder.

## LIGHTING OPTIONS

In this instance, DCC users will welcome the decoder-fitted option as the model has a wealth of lighting features requiring the use of a five-function 21-pin decoder. The comprehensive instruction sheet gives full details of the functions and how they can be set up, but in summary >>>





the model has illuminated destination panels, saloon and cab interior lights, directional head and tail lamps and, where applicable, original two-character headcode blinds or post-1980s headlights. Dapol recommends an MTC format decoder to make the most of the features, but others are available with five or six function outputs. The instruction sheet gives details of how to set the functions up to your requirements, both on analogue and DCC. A two- or four-function decoder can also be fitted, but your lighting options will be more limited.

DC users have the option of configuring the lighting using sliding switches mounted on the chassis. Switches 1 and 2 control the head/tail lamps and saloon lighting can be set to on or off using Switch 3, while another pair of three-position switches on the DCC blanking plate at the van end of the chassis set the cab lighting. And we're not done yet: two more switches on the lighting bar allow the destination panel lights to be isolated if required.

As you need to remove the body to gain access to the switches, DC users need to read the instruction sheet carefully and decide what configuration they require as constantly removing the body to alter the lights will not only become tedious, it risks damage to the delicate



Directional lighting

Speaker enclosure

21-pin DCC decoder socket



detail on the model, particularly the underframe.

As is now becoming standard, Dapol has designed the model to accept an 8ohm round speaker for DCC sound. A space and sound chamber is provided at the van end of the chassis, but the seating unit must be removed to gain access to it.

## INTERIOR DESIGN

Diesel railcars always present model designers with a challenge – how to hide the motor and mechanism while still providing a reasonably detailed interior. The '122' is no exception to that; all those windows reveal much of the saloon interior and reduce the space available for a robust and reliable mechanism. Unlike Lima/Hornby, where the solution was a 'pancake' style motor in the van end, Dapol has gone for a more sophisticated solution. A surprisingly large, centrally mounted motor drives both bogies via a low-profile mechanism that drives all four axles via a system of driveshafts and gears.

The mechanism sits just below window level, leaving only enough room to model the tops of the seat backs, which protrude slightly above the

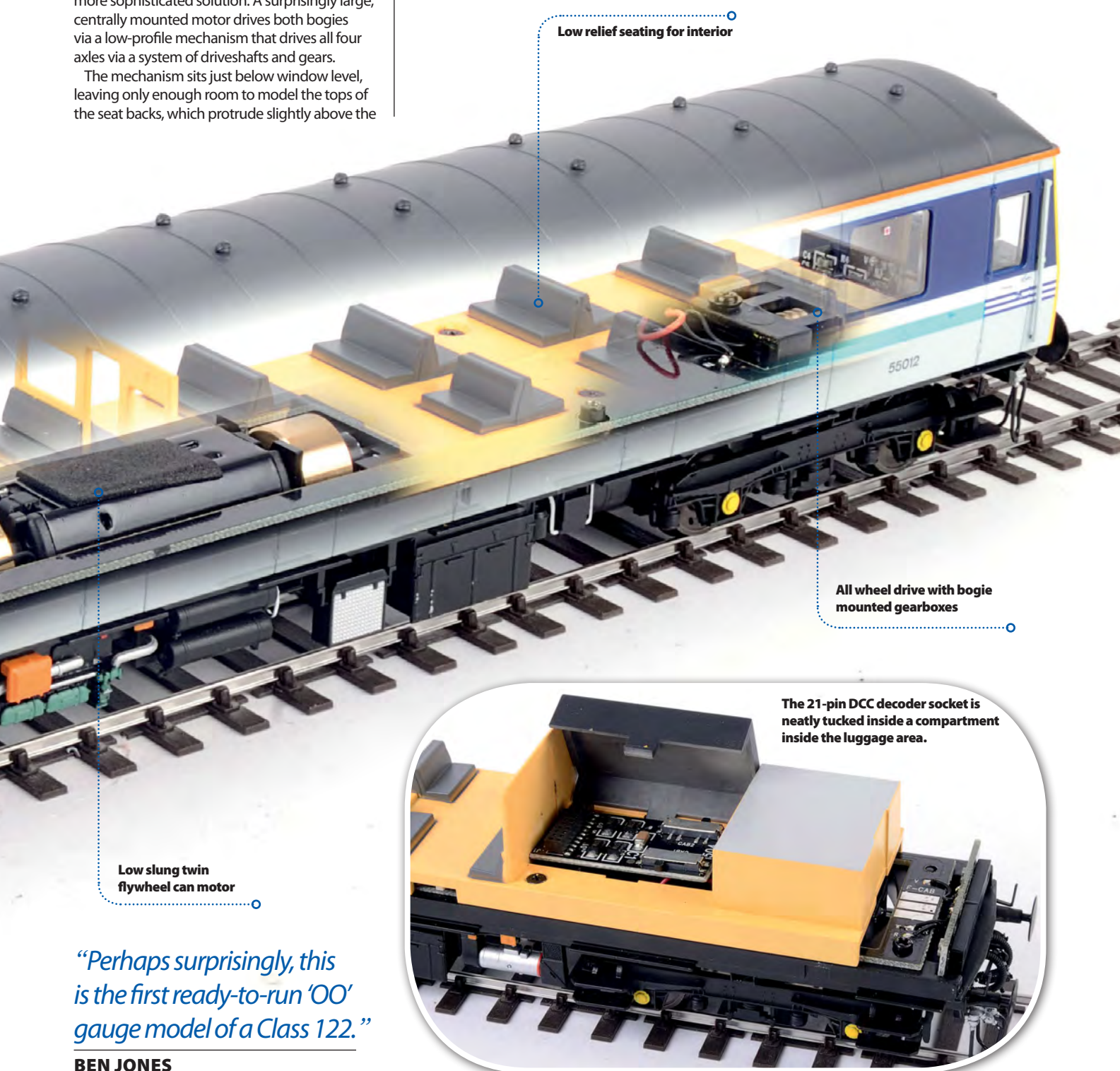
bottom of the windows. Unfortunately, this will make it difficult to fit realistic looking passengers unless you're happy to take a knife to plastic figures and amputate everything below the chest.

There's no perfect solution for these vehicles in the smaller scales, and Dapol's chassis does at least give a good impression of the interior when viewed from a distance. However, Realtrack's Class 143/144 railbuses, designed by Rapido Trains, set the benchmark in this respect by having both a reliable mechanism and fully detailed interiors.

On the plus side, the chassis design and motor give the '122' a good level of performance, allowing them to tow a trailing vehicle or two, as the real railcars often did in their early years. Hopefully Dapol will also offer

unpowered versions of the 'bubble cars' (as it has with many of its 'N' scale models), allowing modellers to 'double up' at busy times. Our sample ran reliably and smoothly on DC and DCC, negotiating complex pointwork and gradients up to 1-in-30 without hesitation.

With the added bonus of Dapol's standard 24-month 'no quibble' guarantee, the Class 122 is a superb addition to the company's 'OO' gauge range and will prove to be a useful vehicle for many layouts from the late-1950s transition era through to the late 1990s. Numerous liveries and detail variations should keep Dapol occupied for some years and provide extra interest and variety for modellers and collectors. Highly recommended. (BJ)



Low relief seating for interior

All wheel drive with bogie mounted gearboxes

The 21-pin DCC decoder socket is neatly tucked inside a compartment inside the luggage area.

Low slung twin flywheel can motor

*“Perhaps surprisingly, this is the first ready-to-run ‘OO’ gauge model of a Class 122.”*

**BEN JONES**



# Farewell to the 'Bubbles'

*On May 19, the final examples of British Railway's famous 'bubble cars' were withdrawn from main line service after a remarkable career spanning 57 years.*  
**EVAN GREEN-HUGHES** *reflects on the story of the Class 121 and 122 DMUs.*



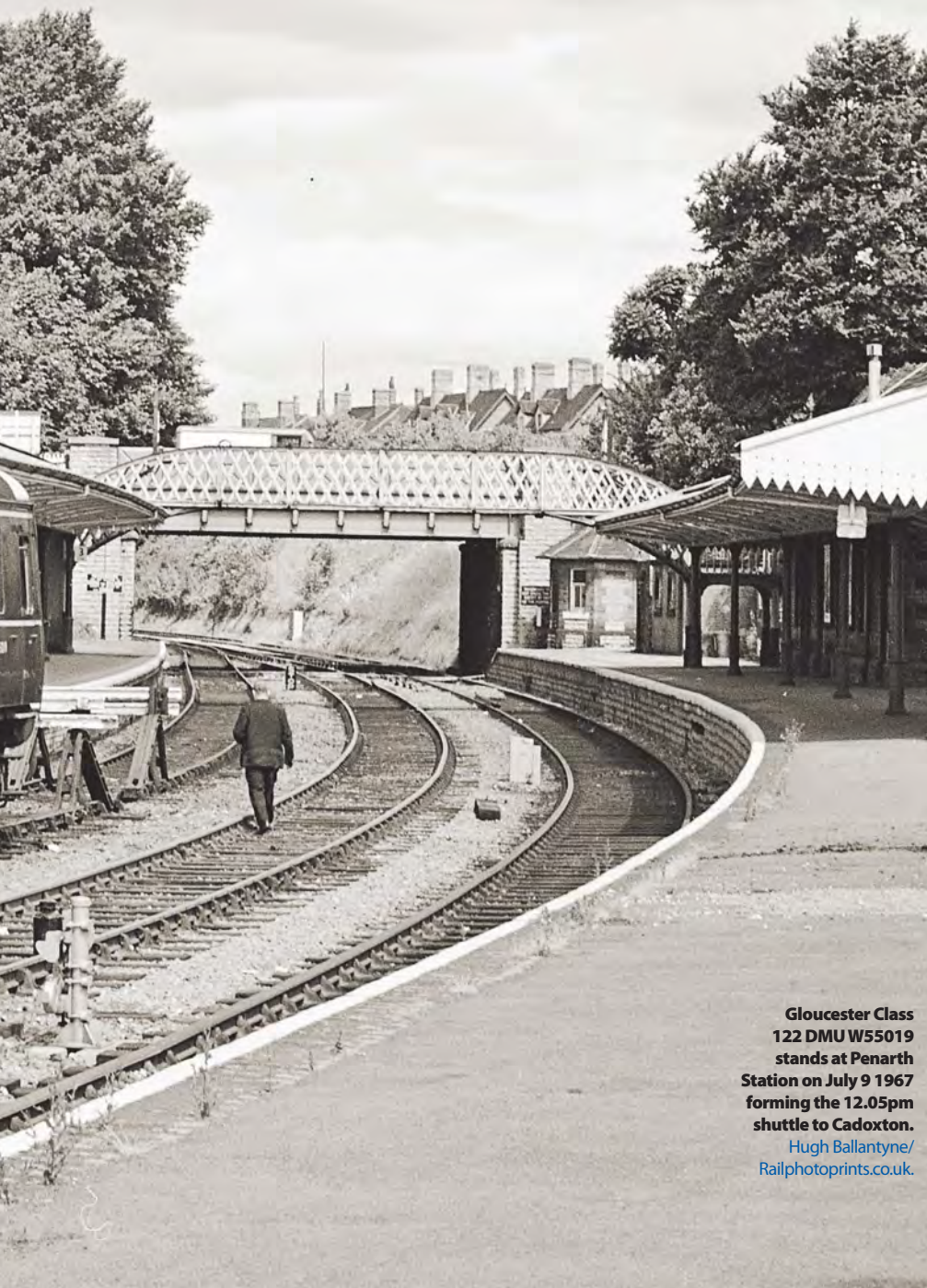


**F**IRST-GENERATION single-car Diesel Multiple Units (DMU) have always held a special place in the hearts of enthusiasts and modellers alike. These small self-contained trains have worked everywhere from the smallest rural branch lines to major London termini and have covered every duty from humble parcels to express passenger. Their popularity continues even today on our heritage lines where more than half of those originally built still survive, with many to be found in working order.

The concept of the single-car DMU was not a new one when British Railways began its policy of replacing steam with multiple units in 1954, as the Great Western Railway (GWR) had operated a fleet of successful units, or railcars as they were then known, for many years before that. Initially however, BR did not see a need for further single-car trains and instead concentrated its efforts on two-car sets, which were to prove the



**The Class 121s were well known for their dirty exhausts in the BR era. On April 16 1979 W55033 leaves Bristol Temple Meads in a smoke screen while operating the Severn Beach service. John Chalcraft/Railphotoprints.co.uk**



**Gloucester Class 122 DMU W55019 stands at Penarth Station on July 9 1967 forming the 12.05pm shuttle to Cadoxton. Hugh Ballantyne/Railphotoprints.co.uk**

most versatile of the proposed standard arrangements. Despite this, two 'Derby Lightweight' single cars were built for the London Midland Region in 1956, being modified from standard power cars during production. It was to be a further two years before the need arose for a fleet of standard single cars which were intended for use on routes where traffic was too light to justify a longer train.

Accordingly, an order was placed with the Gloucester Railway Carriage and Wagon Company for 20 single car units which were to be based on a suburban power car design which was then in production at Derby, but with an additional driving cab fitted at the guard's van end. The new units, later to become the Class 122, were to be based on the 62ft chassis that had become the standard for suburban and inter-city vehicles and would be of all-welded steel construction. A total of 65 Second Class seats were provided in two saloons - one for smokers and one for those who did not smoke. The mechanical layout followed that which by then had become universal and featured two BUT/AEC engines driving the wheels through Self-Changing Gears mechanical transmission.

The first of this order was delivered in April 1958 and the rest followed quickly with the last being with BR only three months later. Allocated to the Western Region, they were based at Southall, Reading and Tyseley with the first to service in August being used on the Ealing to Greenford branch. The following month they replaced the GWR railcars on the Slough to Windsor and Twyford to Henley-on-Thames branches as well as steam push-pull trains on the West Drayton to Staines service. Some also found use on suburban services in outer London and for these duties they were often inadequate at peak periods and for this reason a fleet of nine Driving Trailers was provided to work alongside them. »



## RELIABLE VERSATILITY

From the outset, these units proved to be reliable and versatile additions to the BR fleet and so the decision was taken to construct a further 16 single cars and ten trailers, again for use by the Western Region. This time the order was placed with the Pressed Steel Company which was at the time constructing its own version of the standard British Railways suburban unit, later to become the Class 117.

Constructed in Linwood in Scotland, the new single cars, later Class 121, differed from the earlier versions in that they had provision to display the four-character headcode in a large box built into the cab roof dome, a move that necessitated the destination indicator moving down to the top of the centre cab window. Unlike in the Gloucester-built cars, asbestos insulation was not used.

Initially these extra single cars were allocated to services formerly operated by GWR-built railcars but gradually their work spread and they were found on the West London Lines, the Welsh Valleys and later in Devon and Cornwall. However they were also often tagged onto suburban sets, used as surrogate power cars, or attached to cross-country workings where their sole purpose was to provide additional horsepower for working over difficult routes.

Although both the Gloucester and the Pressed Steel versions remained with the Western Region they were frequently transferred from duty to duty as the lines that they were working were either run down or closed altogether. Western men referred to them as 'coffin nails' as they always seemed to be put onto services that would soon be withdrawn. Examples of this were Barry to Bridgend, Snow Hill to Wolverhampton and Bewdley to Hartlebury. More work was then found for them in Bristol, Plymouth, Cornwall and on the former Southern branches around Exeter - but by the end of the 1960s and with the bulk of the fleet only around ten years old not enough could be found to keep them all occupied.

Consequently in 1969 Class 122s 55001 and 55019 were converted into route



**A fleet of dedicated Class 149 trailers were built to operate with the single car Class 121 and 122 units at peak periods. On July 25 1965 a Class 121 propels a 149 as it leaves Slough on a branch service to Windsor and Eton Central. Brian Stephenson.**

learning cars, followed in 1972 by 55017. Seven more were reallocated to the Scottish Region at Ayr but before long three of these had the windows blanked out and the seats removed so that they could be used for parcels duties. The remaining Gloucester cars were later concentrated at Tyseley where amongst their regular duties were services on the short Stourbridge Junction shuttle. The Pressed Steel Class 121s on the other hand remained exclusively with the Western Region until 1985 and could be seen anywhere from Paddington to Penzance at this time.

Despite a decline in the available work it was still thought worthwhile to put the Gloucester cars through an expensive process to rid them of asbestos insulation with the stripping work being carried out by Vic Berry's famous yard during the late 1970s and 1980s. Both classes received the BUT/Leyland version of the 150hp engine in place of the AEC for which spares were becoming a problem. However, as there wasn't the work for the trailers, three of the asbestos-contaminated Gloucester examples were withdrawn in 1972, with the next three going in 1977 and the last three in 1982. Inevitably some of the power cars followed with 55018 being the first to be scrapped in 1979 and with three more going over the next 11 years.

## A SURPRISE REPRIEVE

The failure of the Class 142 'Pacer' units to operate successfully on the Cornish branches in the early 1980s (their long fixed wheelbase was unsuitable for the tight curves on many of the routes) led to something of a reprieve for six cars with 55000/3/5/6/9/12 being transferred from Tyseley to pick up the affected services, while two spent some time working the Stockport-Stalybridge route and three worked on the St Albans and Bedford branches in the same period. Examples of both classes continued to be transferred for departmental use, being converted variously as route learners, sandite application trains or survey units.

By 1992 the remaining Class 122s were hanging on in Cornwall while Class 121s were still allocated to Plymouth, Tyseley and Old Oak Common. Four of the '121s' were then sent to Bletchley for use on the Bedford-Bletchley and Gospel Oak to Barking routes. Three then moved to the Great Eastern for use on the Sudbury branch. Meanwhile, passenger workings for the Gloucester cars ceased in 1993 as the last was withdrawn from Cornwall but even this was not the end for examples of the classes continued to be converted for departmental use with one of the final pair of Class 122s, 55012, being taken by freight operator Loadhaul as a route learner in the late 1990s.

The survivors continued their various departmental roles but just as everyone expected them to dwindle away there was a remarkable decision taken in 2003 by Chiltern Railways to return Sandite car 55020 to passenger use. This was fully refurbished and fitted with modern aids such as central door locking, LED lighting and interior destination displays and put to work on peak-time Aylesbury to Princes Risborough shuttles, releasing one of the company's more modern units for other duties in turn. Arriva Trains then took 55020, which had been preserved at Crewe, and had that refurbished returning it to service on the Cardiff Bay shuttles in 2005, although with moderate success as it spent a lot of its time out of service with various defects. Chiltern followed this with a return to service for 55034, which had been in private ownership at Tyseley, as a second

## FACTS AND FIGURES

|                                       | Class 121                           | Class 122                           |
|---------------------------------------|-------------------------------------|-------------------------------------|
| <b>Introduced:</b>                    | 1960-1961                           | 1958                                |
| <b>Withdrawn (passenger service):</b> | 1978-2017                           | 1969-1993                           |
| <b>Wheel arrangement:</b>             | Two four-wheel 8ft 6in bogies       | Two four-wheel 8ft 6in bogies       |
| <b>Engines (as built):</b>            | Two BUT (AEC)                       | Two BUT (AEC)                       |
| <b>Engines (rebuilt):</b>             | Two BUT (Leyland)                   | Two BUT (Leyland)                   |
| <b>Horsepower:</b>                    | 300hp                               | 300hp                               |
| <b>Gearbox:</b>                       | Self Changing Gears four-speed      | Self Changing Gears four-speed      |
| <b>Train heating:</b>                 | Two Smiths diesel warm air heaters  | Two Smiths diesel warm air heaters  |
| <b>Brakes:</b>                        | Gresham and Craven twin-pipe vacuum | Gresham and Craven twin-pipe vacuum |
| <b>Multiple working:</b>              | Blue Square (standard)              | Blue Square (standard)              |
| <b>Length:</b>                        | 67ft 1in (over buffers)             | 67ft 1in (over buffers)             |
| <b>Width over cabs:</b>               | 9ft 3in                             | 9ft 3in                             |
| <b>Height:</b>                        | 12ft 8in                            | 12ft 8in                            |
| <b>Weight:</b>                        | 37tons 8cwt                         | 36tons 6cwt                         |
| <b>Wheel diameter:</b>                | 3ft 0in                             | 3ft 0in                             |
| <b>Maximum speed:</b>                 | 70mph                               | 70mph                               |
| <b>Seating:</b>                       | 65 Second Class                     | 65 Second Class                     |
| <b>Total built:</b>                   | 16                                  | 20                                  |
| <b>Total preserved:</b>               | 12                                  | 8                                   |



The last bastion of main line Class 121 operation was the Princes Risborough-Aylesbury branch. In 2010 121020 passes through Little Kimble showing its LED marker lights. Chiltern Railways bid farewell to its 121s on May 19 2017. [Martin Loader.](#)



unit for the Princes Risborough operation.

The two Chiltern operated Class 121s finally bowed out of service on Friday May 19 2017 when 55020 and 55034 worked together on the Princes Risborough branch for the final time.

## PRESERVATION STALWARTS

Not surprisingly, these single car units have also proved to be immensely popular to the heritage railway sector, so much so that the bulk of those built have been bought for preservation following withdrawal. Many of those saved have been rebuilt from departmental condition while others are currently awaiting or undergoing a return to passenger configuration. These include the updated but now out of main line service Arriva example which now operates on the Wensleydale Railway. Their number is likely to increase as the final two Class 121s, 55020/55034, have been offered for sale by Chiltern following their withdrawal.

During their lifetimes, these single-car trains have carried a bewildering number of different liveries. The 'Gloucesters' appear to have been painted in lined mid Brunswick green while the Pressed Steel cars were in lined dark Brunswick green when built. The fleet was soon standardised on the darker shade

but later all were painted blue before some received blue and grey. Regional Railways, Network SouthEast, Chiltern, Silverlink, Midline, and chocolate and cream have all been carried on passenger vehicles while departmental have appeared in Railtrack, Loadhaul, Railtrack maroon, Railtrack 'Pandora', yellow, olive green and allover blue.

With so many of these popular trains preserved there is scarcely a weekend when one or another is not in service at a

heritage line. There is even a possibility of a main line return as one, 55028, is currently being refurbished for use on the Swanage Railway's Wareham shuttle which will use a portion of Network Rail track to provide a feeder service to the popular seaside town from next year. Boosted by their final days in traffic, interest in them is at an all-time high which is perhaps a fitting tribute to a design that is now six decades old and still doing the work that it was intended to do. [Railfan](#)



Pressed Steel Class 121 55027 departs Lidlington on the Bedford-Bletchley line in 1994 recording a long lost scene from the Network SouthEast era. [Martin Loader.](#)



# Kenley marks the end of the 'BIG FOUR'

● Price: £189.99 ● Cat No: R3515 ● DCC: DCC ready, 8-pin socket ● Site: [www.hornby.com](http://www.hornby.com) ● Era: 3

**T**HIS YEAR MARKS THE 70th anniversary of the Transport Act which resulted in the end of the 'Big Four' railway companies at midnight on December 31 1947, and the subsequent formation of British Railways.

To commemorate this historic occasion, the first of four limited edition models representing the 'Big Four' on the final day has arrived in the form of Southern Railway (SR) air-smoothed 'Battle of Britain' 4-6-2 21C168 *Kenley*.

Built at Brighton Works in 1947, the locomotive entered service during October that year and was allocated to Ramsgate Motive Power Depot. Named after the Royal Air Force Station in Surrey, *Kenley* was withdrawn just 16 years later in 1963.

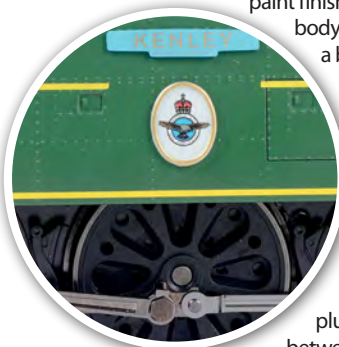
Limited to 500 pieces, as part of Hornby's 'Final Day' collection it represents the locomotive when just a few months old and includes a crisply printed Southern smokebox door ring,

separate smokebox door dart, lamp irons, finely moulded smoke deflectors, riveted panel detail, sprung metal buffers and more.

21C168 features a high-quality malachite green paint finish complemented with crisp yellow bodyside lining, red bufferbeams and a black roof and tender top. Equally superb are the neatly printed Southern 'sunshine' lettering, numbers, light blue backed nameplates and accompanying RAF plaques. A quick glance inside the cab also reveals backhead equipment picked out in appropriate colours.

Adopting Hornby's four-wire plug and socket arrangement between locomotive and tender, an 8-pin Digital Command Control (DCC) socket is fitted in the latter, together with space for a 28mm round speaker for digital sound installations. Additional detailing is included in a separate pack with brake rodding, SR route indicator discs, lamps, steps, fire irons and footplate crew.

Ideal for use with Hornby's range of Maunsell and Pullman cars. (MC)



## Tiphook KFA returns with Hornby for 'OO'



● Price: £32.99  
● Cat No: R6793  
● Site: [www.hornby.com](http://www.hornby.com)  
● Era: 8/9

Hornby's 'OO' gauge KFA bogie container flat wagon makes a welcome return to the range as vehicle TIPH93400 in Tiphook Rail blue.

This latest release comes with a 40ft container in Hanjin shipping company colours and a 20ft tanktainer - a tank within a steel container framework - in TransOcean livery. Both are located on spigots along the spine of the wagon. The container flat is die-cast metal for added weight and features a wealth of cross braces,



underframe pipework and brake gear.

Application of the complementary colour schemes is excellent with crisp separation of colours and neatly printed details and data panels, particularly to the tanktainer.

Sprung rectangular metal buffers, small tension lock couplings in NEM pockets and a separate pack containing alternative couplings and brake pipes complete this super modern-era wagon. (MC)





21C168 is the first of four special editions being released by Hornby in 2017 to mark the end of the 'Big Four' railway companies.

- Price: £329.99
- Cat No: R3402
- DCC: 8-pin socket
- Site: [www.hornby.com](http://www.hornby.com)
- Era: 3

## LNER 'Queen of Scots' train pack



New to Hornby's collection of 'OO' gauge limited editions is this London and North Eastern Railway (LNER) 'Queen of Scots' train pack.

Introduced by the LNER in 1928, the 'Queen of Scots' Pullman was an extension of its previous service to Harrogate and Edinburgh. Two new rakes of 'K' type all-steel eight-wheel Pullman cars were built for the service which ran between London King's Cross, Edinburgh and Glasgow via Harrogate and Leeds Central. By the late 1930s, as depicted by this pack, the train would usually be formed of an LNER 'Pacific' and seven vehicles – typically Pullman Parlour Brake Third, Kitchen Third, Parlour Third, Parlour First, Kitchen

First, Kitchen Third and Parlour Brake Third.

Hornby has included LNER 'A4' 4-6-2 4500 *Garganey*, a name it carried for less than a year from April 1938, together with Pullman Kitchen First *Thelma*, Parlour First *Sheila* and Parlour Brake Third Car No. 77. Each item bristles with detail from the Gresley 'A4' 4-6-2 with its sprung metal buffers, turned metal whistle, streamlined side valances and factory-fitted metal screw link coupling to the ornate 'K' type Pullman cars displaying separately fitted handrails, detailed vestibule ends, rooftop panels and ventilators, detailed underframes, oval lavatory windows and working LED table

lamps, which operate under analogue and digital control. NEM coupling pockets are fitted with small tension lock couplings, with a set of alternative close couplings also included.

Hornby's five-pole skew wound motor is housed within the locomotive while an 8-pin Digital Command Control (DCC) decoder socket is located within the 5,000 gallon non-corridor tender which also has an NEM coupling pocket to the rear. A separate detailing pack includes a set of 'Queen of Scots' carriage roof boards and a locomotive headboard.

Stylish and, with just 1,000 packs available, most certainly collectable. (MC)





'N' GAUGE

# DJ debut its 'Mermaids'

● Price: £19.95 ● Cat No: DJM-N-RS-100010A

● Site: [www.djmodels.co.uk](http://www.djmodels.co.uk)

● Era: 5



**T**HE SIDE-TIPPING 'Mermaid' ballast and spoil wagons are one of the more distinctive types in the railway's engineering fleet. They were introduced by the GWR in 1930 and all were built by Metro-Cammell over a 30-year period with many surviving in service into the 1980s following the addition of vacuum brakes.

DJ Models' first ready-to-run goods wagon is this attractive model of the 'Mermaid' for 'N' gauge and for review we received two samples of the 1950s BR black versions. The model represents a 1980s era vehicle with vacuum brakes, whereas this BR version would have been a loose coupled wagon, but this is only really noticeable from underneath when the vacuum cylinder becomes obvious.

Nevertheless, this is a beautifully and delicately finished vehicle with a finely produced open chassis, full clasp brakes to both axles, separately fitted and supported tippler body, neatly moulded end tipping levers and a fully appointed bufferbeam. Turned metal wheels are fitted too together with standard 'N' gauge Rapido couplings – although their arms could have been much shorter to reduce the distance

between vehicles without causing buffer lock. As an alternative replacement, couplings similar to those supplied with Dapol rolling stock are delivered with the 'Mermaids'.

As DJ's first rolling stock model, the new 'Mermaid' is a fine choice produced to a high standard and is sure to be popular with those looking to expand their range of engineering stock in 'N' gauge. (MW)



**DJ Model's new 'N' gauge 'Mermaids' feature interior detailing to the tippler body together with a removable magnetic ballast load. NEM coupling pockets are provided at each end too.**



**'O' GAUGE**

# MagClic couplings for 7mm scale

- **Price:** £7.50-£8.00 per pair
- **Site:** [www.modelrailwaywagons.co.uk](http://www.modelrailwaywagons.co.uk)

Coupling screw couplings between 'O' gauge corridor carriages can be tricky, but for those with fixed rakes M&M Models has come up with this elegant and simple magnetic solution.

There are three designs in the range: sprung pairs to go between carriages in fixed formations, adapters for three link couplings and 'swing' couplings for use on locomotives and rake ends to facilitate hands free coupling up.

For the purpose of this review, we are focusing on the pairs for fixed rakes which we installed between a pair of Heljan BR Mk 1 carriages. The couplings come pre-assembled and require dismantling of the dragbox behind the bufferbeam for installation and opening out of the slot in the bufferbeam too. This is detailed in a simple to follow guide on M&M Models' website. The whole process of fitting took around 10 minutes for the first coupling and five minutes for the second, as we then knew what we were doing without referring to the instructions.

Once installed, these couplings transform the coupling of the Heljan 'O' gauge Mk 1s as they simply clip together as the magnets approach and then maintain a consistent distance between vehicles. They will negotiate



second radius set track curves too. The manufacturer states that they are suitable for up to an eight-coach rake of carriages and we have been so impressed by them that the *Hornby Magazine* test train rake of Heljan Mk 1s has now been fully equipped.

For such a simple design, these new couplings have a great effect and we are certain that 'O' gauge modellers will find great value in these fittings. (MW)

**'OO' GAUGE**

## Revamped GPS takes to the tracks

- **Price:** £30
- **Description:** Modern Ground Position Signal
- **Site:** [www.absoluteaspects.com](http://www.absoluteaspects.com)
- **Era:** 9

New from Absolute Aspects' range of ready-to-use colour light signals is this revamped 'OO' gauge modern Ground Position Signal (GPS). Each signal is hand-built and features Light Emitting Diodes (LEDs) with pre-fitted resistors within the signal head together with three shielded aspects for displaying the horizontal red/red and diagonal white/white lights.

Measuring approximately 5.5mm x 5mm, the signal head is painted black with a grey section to the rear, while a 12mm length below allows for fixing the signal in place within a 4mm hole in the baseboard.

Installation proved straightforward on test with the signal compatible with conventional 12volts DC or Digital Command Control (DCC) applications. Our review sample was connected to a TrainTech SC1 DCC accessory decoder and displayed excellent lighting characteristics with a realistic fade between aspects, without colour bleed. Full instructions are included. Similar revamped original style GPS, yellow style GPS and Limit of Shunt signals are also available.

Super signals which will bring a yard to life. (MC)

**'OO' GAUGE**

## Flatbed with 'A' Container

- **Price:** £13.99 ● **Cat No:** DB13 ● **Site:** [www.ayrey.co.uk](http://www.ayrey.co.uk) ● **Era:** 4/5

New from B-T Models is this 'OO' gauge Karrier Bantam articulated flatbed in British Railways colours. Finished as tractor unit KE6195N and trailer CT7525N, both carry JDN 995 registration plates together with an evenly applied

crimson and cream paint finish, while a separate LMS 'A' container is also included, decorated in British Railways maroon with crisply printed lettering.

Perfect for a busy goods yard scene. (MC)





DJ Models delivers

**CROWD-FUNDED****CLASS 71****FIRST REVIEW**

**B**EING SURE of the support for a niche model is challenging. As more of the obvious candidates are snatched up for production, picking the winners is getting harder - which means sometimes it needs a different approach to make a model a reality.

Enter the DJ Models crowd-funded Class 71 which, three years since it was first mooted, touched down in the *Hornby Magazine* office during May for its first full inspection. This is the first ready-to-run 'OO' gauge crowd-funded locomotive. This is an exciting step for our hobby as customers have shown their desire for this particular locomotive class by investing their money up front even before it has been developed.

However, while it was the only planned model of this small class when it was announced in 2014, it now isn't the first ready-to-run model of the Class 71 for the scale - Hornby pipped it to the post by almost 12 months with its 2016 version of the highly sought after Bo-Bo electric (HM109).

So, as this is now the second ready-to-run Class 71 it has a class act to follow and, while the first batch of crowd-funded models arrived during May, there are more production models to come together with limited editions produced for Hatton's of Liverpool and Kernow Model Rail Centre.

First, a brief summary of the class. The fleet of 24 electrics were introduced in 1958 and were built at Doncaster Works by 1960. All were equipped to take power from both third-rail and overhead 750V DC power supplies - the latter for use in

Crowd-funding has become a new source of model production and now the first ready-to-run 'OO' gauge locomotive produced with this backing is here: DJ Models' Class 71 Bo-Bo electric.

**MIKE WILD** investigates this new arrival.

yards where ground based power supplies were considered too dangerous - and were part of the Kent Coast electrification scheme of the late 1950s. The fleet was used on all manner of duties from freight to the 'Golden Arrow' Pullman, but their electric only capability restricted their use at times when the power was off. In 1967, the first of 10 of the class was rebuilt into an electro-diesel and became Class 74 while the last of the Class 71s were withdrawn in 1977. One, E5001, is preserved as part of the National Collection.

#### THE MODEL

The Class 71 was one of those locomotives which few could have really expected to be made in ready-to-run form and to have two choices is exceptional. There were few major differences in the locomotives during their career, other than being rebuilt as Class 74s, so the two model products are closely related in all respects.

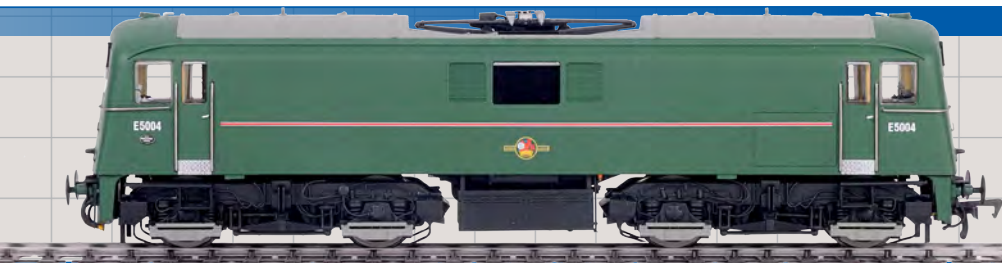
The DJ Models Class 71 is well appointed with an impressive level of separately fitted parts - and especially on the underframe where its creator claims there are five separate levels of individually applied detail on the bogies.

It has spoked wheels as well as sprung buffers, NEM coupling pockets and a pair of switches in the underframe which allow direct control over the cab and marker lights. We did however note that the headcode panels light up at both ends at all times - ideal for light engine movements, >>



On the left is DJ Models version while on the right is Hornby's model - the latter hand weathered (HM120). For us one of these two has the edge.





#### THE DETAILS

|                      |  |
|----------------------|--|
| <b>Manufacturer:</b> | <a href="http://www.djmodels.co.uk">www.djmodels.co.uk</a> |
| <b>Cat No:</b>       | DJM0071-002  |
| <b>Description:</b>  | Class 71 Bo-Bo E5004, BR green                             |
| <b>Scale:</b>        | 'OO'   |
| <b>Price:</b>        | £139.95  |
| <b>Era:</b>          | 5  |
| <b>DCC:</b>          | DCC ready, 21-pin socket                                   |
| <b>Couplings:</b>    | Small tension locks in NEM pockets                         |



*"The Class 71 was one of those locomotives which few could have expected in ready-to-run."*

**MIKE WILD**



Finished in BR green as E5004 the DJ Models Class 71 is smartly turned out and features neat detailing including slide for the headcode panels.





but not accurate for use at the head of trains. A detailing pack is also supplied with the locomotive which consists of a set of slides for the headcode digits, bufferbeam inserts to fill the valance, brake pipes and a full set of pick up shoes for application by the customer. A pair of small tension lock couplings are also provided and once fitted they sit level with the buffers which - and it may be a small thing - impressed us greatly.

The overall shape of the body captures the Class 71 well, although the front end doesn't quite have the angles of the lower front end spot on. It does have separately fitted metal handrails, flush glazing and neatly produced windscreen wipers. The rainstrip is a overstatement for our taste, while along the body are moulded grilles together with the panels behind the No. 2 end cab. Builder's plates below are positioned the driver's cab windows, but these leave a little to be desired.

The roof features a plastic pantograph which is poseable and fitted with metal heads. It sits in a grey painted roof well which also includes conduit runs underneath.



*"Decoration is well done for the main body colours of BR green and roof grey."*

**MIKE WILD**

58mm x 22mm speaker location

Plastic poseable pantograph



Highly detailed bogie sideframes

Chequer plate effect



Decoration is well done for the main body colours of BR green and roof grey – although some photographs suggest that the roof colour was white originally – topped off by BR crests, lining and white cab window surrounds.

## PERFORMANCE

On the inside the Class 71 is fitted with directional lighting, a 21-pin Digital Command Control (DCC) decoder socket, space for a 58mm x 22mm bass reflex speaker, a heavy die-cast chassis and, at its heart, a coreless motor. This is the largest locomotive we've seen so far to be fitted with this type of motor so its performance on the track is particularly interesting.

The lighting availability is comprehensive for the locomotive, consisting of headcode and marker lights on the outside together with cab lights at each end. As delivered, all of the lighting

particularly as the body is a clip fit to the chassis. Start to finish it took us two minutes to install a decoder.

On the track, our sample performed well and following running in settled down to be a good running locomotive with just a little drivetrain noise. Following sustained running with a light load we moved onto load tests with the DJ Models Class 71 handling a rake of eight Pullmans, but was reaching its limit. Meanwhile we retested the Hornby Class 71 which took 12 Pullmans on the drawbar without any hesitation or reduction in speed.

## OVERALL

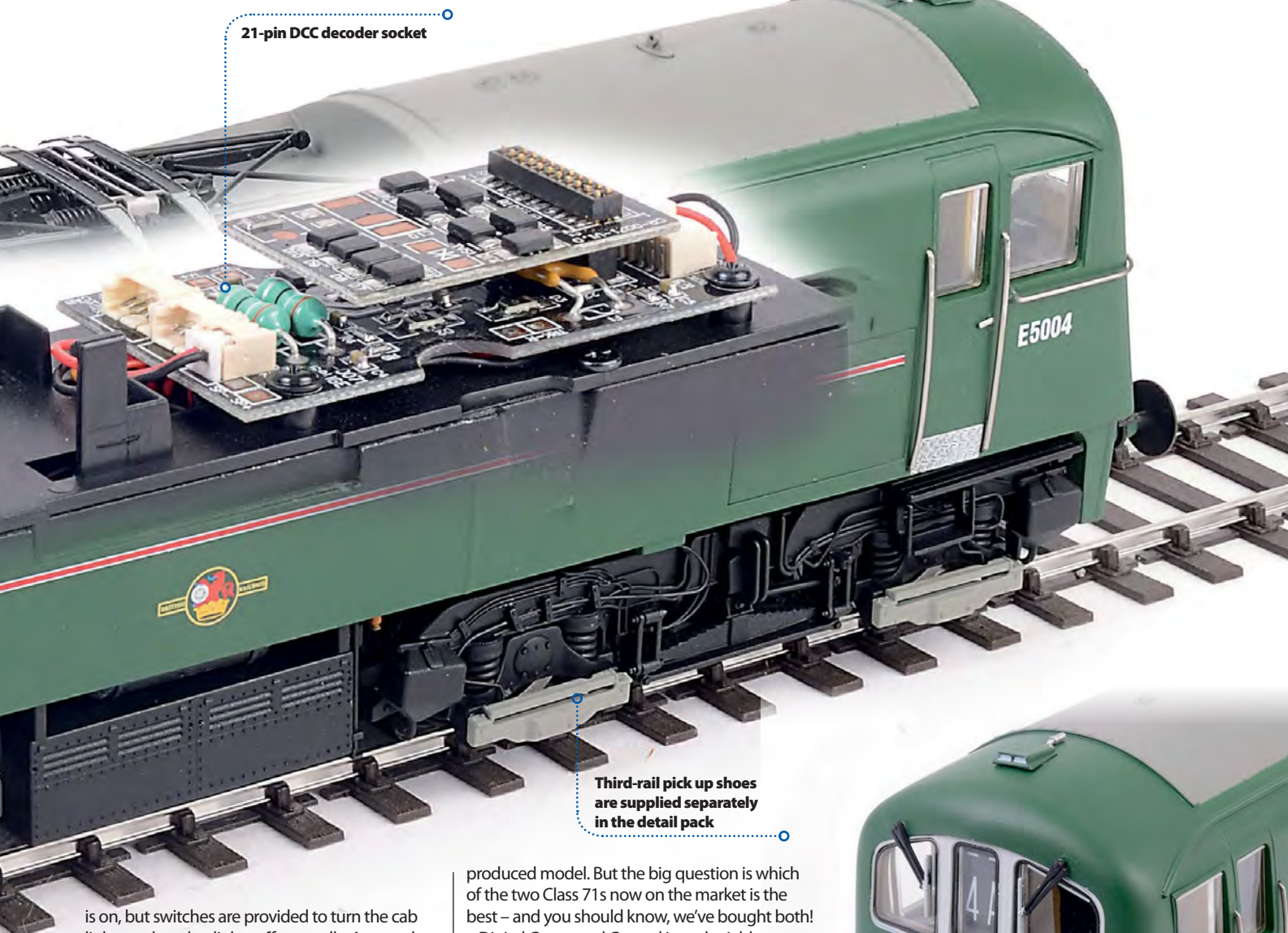
As the UK's first completed crowd-funded 'OO' gauge locomotive, DJ's Class 71 has a place in model railway history and is a strong and well



but all in for us it is the Hornby '71' which tops the charts with a refined chassis performance and accurate cab front profile. I'm sure there will be counter views on these two impressive electric models and we'd be pleased to hear what you think too via [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com).

Whichever version you choose though, we don't think you'll be disappointed. (MW)

21-pin DCC decoder socket



Third-rail pick up shoes are supplied separately in the detail pack

is on, but switches are provided to turn the cab lights and marker lights off manually. As noted the headcode panels remain permanently illuminated at both ends of the locomotive.

With a digital decoder installed, lights can be controlled through function buttons instead, but the headcode panels still remain illuminated at both ends at all times with both control formats.

The availability of space for a decoder and speaker is impressive and follows the pattern laid down by Dapol's models of the Class 22 and Class 52 – both of which were orchestrated by DJ Models' Dave Jones. This makes conversion to digital operation very simple and

produced model. But the big question is which of the two Class 71s now on the market is the best – and you should know, we've bought both!

Digital Command Control is undeniably better served in the DJ Models product, but we prefer the performance of the mechanism in the Hornby product which is far superior in its operation and much quieter when under power.

Detailing has the two products jostling for position – the bogies are superb on the DJ product, but then the rainstrip is too heavy for our taste. The cab front profile is superbly accurate on the Hornby version, but then those headcode slides on DJ's are cleverly done too. I could go on, but it really is nip and tuck.

They both have their positives and negatives,





# Dirty Class 71s

- **Price:** £144.95
- **Cat No:** OO71-098-DJ/0071-099-DJ
- **Site:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)
- **DCC:** 21-pin socket
- **Era:** 5-6

**K**ERNOW Model Rail Centre has taken delivery of a trio of exclusive weathered editions of the new DJ Models Class 71 including this pair in BR green and BR blue which we received for review.

Both use the same tooling as the clean model, as featured on pages 76-79, so we won't go into detail on that front suffice to say that this pair gave us the opportunity to see first hand the different fonts for the headcodes for the early and late period locomotives – a nice detail touch.

The chosen identities are E5019 in BR

green with bodyside lining and late crests (Cat No. OO71-098-DJ) and 71008 in BR blue with full yellow ends and double arrow

logos at the centre on each side (0071-099-DJ). Both exhibited a high standard of assembly with the bogies looking particularly

## Kernow 'Clay Tiger'

- **Price:** £44.99
- **Cat No:** SB002C
- **Site:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)
- **Era:** 8

Kernow Model Rail Centre (KMRC) has built an impressive repertoire of exclusive West Country related limited edition models in recent times, which is set to be bolstered further with the imminent arrival of its long-awaited 'OO' gauge PBA English China Clay (ECC) bogie covered hopper wagons (CovHop).

Built by Fauvet-Girel in France, 35 of these 56.8tonne hopper wagons were constructed in 1982 for use on ball clay and china clay flows from the West Country to the Potteries, and further afield. Leased from TIGER Railcar Leasing (UK) Ltd, they quickly gained their 'Clay Tiger' moniker.

Produced by DJ Models on tooling owned by KMRC, sixteen versions of the models are planned, with the first appearing as-built in original ECC International (ECCI) white livery with a blue stripe. For review we received PBA TRL11605 (Cat No. SB002C) which together with three further pristine models form the initial releases as TRL11600 (Cat No. SB002A),







well under a layer of grime, although the builder plates were poor on our samples.

The base colours have been treated to a weathered finish with extensive underframe, body and roof toning. Both are appealing to the eye and offer a different choice of finish on this newly released model.

Kernow has had just 150 of E5019 and 100 of 71008 produced in this weathered condition by DJ Models, so if you do want one you will need to be quick. (MW)

TRL11602 (SB002B) and TRL11609 (SB002D). Weathered examples and the 1990s-modified blue-liveried J1A variants are also planned.

The CovHop has impressive and intricate pipework and plenty of detail, much of it separately applied, including bodyside pipe runs, discharge door driveshafts, air brake equipment, handbrake wheels, bufferbeam grab handles, handrails, access steps, etched metal walkways, lamp irons, and the distinctive large red handwheel which opened and closed the large hopper roof cover. Look closer and you'll see the roof cover release latch, tiny lifting points picked out in yellow and locking handles painted red.

What really strikes you though is how white the model is, even the buffers. Decoration is superb with an evenly-applied matt white paint finish relieved by the bodyside blue stripe and grey roof hatch. ECCI branding, data panels, lease company addresses, instructions, warning signs and overhead live wire flashes are crisp and legible, as is the graduated TIGER logo.

Underneath, the Clay Tiger rides on a pair of neatly moulded bogies with turned metal wheels and small tension lock couplings in NEM pockets.

Impressively finished and certainly well worth the wait. (MC)

## Unit Models' Skips and Sacks

- **Price:** £4.99
- **Cat No.** OO-087P/00-89P
- **Site:** [www.ayrey.co.uk](http://www.ayrey.co.uk)
- **Era:** 7-9

A pair of brightly-coloured midi skips and a set of sacks on pallets are amongst the latest 'OO' gauge additions to Unit Models' range of model railway accessories.

Guaranteed to add a splash of colour to street scenes, the red and yellow skips (Cat No. OO-087P) measure 33mm x 21mm and feature a glossy exterior paint finish with Ace Skip Hire branding. Whilst not as visually striking, the triple-pack of sacks on pallets (OO-089P) feature a moulded grey sack load mounted on light brown pallets,



each measuring 15mm x 15mm x 15mm. Decoration is limited, but could be further enhanced with dry brushing techniques. (MC)



## LMS Type 'A' Containers

- **Price:** £5.99
- **Cat No.** OO-152P/00-153P
- **Site:** [www.ayrey.co.uk](http://www.ayrey.co.uk)
- **Era:** 3

New to the Unit Models range of 'OO' gauge model railway accessories are these twin-packs of London, Midland and Scottish Railway (LMS) Type 'A' containers.

Each pack includes two decorated 31mm x 29mm x 32mm containers in LMS grey (Cat No. OO-152P) numbered

A204/A235 and LMS bauxite (OO-153P) as A194/A213.

Moulded detail is good and includes the container's metal bracing, hinges, door handles and roof-mounted lifting rings. Available now and useful for populating a goods yard without breaking the bank. (MC)



## Kernow issues limited departmentals

- **Price:** £24.95
- **Cat No:** 38-326Z / 38-328Z
- **Site:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)
- **Era:** 7

Bachmann's 'OO' gauge 13ton high-sided steel open wagon is the subject of two new limited edition departmental vehicles from Kernow Model Rail Centre.

Exclusive to the retailer, they represent examples in use on British Rail's Southern and Western Regions in the 1970s as DB479526 (Cat No. 38-326Z), allocated to the Signal and Telegraph (S&T) department at Guildford in Surrey and ADE282721 (38-328Z), marked for stores traffic to St Blazey wagon works in Cornwall.

Both typify the vehicles as they appeared at the time with an overall weathered BR

bauxite paint finish relieved by Bachmann's rust and peeling paint effects. Each includes bespoke allocation details and decoration including a freshly painted panel to one side of the S&T wagon and a distinctive yellow line with 'chalked' BREL (British Rail Engineering Ltd) lettering on the Western Region example. Attention to detail is such that the S&T wagon is also mounted on different wheelsets – a pair of three-hole and a pair of spoked examples to match the prototype.

One-off prototypes such as these suit small batch runs, and with 512 models of each, these are sure to prove popular. (MC)



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| 31-884   | Midland Class 4F 44044 BR Late Crest Weathered  | £99.50  |
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| 31-034DS | Class 20 #20124 BR Black Indicator Disks - Weathered - SOUND                          | £179.50 |
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| 31-359A  | BR Standard Class 4MT Tank 80092 BR Black Early Emblem                                | £103.50 |
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FITTED**

# Wickham

Every once in a while a ready-to-run model of a surprising rail vehicle is launched. Bachmann's Wickham Trolley is such a model, but it was offered in DC only. **PAUL CHETTER** describes how he added DCC sound and lights without destroying its essential character.

**T**HE DIFFICULTIES of fitting a Digital Command Control decoder to Bachmann's delightful and intricate model of the Wickham Type 27 Trolley are pretty obvious even at first glance. Even in 'OO' gauge it is tiny and virtually see-through. The comparison with the Class

03, itself quite a small locomotive, puts this model's size into sharp perspective.

To make this a working model the motor has migrated to the attached wagon, below the simulated ballast load, while the trolley provides the important purpose of expanding its wheelbase to increase the number of pick ups

available to keep the Type 27 on the move – see HM114 for a full review of Bachmann's Wickham.

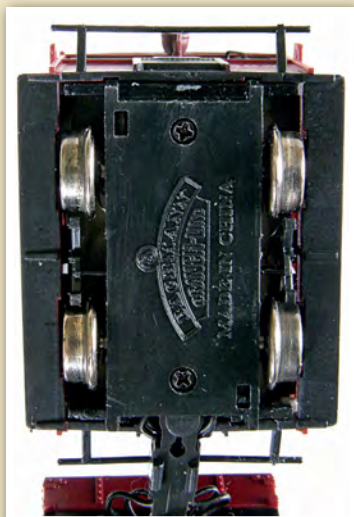
As you will see from the photographs in the Step by Step guide, there are no usable voids in the wagon or the trolley's chassis for a sound decoder, let alone a speaker, which makes this something of a challenge – but

**Fitted with a crew, exterior lighting and a hidden decoder and speaker, the Bachmann Wickham really can accommodate a lot of equipment.**





## STEP BY STEP INSTALLING DCC SOUND AND LIGHTS IN A WICKHAM TROLLEY



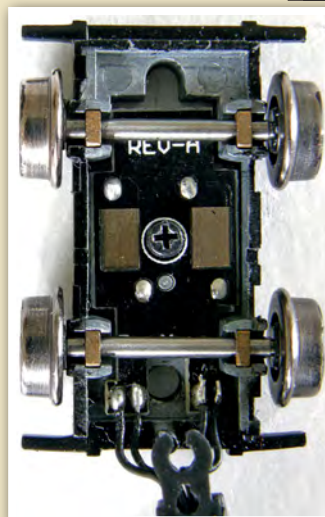
1

To begin the installation the trolley body needs to be dismantled. The body can be removed after releasing the two cross-head screws in the keeper plate.



2

The keeper plate remains clipped in place, so must be gently prised from the metal chassis frame.



3

Note the axle bearing arrangements. The incomplete circle of the front of the drawbar can be seen detached from the peg on the chassis.

one which I was more than willing to take on to discover how much is possible with the Wickham and digital operation.

I normally ensure that my installations are invisible, but with this particular model, I decided that a Zimo MX648 decoder and modified 10mm x 15mm 'sugar cube' speaker could be fitted into the roof such that neither would be visible from most viewing angles. This would retain the 'open' character of the model and allow the addition of a driver and passengers to further enhance its interior and distract the viewer's eye from what else is tucked away inside.

Single headlamps at front and rear are prominent features which I thought could be made operational by using DCC Concepts 'Nano' LEDs and this proved possible. Make no mistake, this is not a simple installation, so read the whole feature before deciding if it is for you. Your warranty will almost certainly be adversely affected.

## DISMANTLING

Although I removed the wagon superstructure for my initial inspection of available space, there is no need to do so as all the work will be carried out on the trolley.

Removing the two screws beneath the chassis will allow the body to be removed by lifting it straight upwards. The running gear remains held in place by the keeper plate which clips onto the metal part of the chassis. I used a small screwdriver blade to prise these apart.

Be careful not to disturb the axle mountings during this process, at least until you have noted the positions of the wheel wipers and axle bearings. The bearings are square brass plates with holes for the axles. They are a snug fit and must be very precisely aligned before they can be refitted to their slots in the chassis. These need to be removed for access.

I released the trolley's main Printed Circuit Board (PCB) by removing the single screw

holding it in place. You will notice that there are four black wires soldered at the rear of the PCB, but the labels show that the track pick-ups are the outer pair and the inner pair are for the motor. I confirmed this by disconnecting the motor wires and testing with a Digital Multi-Meter (DMM).

It will be important to be able to distinguish between motor and track wires when connecting to the decoder, but multi-coloured wiring can be a little too obvious when in plain view. I used fine black wires for track pick-ups and fine dark brown wires for the motor wires, each around 100mm in length to give enough play later. The 'polarity' within each pair can be ignored since the decoder can be programmed to the correct direction of travel.

As the joins in the motor wires are close to the solder pads for the pick-up wires it is essential to provide adequate insulation. Clearances in this area are very tight so heat shrink tubing might prove to be too bulky. A satisfactory and durable insulating layer can be made in situ by applying nail varnish to exposed metal. I used white for photographic purposes.

The wires were fed through the gap in the metal chassis, the PCB reinstated, axles relocated and keeper plate refitted. Pay particular attention to the pick-up positioning; it's easy to lock the wheels with them.

## SUPER-STRUCTURE

With the chassis reassembled and the wiring tested attention turns to the superstructure of the trolley, where all the remaining work will take place. The wires will pass from the top of the engine cover to the roof between the windscreens, so I drilled a couple of 1mm holes in the top of the engine cover (from beneath) directly behind the front panel then connected them to make a slot for the wires to pass in parallel.

To facilitate fitting of wires and hole drilling and to avoid fogging with the fumes from cyano adhesive I would be using, I removed the glazing from each end. At the rear, this also includes removing the rear bench backrest. This involves separating glued components, so much care is required to prise them apart without damaging them.

The dummy headlamps are solid plastic >>>





mouldings. To prepare them for LED installation, I marked the centres of each lamp with a bradawl prior to drilling through each lamp and continuing through the body, using a 0.4mm drill in a pin vice. This serves to pass the wires from the NANO LEDs to the inside of the body and to provide a guide for the 2mm drill I used to create a cavity in the body of each lamp.

The lamps are fitted to the body with a small bracket which could easily be twisted off. I used a pair of forceps to stabilise the lamp whilst drilling. I checked the depth regularly until the NANO LEDs would fit flush with the front of each lamp. I tested each LED (remember to use a 1k Ohms resistor in series to protect from over-current) before flooding the lamp with cyano adhesive. This fixes the LED in place and creates a transparent protective face to the lamp.

The wires were directed into the roof space in the gap between the pairs of windscreens, and the whole put aside for the adhesive to cure.

## DECODER PREPARATION

Because of the limited space available, using the decoder as delivered isn't going to be possible – it needs reducing in size through a couple of simple steps. First the MX648 decoder had its heat shrink insulation removed and then all attached wires to make

| WHAT WE USED                         |  |        |
|--------------------------------------|--|--------|
| PRODUCT                              | SUPPLIER   | PRICE  |
| Zimo MX648 Sound Decoder             | <a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a> | £99.00 |
| Zimo 10mm x 15mm x 11mm cube speaker | <a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a> | £9.00  |
| Protowhite NANO LEDs                 | <a href="http://www.dccconcepts.com">www.dccconcepts.com</a>   | £13.00 |
| Preiser seated workmen               | <a href="http://www.gaugemaster.com">www.gaugemaster.com</a>   | £15.00 |

way for those fitted to the model earlier.

A standard 'sugar cube' speaker enclosure is far too deep to successfully nestle within the arch of the roof.

I removed the black plastic enclosure and fixing gasket from the speaker driver then used cyano adhesive to fix a styrene sheet cut to size in its place. I have found that provided there is a perfectly airtight seal this allows a reasonable sound output.


When this had cured, I used a warding file to shape the styrene to match the arching profile of the roof, speaker fitting longitudinally. The spring connectors were cut back to reduce the speaker's overall height and fine black wire soldered to each stub.

I refitted the glazing and seatback, made loose coils in the trimmed wires to allow movement for installation then soldered them to the appropriate pads on the decoder and including a series resistor in the common positive.

I similarly connected the speaker wires to the decoder before positioning the decoder transversely within the rear portion of the roof, with the speaker in the front.

These can be seen if looking upwards into the roof space, but nothing shows below the roofline apart from a couple of small components on the decoder and the wires running up the pillars between the windscreens, so from normal operating viewpoints and distances they will not be visible.

To give the unit a sense of purpose, I fitted some seated figures from Preiser, supplied by Gaugemaster, in appropriate period clothing.

One of my own custom sound projects loaded to the decoder adds the final flourish to a model destined for Permanent Way duties on Grosvenor Square and you can see this model in action during the Great Central Railway Model Event on June 16-18 on the *Hornby Magazine* stand. 

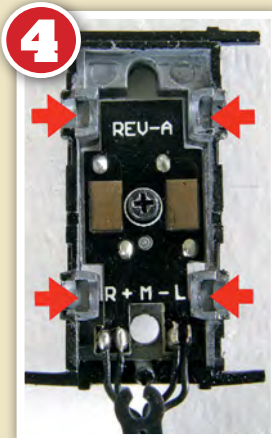
Showing the true tiny size of the Wickham, this is the out-of-the-box model posed alongside a 'OO' gauge Class 03 diesel shunter.





## STEP BY STEP INSTALLING DCC SOUND AND LIGHTS IN A WICKHAM TROLLEY

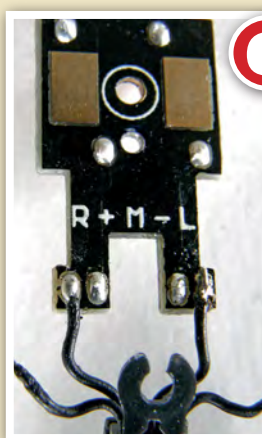
Intermediate  
Beginner **SKILL LEVEL** Advanced



The slots for the bearings have tight clearances and each bearing must be precisely aligned before it can be pushed home.



After releasing the single screw I removed the Printed Circuit Board (PCB) for easier access to the solder pads.

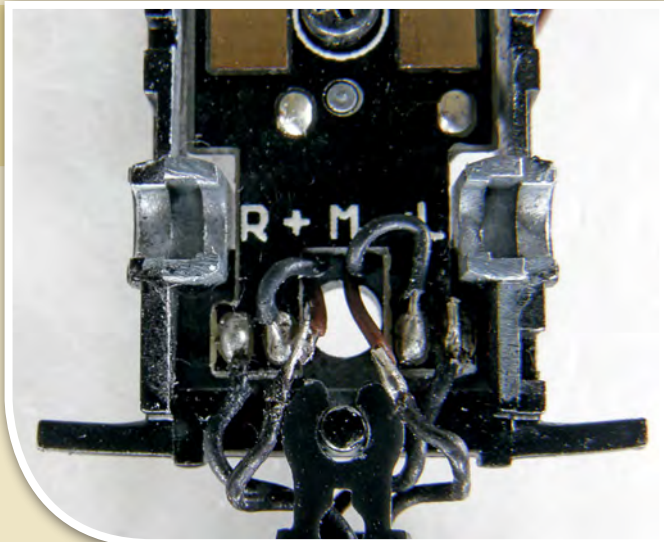


I disconnected the inner pair of wires labelled M+ and M- and tested them with a DMM and 12V power to confirm that they were the motor wires.

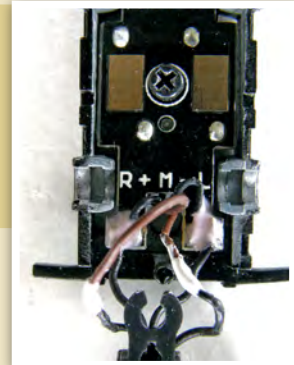


I attached fine brown wires to these and added a pair of black wires to the PCB having first confirmed that these connected to the track pick-ups.

**8** The PCB was refitted and all four wires were passed through the hole in the PCB. Since this is where one of the attachment towers from the body also passes through, care must be taken to avoid pinching any wires during reassembly.



**9** Close proximity of bare soldered joints means that insulation must be provided. I used nail varnish to provide an effective, insulating coating for all bare metal in this area.



**10** Viewed from above, the four added wires can be seen in the upper part of the chassis ready to be fed through the body to the decoder.





## STEP BY STEP INSTALLING DCC SOUND AND LIGHTS IN A WICKHAM TROLLEY



**11** The model has no provision for working lamps, yet the lamps at each end are quite a prominent feature. I thought these could be enhanced with tiny LEDs.



In order to pass the lacquered copper wires to the decoder I drilled through the centre of each lamp and through the body with a 0.4mm drill in a pin vice.



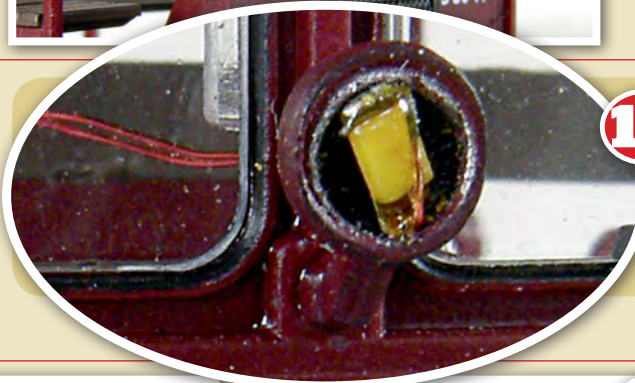
I held each lamp with tweezers whilst producing the required void for the LEDs with a 2.0mm drill, also in a pin vice. This stops the lamp body twisting and snapping from the cab front.



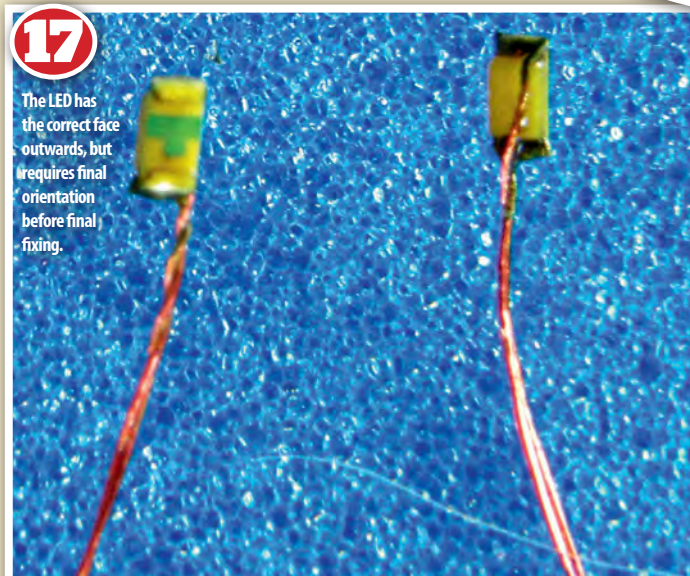
The DCC Concepts 'NANO' LEDs are a convenient way of adding illumination in small spaces. Each consists of a Surface Mounted Device (SMD) LED, in this case with 'soft white' characteristics, to which a pair of single strand lacquered copper wires have been attached. The cross of the 'T' symbol denotes positive; the longer of each pair of wires is soldered here. This is also the reverse face of the LED, so the right hand LED shows the face to be orientated outwards.



**14** I removed just sufficient material to allow the LEDs to sit flush with the face of each lamp, testing the depth often.



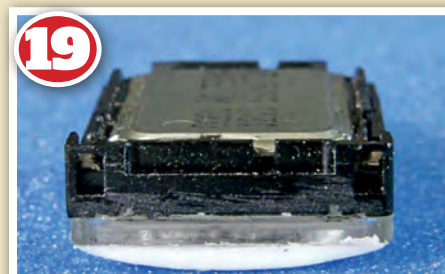
**16** This shot shows the wires passing through the lamp and central pillar. An indication of the depth can also be made out by the dark inner rim of the modified lamp.



**17** The LED has the correct face outwards, but requires final orientation before final fixing.

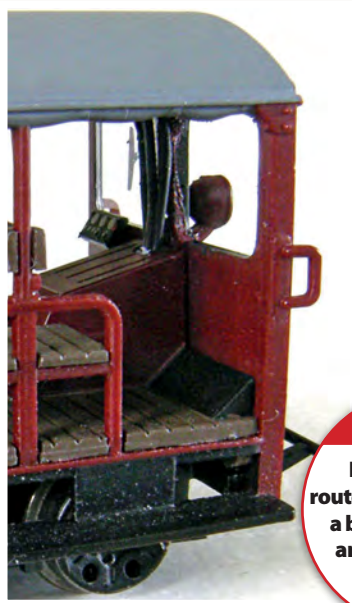


**18** Moving to the decoder, the Zimo MX648 is prepared by stripping its insulating sheath, then removing all wires to reduce bulk. On the left is an as delivered decoder moving across to the bare decoder on the right. Absolute care is required when soldering to a decoder.



**19** The speaker was prepared by removing its enclosure and replacing it with a sized flat styrene sheet fixed with cyano adhesive. The styrene was filed to match the arched shape of the roof.



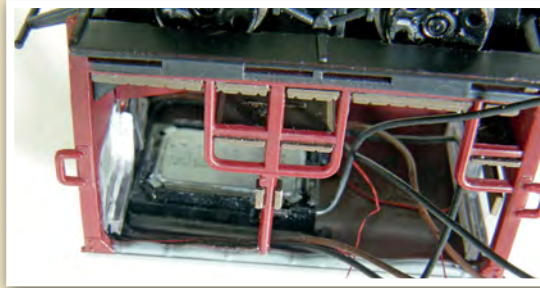


**20**

A slot was formed (from below) in the top of the engine cover for the pick-up and motor wires from the chassis to pass up the inside of the front pillar as the trolley body was refitted to the chassis.

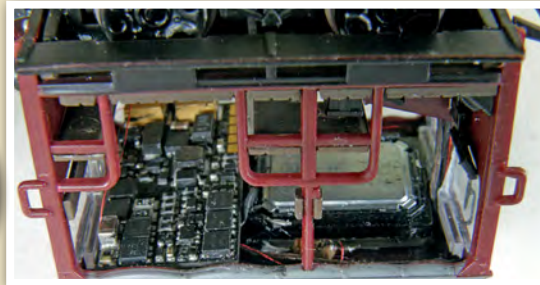
**TIP**

Finding a neat route for wiring makes a big difference on any digital sound project.



**21**

The modified speaker was fixed centrally in a longitudinal orientation, allowing wires from the chassis to pass either side on the way to the decoder.



**22**

All wires were soldered to the MX648 which was in turn fitted to the inside of the roof, seen here before final fixing.



These seated workmen from Preiser were selected to provide a driver and some passengers for the trolley.



**24**

With the driver on board, the front lamp was illuminated and brightness adjusted with CV60 on the MX648.

**TIP**

If you are short of space nail varnish is a handy means of creating electrical insulation in models.

**25**

This illustrates that although the LED is rectangular in shape, the light emitted fills the whole of the lamp giving a circular disc of light.





# Thunder's Hill

**PETER BOSSOM** created this layout in 3mm:1ft scale, based on a 'might have been' route on the Southern Railway in the 1930s.

PHOTOGRAPHY, TREVOR JONES

**I**NTEREST IN RAILWAYS started at an early age, leaning on a bedroom windowsill watching the goods shunt at our local yard. Much later, along came Hornby three-rail – not long before two-rail was becoming the latest thing.

Eventually I moved into two-rail shortly before discovering that Triang had introduced 'TT' (3mm:1ft scale). That allowed a better layout in the home shed, but it was very cold and my efforts migrated to a small layout in my bedroom.

I've remained with 3mm:1ft scale ever since; partly for space reasons but also because I now enjoy building models. Various freelance railways were built

with varying degrees of success but eventually colleagues said that I ought to make something more realistic.

The Ouse Valley Railway was promoted in the early 1860s to be constructed in three phases from a point on the London-Brighton line somewhere around Haywards Heath, proceed across country via Uckfield, make a junction with the Eastbourne-Tunbridge Wells (West) line maybe somewhere between Hellingly and Hailsham. A further line would then run across the countryside to a final junction with the Brighton-Hastings line near St Leonards.

Given this suggested route, it is

entirely possible that one of the stations might have been called Thunder's Hill, and that it would serve places such as Muddles Green, Chiddingly and the surrounding area. Authorisation came in June 1864 and a start was made on some formations

of the first section, but money ran out after a financial crisis in 1866 and work had to stop.

Sometime later, there was a proposal for a line between East Grinstead-Lewes (the 'Bluebell line') and the

Ouse Valley project was totally abandoned in 1868. »







**Above:** Wainwright 'C' 0-6-0 1373 draws into the station with its shunted goods train as 'O1' 0-6-0 1066 departs with a passenger working.

**Below:** Peter takes control of Thunders Hill with a goods and passenger working approaching the station loops.





## CENTRAL SOUTHERN

I model the Southern Railway (Central Section). It is nearby and answers can easily be found. Thus, Thunder's Hill, a continuous run layout based on the Ouse Valley project was created. A new shed allowed a maximum size of 9ft x 5ft 6in, although the layout ended up at 7ft x 5ft so that boards could be got in and out fairly easily. Construction was standard for the time; it is an old layout, consisting of 2in x 1in timbers with either softboard or a softish chipboard top, now faced with thin varnished plywood, standing on removable legs and all capable of being put into a car.

Quiet moments on a night shift produced a design brief that suggested high ground to the right and front, falling away towards the left and back of the model, with a farm to the left and woodland on the right. A plan based on Hellingly, but not an exact copy, was sketched full size to see how and if it would fit, which it did, albeit that the back siding entry curve would be quite fierce and entry to the storage yard would be more right angled corner than curve.

This plan produced a distinctive style of station, with tracks either side of an island platform and another platform opposite. This was not totally unknown on London Brighton and South Coast

Railway (LBSCR) stations – Horsted Keynes is probably the best known now, although similar formations also existed at Christ's Hospital and Lewes.

The reasoning behind this style of layout is unclear. It has been suggested that it enabled passengers to only have to cross the platform when transferring between trains. Why it is also at Thunder's Hill is a complete mystery, but I like it. Track is handbuilt using parts available through The 3mm Society, and whilst not a fast process, the end result is quite pleasing. I can say that now - during building I doubt that was the exact feeling.

Electrics are quite simple - a separate







Right: Ex-LBSCR  
'E1' 0-6-0T

2689 pauses in the yard  
headshunt as a Maunsell  
'N1' 2-6-0 heads a down  
passenger away from the  
station.



Below: A Maunsell  
'N1' 2-6-0

approaches with a down  
passenger formed of  
'Birdcage' stock.



control panel holds a number of section switches enabling locomotives to be held at various places, although only four are generally used, with points operated by H&M solenoids through Hornby Dublo levers and a Capacitor Discharge Unit. Track control was originally by an ECM Compspeed unit, now replaced by a handheld Gaugemaster unit.

Signalling is represented by Up and Down platform starters and, due to the curved platforms and overhanging canopies, banner repeaters are installed on the approach ends of the platforms. An Up outer home and a number of ground signal kits by a fellow 3mm Society member complete the signalling. The three main arms are operable - Heath Robinson style linkages connect them to either H&M or Peco solenoids, with the remainder being cosmetic.

Since the original build, house moves made more space available and the storage yard has been altered - twice. The Mk 2 version involved making a pair of curved boards, and easing the curves to a more acceptable radius. A series of loops and sidings enabled storage of up to eight trains with a form of automatic stop controlled by diodes - not always entirely successful as some locomotives stopped short and then created a short circuit. The Mk 3 version involved cutting the curves off the existing yard and making a new straight board with an eight-track traverser, the curved sections from the Mk 2 yard »

*“A plan based on  
Hellingly, but not  
an exact copy, was  
sketched full size.”*

**PETER BOSSOM**



providing the connecting link. This means I now have seven boards rather than the original six but it still fits into a car, just.

## MAKING A SCENE

Scenery is the part that I really enjoy – it's messy, and it's quick – especially if you use Plaster of Paris bandages, and you can let your imagination run gentle riot. More importantly perhaps is that if you mess it up it's easy to start again. Buildings are based on real ones, the station being my interpretation of Horam, a station on the 'Cuckoo line', with the signalbox a standard LBSCR brick based 'box'.

Being a small layout, it was possible to give some attention to detail and I have tried to create a number of small scenes within the model. These include a flock

of sheep being moved from one field to another, a group of men unloading a railway wagon and by the overbridge the road gang are chatting, having finished their current job. The farm is cluttered with a mix of carts and bits and pieces, interspersed with chickens scratching about everywhere and a man about to repair the cart shed roof.


The few passengers on the station platform have been altered to make them more lifelike, and to complete the scene a few seagulls have been added. Following the persuasive writings of Alan Downes, the buildings have been individually tiled where necessary. Once or twice I did wonder what I had taken on, but the finished effect is worth the effort. Trees continue to be made and

remade as fashions change; twisted wire, a plaster/glue mix and teased theatrical hair with hairspray fixed foliage are the current types – not specific trees but hopefully, tree-like in appearance.

## ROLLING STOCK

Stock these days is mainly kits, a fact that surprises many viewers, but the 3mm Society has made many available over the years, and with the advent of etched brass it is possible to have items reduced from 4mm and 7mm scales as well as specifically produced for 3mm.

Most of that which appears on Thunder's Hill is what I feel might have been seen had the railway been built; mainly South Eastern & Chatham Railway (SECR) three-coach 'Birdcage' sets, two-car

 **Thunder's Hill follows a station layout common in the area - it is set with an island platform flanked by a single face hosting the station building. A 'O1' and 'C' 0-6-0 pass in the loops.**







The farmer and his collie round up the flock as an 'E1' 0-6-0T departs with a push-pull working.



LBSCR push-pull sets and an occasional Tri-Composite-Brake used as a through coach, all hauled by a variety of LBSCR or SECR locomotives. Amongst the fleet are 'D1', 'E1', 'E3', 'E5' and 'E6X' tanks, 'C2X' 0-6-0s and a couple of SECR 'O1' 0-6-0s, one with an former 'M' class tender. Highly inappropriate large locomotives can be seen on the layout at times, a favourite being an 'H2' 4-4-2 heading an Up train with the through coach hanging on the rear. Built for me by another Society member, the locomotive exudes power as it glides along - it's superb.

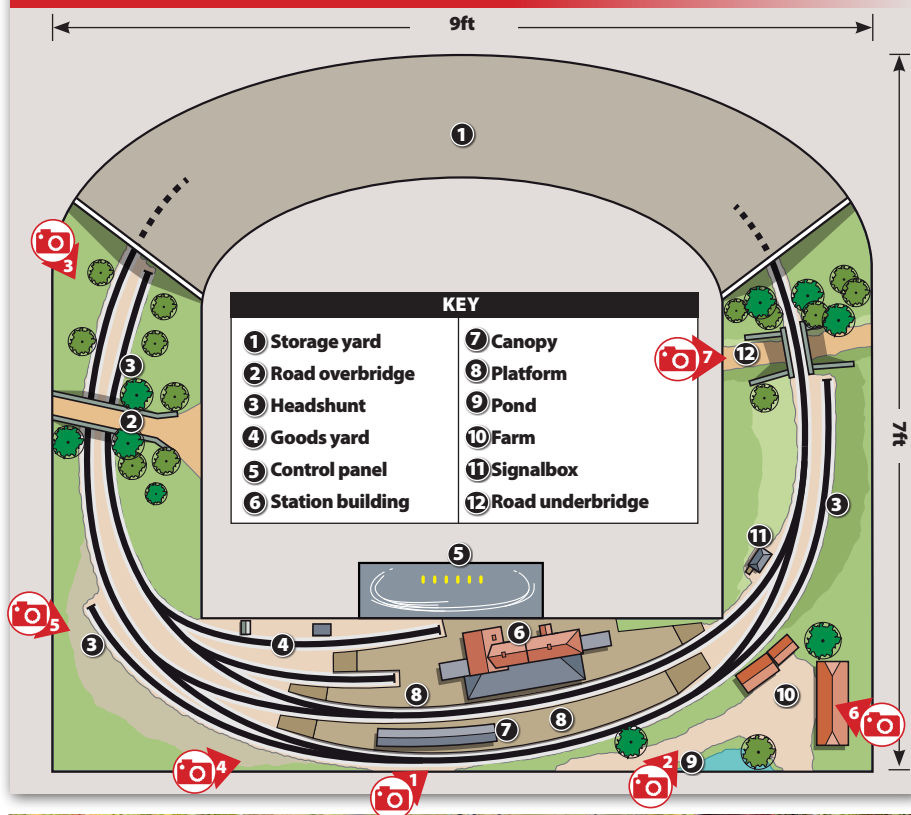
Goods stock is varied but generally mundane, although I will admit to having an interest in private owner coal wagons and have spent much time trying to establish which owner's wagons might have been seen in the area. I am not sure that so many need to be available, but need isn't a necessary word. A short train of engineers' wagons is (very) slowly being added to as inclination and inspiration strikes»

*"Scenery is the part that I really enjoy - it's messy and its quick to create."*

**PETER BOSSOM**



## THUNDER'S HILL TRACK DIAGRAM (Not to scale)



**6** Main image: The road gang is in deep discussion whilst ex-LBSCR 'E6X' 2407 drifts past on an engineer's working.

**7** Bellow: Thunder's Hill is a well travelled exhibition layout which is now on the third version of its storage yard. It measures just 9ft x 7ft.






Operation is by sequence covering a day's workings. It is imagined that the three-car sets work a circular route – the 'outer circle' being Eastbourne-Brighton-Haywards Heath-Thunder's Hill-Eastbourne, whilst the 'inner circle' is the opposite way round. In between, push-pull sets make shorter journeys between Eastbourne and Uckfield, although some terminate at Thunder's Hill and reverse.

The original sequence was compiled using a 'Cuckoo line' working timetable and had some 50 movements. Pruning reduced this to a more acceptable 24, taking about an hour to complete, depending on how much shunting is

required or indulged in. Most of the stock ends up back where it started and within five minutes the rest is replaced, the goods remade and it all starts again. Thought has been given to providing a train indicator so that those watching can understand what is happening. However, since overconfident operators have been known to miss out complete trains at times – despite having cards available to them, it is thought maybe better not to have a public display of what should be happening, rather than maybe what is actually happening.

This then is Thunder's Hill – my version of the Southern Railway, circa

1936, in 3mm scale. Operating is likened to just like pulling on a 'well worn welly boot' - comfortable and quite relaxing. Many people have been involved in the layout, willingly or unwittingly and their participation is much appreciated. By any standards, the layout is now old, and has travelled over much of the country at various times.

Probably it should be retired before much longer but cosmetic makeovers have helped to keep it looking fresh and it continues to provide enjoyment, on the inside as well as on the outside of the barriers. 





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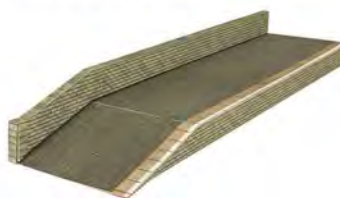
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# Permanent Way **MACHINES**

*Although permanent way machines operate on the railway network day and night and for every day of the year, little attention seems to be paid to them by either enthusiasts or modellers.*

**EVAN GREEN-HUGHES** finds out a little more about this elusive subject.



Jarvis operated Plasser and Theurer tamper 73910 passes Keynsham on April 16 2005. This type of tamper is amongst the most common on the British railway network and is used to pack ballast under sleepers. John Chalcraft/  
[Railphotoprints.co.uk](http://Railphotoprints.co.uk).



**I**N THE DEAD OF NIGHT at various locations in the country an army of permanent way workers are maintaining and renewing our railway's infrastructure. Under powerful floodlights, they relay track, replenish ballast and sort out faults. Many years ago, these operations were almost entirely carried out by hand but now the work is assisted by a huge variety of specialist machines, ranging from simple handheld devices to multi-million pound trains which stretch to many vehicles, yet which are rarely seen by the public mainly due to their nocturnal activities.

Interest in these machines has been raised by the introduction by Bachmann of a Plasser and Theurer tamper of a type commonly seen all over the country. This is a model of a machine that is designed to tightly pack the ballast under the sleepers and provide the track with more support. Track which has its ballast packed in this way tends to retain its geometry for longer periods and provide a better ride. Until the mid-20th century this work was always carried out by hand, and there are many photographs of gangers undertaking this task, usually dressed in suit, waistcoat and hat and with not even a sign of high visibility clothing!

Plasser and Theurer began operations in 1953 with a staff of only nine men and started series production of track machines two years later. Today it supplies machines to 109 countries and has 1,800 people working in Austria alone. Tamping machines are not, however, all the same. The first models built could only tamp plain track but later on specialist ones were built that could deal with points as well. Newer machines incorporate computer equipment to accurately determine the



**Modern day on track plant has taken on a completely different design. Here a collection of lightweight road rail platforms work on wiring at Seven Kings. Network Rail.**

best position for each sleeper prior to commencing tamping while machines range in size from single sleeper types to those that can tamp whole panels at once.

A type of machine that is very common is the road-rail vehicle which can come in many guises but which often resembles a large four-wheel digger which is fitted with retractable rail wheels. These machines are fitted with powerful hydraulic arms onto which can be attached various tools, which can include buckets for digging out debris, flails for controlling lineside vegetation and even hydraulic breakers for disposing of redundant structures. This type of machine can easily be de-tracked at the nearest crossing or place where a pile of ballast can be put onto the track, thus reducing

the time they spend travelling to and from the worksite at the start of each session.

Road-rail vehicles were pioneered in the USA in the 1930s by a firm called Evans while in this country Karrier Motors of Huddersfield produced a number of types, although these were mainly lorries rather than track machines. The type common today began to appear in the 1960s, but early models were prone to running away largely because it was possible to raise the road wheels (which provided the braking) clear of the track. Nowadays the rail wheels are braked as well as the road wheels and where the older types still exist they have all been modified. It is noticeable when visiting today's worksites just how many of these useful machines there are in use. »



**Road-rail vehicles have become indispensable for maintenance of the railway, allowing quick access to otherwise difficult to reach locations. Here a pair of Network Rail operated Volvo lorries attend to a collapsed wall on the approach to Liverpool Lime Street. Network Rail.**



## A LOAD OF BALLAST

Railway renewal uses a great deal of ballast and traditionally that was tipped or shovelled into place from open wagons but nowadays there are special wagons that can accurately lay and distribute ballast. These Autoballaster wagons are marshalled in groups of five with each wagon having a set of controlled discharge doors as well as additional chutes so that ballast can be placed accurately. Power is provided by the train's onboard generator plant. Also dealing with work to the ballast are the ballast cleaning trains, of which Network Rail has five. These trains can lift ballast from between the rails, clean it of impurities and return it under the track in one continuous process as the train moves slowly along. These huge trains have two power plants of their own and are capable of movement within a possession under their own power - they can also be towed at speeds of up to 90mph when being moved from one site to another.

Another type of spectacular and self-contained train is the rail grinding train which consists of several vehicles, some of which are fitted with grinding apparatus between the rail wheels. Its purpose is to profile the rails back into the correct shape, a process which it carries out using its onboard computers. For the observer this is perhaps one of the most spectacular processes to watch because the grinding wheels emit a huge number of sparks underneath and throughout the length of the train, so much so that the train requires its own fire-fighting capability to deal with sleepers and undergrowth that have been set alight. Like the ballast cleaning trains, these have their own propulsion units for use on site but are hauled by locomotives when moving from place to place. Traditionally rail grinding was done by hand and this is still the case in complex situations where the equipment can range from small handheld tools to larger push-along models.

## TRACK RECORDING

All this kit requires data to work to and until the 1960s most of this was gathered by physical measurement by track gangs.

One of the earliest machines to mechanise this process was the Matisa Track Recording Trolley, a four wheel machine that could be equipped with external rigging to measure twist, gauge, cant and track top at speeds of up to 15mph. A number of these were built in the late 1960s and at least one is still working on our heritage lines today. Wickham of Ware also equipped one of its railbus shells with track recording equipment and this diminutive train has also survived at the Lavender Line, though it now has been converted for passenger use.

Wickham is, of course, more famous for its rail trolleys, of which thousands were produced for track maintenance purposes

from 1922 onwards. The first was for the Tal-Tal Railway in South America while later models were used all over the world. The basic type, recently released by

Bachmann, is a small four-wheel device with bench seats, a petrol engine (often a Ford) and basic cover for the crew. It is light enough to be manhandled off the track when required and is normally used to take track gangs and their hand equipment to and from worksites. However these trolleys appeared in a staggering number of different types, including some for fire fighting and others that were armoured for working in hostile country. The company eventually closed in 1991.

Today's railway has ever-more complex machines, many of which are spectacular to watch. One of the most interesting is the Railvac which, as its title suggests, is a massively-powerful suction device housed in a large rail vehicle. This can create enough vacuum in its pick up pipes for ballast that is contaminated with mud and soil to be picked up. The resultant material is deposited in the train and can be replaced with new ballast. These machines are particularly useful in areas that previously would have to have been dug out by hand, a lengthy and time consuming process. While it would be hard to produce a working model of the Railvac the equipment is often seen being towed to and from work sites, normally in the company of engineers waste ballast wagons.

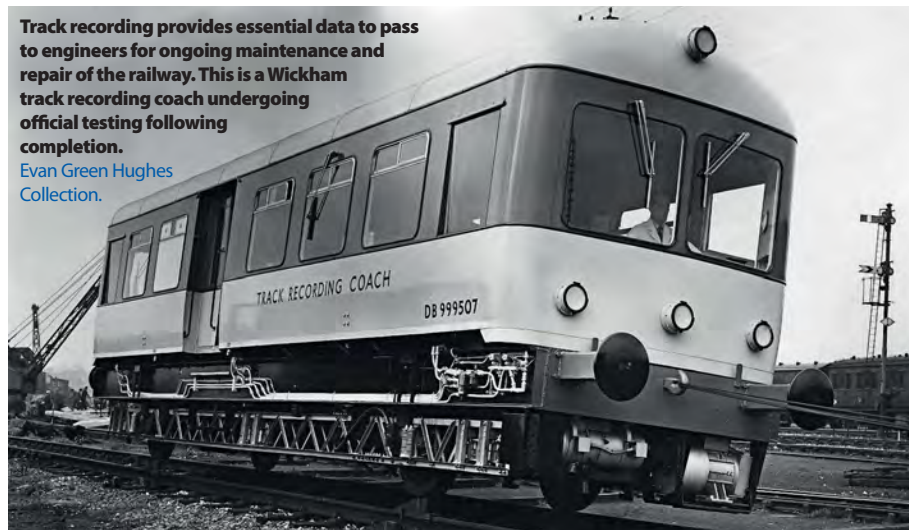
*"A machine that is very common is the road-rail vehicle."*

**EVAN GREEN-HUGHES**

## MULTI-PURPOSE

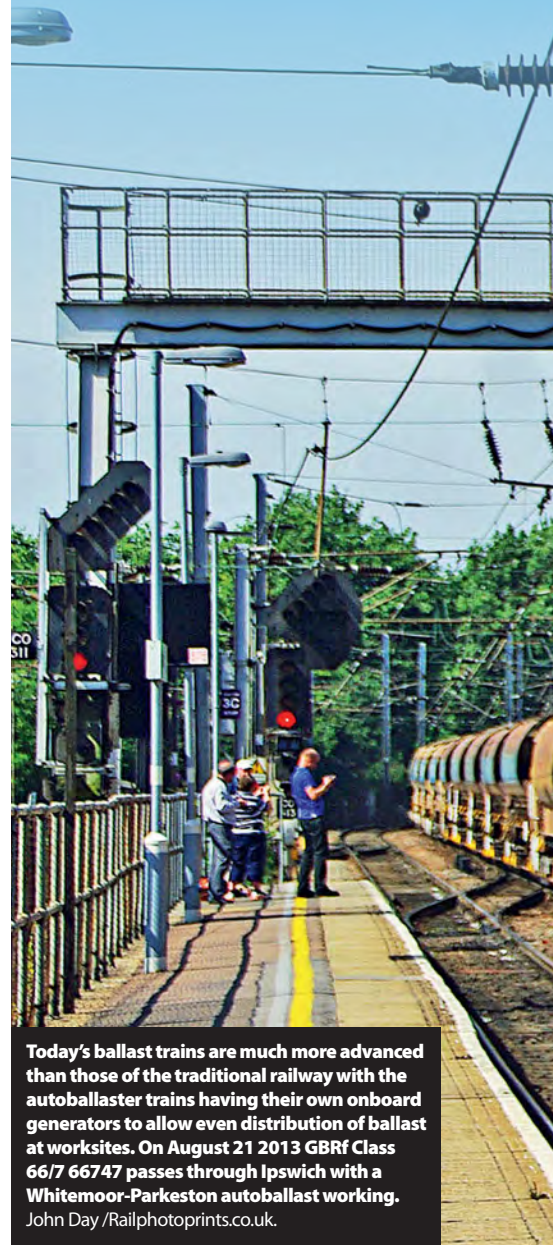
Although not involved with track repairs or renewals, water-jetting trains have also become one of the tools available to the engineers in recent years. These trains apply a jet of water at very high pressure to the track and thus remove the leaf-fall debris at the appropriate time of year. Made up of specialist vehicles, including tank wagons, these trains usually work in top-and-tail mode and interestingly have historically employed types of locomotive which otherwise have been long-gone from the network. Even recently pairs of Class 20s from the 1950s have made regular appearances, perhaps providing an excuse to run your favourite locomotive type well outside its normal time period. Another interesting variant of this train was that operated by Chiltern which employed a three-car Class 117 DMU, with the centre coach converted from a Driving Vehicle and retaining its engines, and which was in service until comparatively recently.

Other track machines come in all sorts of shapes and sizes. Multi-Purpose Vehicles, which were originally conceived



Track recording provides essential data to pass to engineers for ongoing maintenance and repair of the railway. This is a Wickham track recording coach undergoing official testing following completion.

Evan Green Hughes Collection.



Today's ballast trains are much more advanced than those of the traditional railway with the autoballaster trains having their own onboard generators to allow even distribution of ballast at worksites. On August 21 2013 GBRf Class 66/7 66747 passes through Ipswich with a Whitmoor-Parkeston autoballast working. John Day / Railphotoprints.co.uk.



as a type of Freight Multiple Unit, are employed on many tasks using their swap-body capabilities and there are self-propelled two-car units which have grabs and open storage for ballast built in. A more basic example is the ballast plough which is where a plough was fixed to a special brake van and which prior to mechanisation was used to roughly push the ballast to the required shape prior to tamping. There are many examples of these still surviving on our heritage lines. Cranes come in all shapes and sizes while maintenance of the overhead wiring demands a whole fleet of different works trains.

Because the operation of many of these trains is a complex process, producing them in model form can be difficult but we can all find good reason for including the smaller items such as a parked tamper or Wickham trolley on our layout. However perhaps we should take our inspiration from the USA where at least one modeller has built a full-length rail-grinding train complete with spark effects emanating from underneath! [Horn](#)

**The latest generation of track tampers are capable of working on both plain track and points to pack ballast accordingly. On December 7 2005 Carillion operated Plasser and Theurer 08-4x4/4S-RT Switch and Crossing Tamper 73929 passes through Newport. John Chalcraft/Railphotoprints.co.uk.**

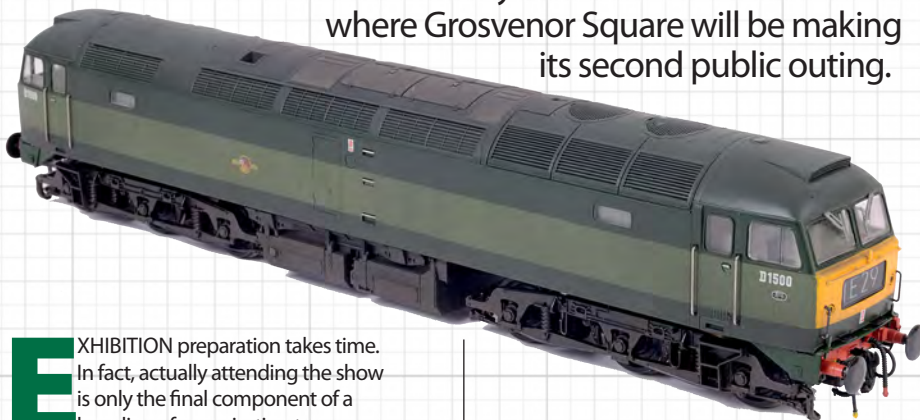




# STAFF PROJECTS

## Preparation STATION

**MIKE WILD** has been making a list and checking it twice ahead of the Great Central Railway Model Event on June 16-18 where Grosvenor Square will be making its second public outing.



**E**XHIBITION preparation takes time. In fact, actually attending the show is only the final component of a long line of organisation to ensure everything is ready and in full working order for a weekend of model railway operation.

One of the most important steps is making sure we have a means of getting to the show – and with a large layout like Grosvenor Square that means hiring a van for the weekend. Here I am fortunate, as our team at Key Publishing HQ makes sure I have what I need.

The rest though is down to me. The stock needs inspecting, cleaning, test running (locomotives at least) and I also need to check that the carriages are in the correct order to facilitate a quick turnaround of trains when we get to the show. The baseboards need inspecting, legs counting, controllers and computers packing together with what seems like miles of cable to join the

**This Class 47 has been something of a troublesome locomotive of late with untraceable erratic running. Fortunately another locomotive has been able to donate its inner workings while the weathered body, bogies and fuel tanks have all been transferred across. It's just the fairings and bufferbeams which need touching in now, but the main point is that it works!**

three operating systems to the layout and also to link all the baseboards together. Then we need cloths for the frontage, the lighting rig, lights, train and locomotive cassettes for the storage yard extension and a very important box full of goodies and spares to aid any potential electrical failures which could, but hopefully won't, occur.

**It's not just locomotives which require attention – the carriage boxes will be sorted through too together with the handful of freight trains which we include on the layout.**



The most time consuming of all that is preparing the rolling stock. Each and every locomotive for the layout (and there is a relatively modest fleet of around 30 for Grosvenor Square) needs inspecting, testing, cleaning and repacking to be ready for the show. It's no good turning up with boxes full of locomotives which haven't been run for six months and hoping for the best.

We've also got new motive power to introduce too with the latest addition being a second Class 22 diesel-hydraulic which has been waiting its turn for about five years while we've also finally organised a working two-tone green Class 47 to work in on Midland Region trains with sound installed following a chassis swap for an early Bachmann model of D1500.

On the steam fleet, the current 'Castle' and 'Hall' 4-6-0s are on the list for upgrading of their sound decoders and I'd also really like to add sound to the plain green 'Warship' too. Then there is the small point of weathering. With the best will in the world, there is no way that everything for this layout will be fully weathered with crew fitted by the time of the show in June, but all being well I will have made more progress towards this goal.

As you can see on pages 26-29, carriage





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



#### MIKE WILD

The workbench has been cleared to make way for completion of the rolling stock projects for Grosvenor Square ahead of the GCR Model Event on June 16-18.



#### MARK CHIVERS

Mark has been getting to grips with Southern Region headcodes - but he's looking forward to keeping trains moving on Grosvenor Square at the GCR.



Opening up the stock boxes for the first time in a long time shows just what needs to be done. The gaps need to be filled, all the locomotives need to be cleaned and tested and then it all needs repacking ready for the journey.



On the inside of the Class 22 a bass reflex speaker has been soldered in prior to arrival of a new Zimo sound decoder to bring it to life.

#### STATISTICS

|                |                              |
|----------------|------------------------------|
| <b>Title:</b>  | Grosvenor Square             |
| <b>Scale:</b>  | 'OO' gauge                   |
| <b>Length:</b> | 23ft                         |
| <b>Width:</b>  | 10ft                         |
| <b>Track:</b>  | Peco code 75                 |
| <b>Period:</b> | BR Western Region, 1958-1965 |

but having realised that, in theory, trains can arrive via any of the four main line tracks (because of an unseen junction) we will be able to make much greater use of the rearmost platforms and also a group of short formation trains which spent much of the weekend at the NEC in the storage yard not moving.

So for now I'm going to bury myself back in mountains of carriages and locomotive storage boxes gradually working through my list to make sure everything runs smoothly on the weekend. See you there! [@Edna](#)

weathering has been in progress during May starting with a rake of Hornby Collett bow-end stock and there is more on the workbench going through various stages of preparation including a carmine and cream rake of Collett stock. There are several rakes of Mk 1s to work through - plus I need to make sure we have a plentiful supply of spare Kadее couplings just in case we have missed any vehicles which need changing to form end of rake stock.

#### OPTIONAL CHANGES

One of the exciting parts of Grosvenor's next outing is that none of us has had the chance to run the layout since its debut in November 2016 and, during our post mortem of the show, we realised we had missed a big opportunity to increase its operational flexibility and overcome the main bottleneck - the use of four tracks split into two pairs for inbound and outbound traffic.

The original formatting of arriving trains only using the front two lines was forced by the fact that we hadn't built the fourth scenic baseboard for the layout - and this still remains to be built - which would allow any train to reach any platform on arrival at the station. This restricted our movements at the first showing,

This Dapol disc headcode Class 22 has been waiting in the wings for about five years, but it is finally being brought up to scratch to enter the running fleet. First up was fitting headcode discs and lower valances ahead of weathering.







► Paul Dixon is the proud owner of this new Hornby 'OO' gauge 'Merchant Navy' 4-6-2 (HM116) finished in pristine BR lined green as 35028 *Clan Line* in its original condition. Superb.

**OUR PICK!**



▲ LNER motive power is clearly popular with David Izzard as we can spot three high profile 'Pacifics' in this image. Gresley 'A4' 4499 *Sir Murrough Wilson* takes centre stage, but there is also an 'A3' behind the bushes on the left and a silver liveried 'A4' in the background on the right.



▲ Matt Cooke has taken delivery of his model of original condition Bulleid 'Merchant Navy' 21C3 *Royal Mail* in Southern Railway livery. Here he shows of its cab detailing.



▼ Thomas Whittington has gathered together a fine collection of Hornby 'OO' gauge GWR 'King' 4-6-0s covering GWR and BR period locomotives.





► Hornby's latest GWR 'Star' 4-6-0 is one of Chris Kite's latest purchases. Here 4013 *Knight of St Patrick* gets the road to begin its running in turn.

▼ Greg Marshall shared this image of Beckenham and West Wickham Model Railway Club's under construction Southern Region 'OO' gauge layout. With its plethora of Southern Region EMUs we wholly approve of the subject choice.



▲ Graham Blount's model is set in the corporate blue era and titled *Halfway*. We really like the look of this 'OO' gauge railway.



▲ Andy Barker of Aces High Hobbies has been developing this working diorama titled *Winterfall*. A Bachmann 'Pannier' crosses the road bridge on the approach to the station halt.

▼ Steve Pike's roundhouse takes inspiration from the famous site at Old Oak Common in London and models the early 1970s period when hydraulics were still in service on the Great Western Main Line. Look out for a full feature on *Seven Ash* in a future issue of *Hornby Magazine*.



▲ The Hornby Peckett has found favour with many modellers including George Docherty who posed his model of *Dodo* on his scenic layout.





# 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.

## JUNE

- 10 7MM NARROW GAUGE ASSOCIATION EXHIBITION**  
**Hosts:** 7mm Narrow Gauge Association  
**Location:** Burton upon Trent Town Hall, King Edward Place, Burton upon Trent, Staffordshire DE14 2EB  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £5, members £3, children free  
**Website:** [www.7mmnga.org.uk](http://www.7mmnga.org.uk)  
**Features:** Layouts, trade support, demonstrations and refreshments.
- 10 HEYWOOD MODEL RAILWAY GROUP OPEN DAY**  
**Hosts:** Heywood Model Railway Group  
**Location:** Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB  
**Times:** 10am-4pm  
**Prices:** Free (donation to club appreciated)  
**Website:** [www.hmrg.co.uk](http://www.hmrg.co.uk)  
**Features:** Layouts, refreshments and parking.
- 10 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY**  
**Hosts:** Hillingdon Railway Modellers  
**Location:** Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF  
**Times:** 10am-4pm  
**Prices:** £4  
**Website:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)  
**Features:** Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, club sales, meet club members and refreshments.
- 10 KNOWL HILL 2017 MODEL RAILWAY EXHIBITION**  
**Hosts:** Marlow, Maidenhead and District Model Railway Club  
**Location:** Knowl Hill Village Hall, Bath Road, Knowl Hill, Berkshire RG10 9XB  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, children £2, family (2+2) £10  
**Website:** [www.mmdmrc.org.uk](http://www.mmdmrc.org.uk)  
**Features:** Layouts, trade support, demonstrations and refreshments.
- 10 MERSEYSIDE HOBBIES AND MODEL RAILWAY EXHIBITION**  
**Hosts:** World of Motion  
**Location:** Hulme Hall, Bolton Road, Port Sunlight, Wirral CH62 5DH  
**Times:** 10.30am-3.30pm  
**Prices:** Adults £4.50, children £1  
**Website:** [www.worldofmotion.co.uk](http://www.worldofmotion.co.uk)  
**Contact:** 0151 638 3915  
**Features:** Layouts, trade support, diecast displays and societies.
- 10/11 GLASGOW 'O' GAUGE MODEL RAILWAY EXHIBITION**  
**Hosts:** Strathclyde 'O' Gauge Group  
**Location:** Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE  
**Times:** Sat 10am-4pm, Sun 11am-4pm  
**Prices:** Adults £6, accompanied children free  
**Contact:** 0141 637 4189  
**Features:** Layouts, trade support, demonstrations, test track and refreshments.
- 10/11 NORTH EAST OF ENGLAND 'N' GAUGE GROUP MODEL RAILWAY EXHIBITION**  
**Hosts:** North East of England 'N' Gauge Group  
**Location:** Gateshead Masonic Hall, Alexandra Road, Gateshead NE8 1RB  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £3, children £1.50, family £5  
**Contact:** [neil.walker64@btinternet.com](mailto:neil.walker64@btinternet.com)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

- 10/11 PEAK MODEL RAILWAY EXHIBITION**  
**Hosts:** Chesterfield Railway Modellers  
**Location:** The Agricultural Centre, Bakewell, Derbyshire DE45 1AH  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £5, concessions £4, family £12  
**Contact:** 01246 271099  
**Features:** 15 layouts, trade support, refreshments and parking.
- 10/11 PONTYPOOL AND BLAENAVON RAILWAY MODEL RAIL OPEN WEEKEND**  
**Hosts:** Blaenavon Model Railway Club  
**Location:** The Railway Station, Furnace Sidings, Garn yr Erw, Blaenavon, NP4 9SF  
**Times:** Sat 11am-4pm, Sun 11am-4pm  
**Prices:** Adults £3, concessions £2, children £2  
**Contact:** 07980 816224  
**Features:** 10 layouts. Free entry on production of return ticket for Pontypool and Blaenavon Heritage Railway.
- 10/11 SHEPTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION**  
**Hosts:** Shepton and District Model Railway Society  
**Location:** Douling Village Hall, Near Shepton Mallet, Somerset BA4 4PL  
**Times:** Sat 10.30am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £4, children 12-16 £2, accompanied children under 12 free  
**Contact:** 01761 232950  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.
- 10/11 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS**  
**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU  
**Times:** Sat 10.30am-4.30pm, Sun 10.30am-4.30pm  
**Prices:** Adults £1.50, children 75p  
**Website:** [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk)  
**Contact:** 01984 639509  
**Features:** Tamerig and Bath Green Park layouts on display.
- 11 WILBARSTON MODEL RAILWAY EXHIBITION**  
**Hosts:** Corby and District Model Railway Society  
**Location:** Wilbarston Village Hall, Carlton Road, Wilbarston, Market Harborough LE16 8QD  
**Times:** 10am-4pm  
**Prices:** Adults £4, concessions £3, children £2, family £10  
**Website:** [www.cdms.co.uk](http://www.cdms.co.uk)  
**Contact:** 07505 377956  
**Features:** Layouts and trade support.

## DON'T MISS...

- 16-18 GREAT CENTRAL RAILWAY MODEL EVENT**  
**Hosts:** Great Central Railway and Soar Valley MRC  
**Location:** Quorn and Woodhouse Station (main venue), Woodhouse Road, Quorn, Leicestershire LE12 8AG  
**Times:** Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm  
**Prices:** One day tickets: Adults £20, children £12, family (1+3) £32, family (2+3) £50.  
**Website:** [www.gcrailway.co.uk](http://www.gcrailway.co.uk)  
**Features:** 70+ layouts, trade support, demonstrations, displays, locomotive and carriage shed tours, railwayana, refreshments and parking. Sponsored by *Hornby Magazine*, *Railways Illustrated* and *Steam Days*. All-inclusive ticket covers unlimited travel on the heritage railway all day between exhibition sites.

- 17 ALRESFORD FESTIVAL OF TOY TRAINS**  
**Hosts:** Bob Leggett  
**Location:** Perins Community School, Pound Hill, New Alresford, Hampshire SO24 9BS  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £6, children £2, family £14  
**Website:** [www.alresford-toy-trains.org.uk](http://www.alresford-toy-trains.org.uk)  
**Contact:** 01962 733475  
**Features:** Layouts, trade support and refreshments.
- 17 HUCCLECOTE MODEL RAILWAY EXHIBITION**  
**Hosts:** Hucclecote Methodist Church  
**Location:** Hucclecote Methodist Church, Carisbrooke Road, Hucclecote, Gloucester GL3 3QP  
**Times:** 10am-5pm  
**Prices:** Adults £4, children free  
**Contact:** 01452 617357  
**Features:** Layouts, trade support and refreshments.
- 17/18 EXHIBITION OF COAL AND LIMESTONE CARRYING MODEL RAILWAYS**  
**Hosts:** North of England Institute of Mining and Mechanical Engineers (NEIMME)  
**Location:** NEIMME, Neville Hall, Westgate Road, Newcastle upon Tyne NE1 1SE  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Free (donations welcome)  
**Website:** [www.mininginstitute.org.uk](http://www.mininginstitute.org.uk)  
**Features:** Layouts and displays.
- 17/18 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS**  
**Hosts:** Gainsborough Model Railway Society  
**Location:** Florence Terrace, Gainsborough, Lincolnshire DN21 1BE  
**Times:** Sat 1.30pm-6pm, Sun 1.30pm-6pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Website:** [www.gainsboroughmodelrailway.co.uk](http://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.
- 17/18 MERE MODEL RAILWAY EXHIBITION**  
**Hosts:** Mere and District Railway Modellers  
**Location:** Mere Lecture Halls, Salisbury Street, Mere, Warminster BA12 6HA  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £4, accompanied children free  
**Website:** [www.meremodellers.co.uk](http://www.meremodellers.co.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.
- 17/18 MIDDLETON RAILWAY (LEEDS) MODEL RAILWAY EXHIBITION**  
**Hosts:** Middleton Railway Trust  
**Location:** The Station, Moor Road, Hunslet, Leeds LS10 2JQ  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £4 (£7), children £2 (£3), family £10 (£18) – price including train rides shown in brackets  
**Website:** [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)  
**Features:** 11 layouts, trade support, prototype 'driver for a fiver' opportunities, refreshments and disabled access.
- 24 BRAINTREE AND HALSTEAD MODEL RAILWAY CLUB EXHIBITION**  
**Hosts:** Braintree and Halstead Model Railway Club  
**Location:** Bocking Arts Theatre, Bocking End, Braintree, Essex CM7 9AE  
**Times:** 10am-4pm  
**Prices:** Adults £4, accompanied children £2, family (2+2) £10  
**Website:** [www.braintree-halsteadmrc.co.uk](http://www.braintree-halsteadmrc.co.uk)  
**Features:** 18 layouts, trade support, demonstrations and refreshments.



**24 ENFIELD TOWN MODEL RAILWAY EXHIBITION**  
**Hosts:** Enfield Town Model Railway Club  
**Location:** St Paul's Centre, Church Street, Enfield Town EN2 6PR  
**Times:** 10.30am-5pm  
**Prices:** Adults £3, accompanied children free  
**Website:** [www.enfield-town-mrc.org.uk](http://www.enfield-town-mrc.org.uk)  
**Contact:** 01992 639361  
**Features:** Layouts, trade support and refreshments.

**24 KING'S LYNN MODEL RAILWAY SHOW**  
**Hosts:** King's Lynn Model Railway Club  
**Location:** Gaywood Community Centre, Gayton Road, King's Lynn PE30 4EL  
**Times:** 10am-4pm  
**Prices:** Adults £5, children £2  
**Website:** [www.klrmclub.simplesite.com](http://www.klrmclub.simplesite.com)  
**Features:** Layouts, trade support and refreshments.

**24 MINSTEAD MODEL RAILWAY EXHIBITION**  
**Hosts:** Minstead Modellers  
**Location:** Minstead Village Hall, Minstead, Nr Lyndhurst, Hampshire SO43 7FX  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £11  
**Contact:** 02380 332609  
**Features:** 12 layouts, trade support, refreshments, parking and disabled access.

**24 PLYMOUTH MODEL RAILWAY EXHIBITION**  
**Hosts:** Plymouth and South East Cornwall Model Railway Club  
**Location:** Abbey Hall, Catherine Street, Plymouth, Devon PL1 2AD  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £1.50, family (2+2) £8  
**Website:** [www.pandsecmrc.co.uk](http://www.pandsecmrc.co.uk)  
**Features:** Layouts, trade support, refreshments and disabled access.

**24/25 PERTH MODEL RAILWAY EXHIBITION**  
**Hosts:** Perth and District Model Railway Club  
**Location:** Dewars Centre, Glover Street, Perth PH2 0TH  
**Times:** Sat 10am-5.30pm, Sun 10am-5pm  
**Prices:** Adults £7, children £3.50, family (2+2) £16  
**Website:** [www.perthmrc.com](http://www.perthmrc.com)  
**Contact:** 07588 754959  
**Features:** 42 layouts, trade support, demos, societies, seminars, refreshments and disabled access.

## JULY

**1 BEACONSFIELD MODEL RAILWAY EXHIBITION**  
**Hosts:** Beaconsfield and District Model Railway Club  
**Location:** The Beaconsfield School, Wattleton Road, Beaconsfield, Buckinghamshire HP9 1SJ  
**Times:** 10.30am-5pm  
**Prices:** Adults £5, children £2.50  
**Website:** [www.beaconsfieldmrc.org](http://www.beaconsfieldmrc.org)  
**Contact:** 01753 643724  
**Features:** 18 layouts, trade support, refreshments, parking and disabled access.

**1 ROMSEY AND DISTRICT RAILWAY MODELLERS SOCIETY OPEN DAY**  
**Hosts:** Romsey and District Railway Modellers Society  
**Location:** Abbey United Reformed Church Rooms, The Abbey, Romsey, SO51 8EL  
**Times:** 10.30am-5pm  
**Prices:** Free (donation appreciated)  
**Website:** [www.rdrms.com](http://www.rdrms.com)  
**Contact:** 01794 513862  
**Features:** Layouts and displays.

**1/2 BASILDON MODEL RAILWAY CLUB EXHIBITION**  
**Hosts:** Basildon Model Railway Club  
**Location:** James Hornsby School, Leinster Road, Laindon SS15 5NX  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £3, children £2, family (2+2) £12  
**Website:** [www.basildon-mrc.org.uk](http://www.basildon-mrc.org.uk)  
**Contact:** 01268 574884  
**Features:** 30 layouts, trade support, refreshments, parking and disabled access.

**1/2 EXETER MODEL RAILWAY EXHIBITION**  
**Hosts:** Exe Model Railway Society  
**Location:** Matford Centre, Matford Park Road, Marsh Barton, Exeter EX2 8FD  
**Times:** Sat 10am-5pm, Sun 10am-5pm

**Prices:** Adults £7, concessions £6, accompanied children free  
**Website:** [www.exemrs.co.uk](http://www.exemrs.co.uk)  
**Contact:** 01392 421906  
**Features:** 35 layouts, trade support, demonstrations, refreshments, parking and disabled access.

**1/2 NORTH WALES 'N' GAUGE SHOW**  
**Hosts:** North Wales 'N' Gauge Area Group  
**Location:** Ysgol Porth Y Felin, Llanwrst Road, Conwy LL32 8FZ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, children £2  
**Contact:** 07703 393900  
**Features:** 10 layouts, trade support, refreshments, parking and disabled access.

**1/2 WORTH VALLEY MODEL RAILWAY EVENT**  
**Hosts:** Keighley and Worth Valley Railway (KWVR) and Keighley Model Railway Club  
**Location:** Oxenhope and Ingrow West stations, Keighley and Worth Valley Railway, West Yorkshire  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £16, children £8 (day rover ticket)  
**Website:** [www.kwvr.co.uk](http://www.kwvr.co.uk)  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access. Heritage train rides on KWVR.

**2 NORTHERN COUNTIES AMERICAN MODELLERS EXHIBITION**  
**Hosts:** Northern Counties American Modellers  
**Location:** Hampsthwaite Village Hall, Hollins Lane, Hampsthwaite, Harrogate HG3 2EY  
**Times:** 10am-3.30pm  
**Prices:** Admission £3  
**Contact:** 07507 719002  
**Features:** American outline layouts, trade support, refreshments, parking and disabled access.

**2 WHITWELL MODEL RAILWAY CLUB SHOW**  
**Hosts:** Whitwell Model Railway Club  
**Location:** The Marquee, Whitwell and Reepham Railway, Reepham, Norwich, Norfolk NR10 4GA  
**Times:** 10.30am-4.30pm  
**Prices:** Admission £1  
**Website:** [www.whitmodel.webs.com](http://www.whitmodel.webs.com)  
**Contact:** 01603 871694  
**Features:** Layouts, trade support and societies. Steam train rides (fare payable) on Whitwell and Reepham Railway.

**8 HEYWOOD MODEL RAILWAY GROUP OPEN DAY**  
**Hosts:** Heywood Model Railway Group  
**Location:** Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB  
**Times:** 10am-4pm  
**Prices:** Free (donations welcome)  
**Website:** [www.hmrg.co.uk](http://www.hmrg.co.uk)  
**Features:** Layouts, refreshments and parking.

**8 STOCKPORT AND DISTRICT RAILWAY MODELLERS OPEN DAY**  
**Hosts:** Stockport and District Railway Modellers  
**Location:** Scout Hut, Cartwright Street, Newton, Hyde SK14 4FH  
**Times:** 10.30am-4pm  
**Prices:** Free (donations welcome)  
**Website:** [www.sdrm.co.uk](http://www.sdrm.co.uk)  
**Contact:** 07895 838029  
**Features:** Club layouts, trade support and refreshments.

**8 WHITTLESEY MODEL RAILWAY SHOW**  
**Hosts:** March and District Model Railway Club/Whittlesey Scouts  
**Location:** Whittlesey Scout Hut, Inhams Road, Whittlesey, Cambridgeshire PE7 1TT  
**Times:** 10am-4pm  
**Prices:** Admission £2  
**Website:** [www.mdmrc.co.uk](http://www.mdmrc.co.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

**8/9 AMBERLEY MUSEUM AND HERITAGE CENTRE RAIL GALA**  
**Hosts:** Amberley Museum and Heritage Centre  
**Location:** Amberley Museum and Heritage Centre, Station Road, Amberley, West Sussex BN18 9LT  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £11.50, concessions £10.50, children £7, family £32  
**Website:** [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)  
**Contact:** 01798 831370  
**Features:** 11 layouts, trade support, intensive passenger and freight service on museum narrow gauge line, refreshments, parking and disabled access.

**9 OXTED MODEL RAILWAY EXHIBITION**  
**Hosts:** Dakota Dibben  
**Location:** Oxted School, Bluehouse Lane, Oxted, Surrey RH8 0AB  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

**9 WEST CORNWALL MODEL RAILWAY GROUP EXHIBITION**  
**Hosts:** West Cornwall Model Railway Group  
**Location:** Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall TR15 3QS  
**Times:** 10am-4.30pm  
**Prices:** Adults £4.50, concessions £4, accompanied children free  
**Contact:** 01209 211331  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

**15 EXBURY MODEL RAILWAY EXHIBITION**  
**Hosts:** Exbury Club  
**Location:** Exbury Club, Summer Lane, Exbury, Nr Beaulieu, Southampton, Hampshire SO45 1AH  
**Times:** 10.30am-5pm  
**Prices:** Adults £3.50, children free  
**Contact:** 02380 891345  
**Features:** Layouts, refreshments, parking and disabled access.

**15 FRINTON-ON-SEA MODEL RAILWAY EXHIBITION**  
**Hosts:** Dakota Dibben  
**Location:** St Mary's Parish Church, Old Road, Frinton-on-Sea, Essex CO13 9BX  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

**15 TRAIN COLLECTORS SOCIETY ALL TRAINS GREAT AND SMALL SHOW**  
**Hosts:** Train Collectors Society  
**Location:** Stantonbury Arts and Leisure Centre, Monks Way, Stantonbury, Milton Keynes MK14 6BN  
**Times:** 10.30am-5pm  
**Prices:** Adults £4.50  
**Contact:** [www.traincollectors.co.uk](http://www.traincollectors.co.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

**15 CHILTERN MODEL RAILWAY ASSOCIATION MODELLERS DAY 2017**  
**Hosts:** Chiltern Model Railway Association (CMRA)  
**Location:** Parmiters School, High Elms Lane, Watford WD25 0DU  
**Times:** 10am-5pm  
**Prices:** £10 in advance (CMRA members)  
**Website:** [www.cmra.org.uk](http://www.cmra.org.uk)  
**Contact:** 01438 715580  
**Features:** Presentations, demonstrations, trade support and refreshments.

**16 EAST SUSSEX 'O' GAUGE GROUP MODEL RAILWAY SHOW**  
**Hosts:** East Sussex 'O' Gauge Group  
**Location:** Village Hall, Pett Road, Pett, Hastings, East Sussex TN35 4HB  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** 07836 561657  
**Features:** Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

**16 HOPEMAN MODEL RAILWAY AND HOBBY EXHIBITION**  
**Hosts:** Hopeman Gala Fund  
**Location:** Memorial Hall, Farquhar Street, Hopeman, Elgin, Moray IV30 5SL  
**Times:** 10.30am-4.30pm  
**Prices:** Free (donations welcome)  
**Contact:** 07818 614568  
**Features:** Layouts and displays.

**22 ENGLISH RIVIERA MODEL RAILWAY EXHIBITION**  
**Hosts:** Dakota Dibben  
**Location:** Churston Ferrers Grammar School, Greenway Road, Galmpton, Brixham, Devon TQ5 0LN  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.



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| <b>22</b>        | <b>PEVENSEY BAY MODEL RAILWAY CLUB EXHIBITION</b>   |
| <b>Hosts:</b>    | Pevensey Bay Model Railway Club   |
| <b>Location:</b> | Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA   |
| <b>Times:</b>    | 10am-4.30pm   |
| <b>Prices:</b>   | Adults £4, children £2, family (2+2) £10  |
| <b>Website:</b>  | <a href="http://www.pevenseybaymrc.co.uk">www.pevenseybaymrc.co.uk</a>  |
| <b>Features:</b> | 16 layouts, trade support, refreshments, parking and disabled access.   |
| <b>22</b>        | <b>SUSSEX VINTAGE MODEL RAILWAY EXHIBITION</b>  |
| <b>Hosts:</b>    | Sussex Vintage Model Railway Collectors   |
| <b>Location:</b> | Knoyle Hall, Knoyle Road, Preston Park, Brighton BN1 6RB  |
| <b>Times:</b>    | 10am-4.30pm   |
| <b>Prices:</b>   | Adults £3.50, accompanied children free   |
| <b>Website:</b>  | <a href="http://www.sussex-transport/svmrc">www.sussex-transport/svmrc</a>  |
| <b>Features:</b> | Layouts, trade support, displays, refreshments and disabled access.   |
| <b>22</b>        | <b>TWICKENHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY</b>  |
| <b>Hosts:</b>    | Twickenham and District Model Railway Club  |
| <b>Location:</b> | Kerswell Hall, Wills Crescent, Hounslow TW3 2JF   |
| <b>Times:</b>    | 10am-4pm  |
| <b>Prices:</b>   | Free  |
| <b>Website:</b>  | <a href="http://www.tdmrc.org.uk">www.tdmrc.org.uk</a>  |
| <b>Contact:</b>  | 01784 459104  |
| <b>Features:</b> | Six layouts, demonstrations, club stall and disabled access.  |
| <b>22/23</b>     | <b>2017 FESTIVAL OF MODEL TRAMWAYS</b>  |
| <b>Hosts:</b>    | London Museum of Water and Steam  |
| <b>Location:</b> | Green Dragon Lane, Brentford TW8 0EN  |
| <b>Times:</b>    | Sat 11am-4.30pm, Sun 11am-4.30pm  |
| <b>Prices:</b>   | Adults £12.50, concessions £11, children £5.50, family (1+2) £18, family (2+2) £30.50                                       |
| <b>Website:</b>  | <a href="http://www.tramwayinfo.com">www.tramwayinfo.com</a>  |
| <b>Features:</b> | Model tramways, trade support, demonstrations, displays and refreshments.   |
| <b>22/23</b>     | <b>GOATHLAND MODEL RAILWAY SHOW</b>   |
| <b>Hosts:</b>    | Whitby and District Model Railway Club  |
| <b>Location:</b> | Goathland Village Hall, Goathland, North Yorkshire YO22 5LN   |
| <b>Times:</b>    | Sat 10am-4.30pm, Sun 10am-4.30pm  |
| <b>Prices:</b>   | Admission £1  |
| <b>Contact:</b>  | 07870 480925  |
| <b>Features:</b> | Layouts, trade support, refreshments, parking and disabled access.  |
| <b>23</b>        | <b>GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY</b>  |
| <b>Hosts:</b>    | Gainsborough Model Railway Society  |
| <b>Location:</b> | Florence Terrace, Gainsborough, Lincolnshire DN21 1BE   |
| <b>Times:</b>    | 1.30pm-6pm  |
| <b>Prices:</b>   | Adults £4, concessions £3, children £3, family (2+2) £10  |
| <b>Website:</b>  | <a href="http://www.gainsboroughmodelrailway.co.uk">www.gainsboroughmodelrailway.co.uk</a>                                  |
| <b>Contact:</b>  | 01427 610475  |
| <b>Features:</b> | Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout. |
| <b>26</b>        | <b>MERG THREE COUNTIES AREA GROUP OPEN NIGHT</b>  |
| <b>Hosts:</b>    | Model Electronics Railway Group Three Counties Area Group   |
| <b>Location:</b> | Greenwood Community Centre, Tippenhall Lane, Chiswell Green, St Albans AL2 3HW  |
| <b>Times:</b>    | 8pm   |
| <b>Prices:</b>   | Free  |
| <b>Contact:</b>  | <a href="mailto:3c@merg.org.uk">3c@merg.org.uk</a>  |
| <b>Features:</b> | Displays, demonstrations, Q&A sessions and refreshments.  |
| <b>29</b>        | <b>BRIDPORT MODEL RAILWAY EXHIBITION</b>  |
| <b>Hosts:</b>    | Bridport and District Model Railway Club  |
| <b>Location:</b> | Bridport United Church Hall, East Street, Bridport, Dorset DT6 3LJ  |
| <b>Times:</b>    | 10am-4.30pm   |
| <b>Prices:</b>   | Adults £3.50, children £1   |
| <b>Contact:</b>  | 01308 861754  |
| <b>Features:</b> | Layouts, trade support and refreshments.  |
| <b>29/30</b>     | <b>COLWYN MODEL RAILWAY CLUB EXHIBITION</b>   |
| <b>Hosts:</b>    | Colwyn Model Railway Club   |
| <b>Location:</b> | Craig y Don Community Centre, Queen's Road, Craig y Don, Llandudno, LL30 1TF  |
| <b>Times:</b>    | Sat 10am-4pm, Sun 10am-4pm  |
| <b>Prices:</b>   | Adults £4, children £2  |

**Website:** [www.colwynmodelrailwayclub.co.uk](http://www.colwynmodelrailwayclub.co.uk)  
**Contact:** 01766 890842  
**Features:** Layouts, trade support, refreshments, parking.

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| <b>29/30</b>     | <b>RAILEX NE</b>   |
| <b>Hosts:</b>    | Blyth and Tyne Model Railway Society   |
| <b>Location:</b> | John Spence Community High School, Preston Grange, North Shields, Tyne and Wear NE29 9PU |
| <b>Times:</b>    | Sat 10am-5pm, Sun 10am-4pm   |
| <b>Prices:</b>   | Adults £7, children £3, family (2+2) £16   |
| <b>Website:</b>  | <a href="http://www.railexne.com">www.railexne.com</a>                                   |
| <b>Features:</b> | 40 layouts, trade support, demonstrations and societies.                                 |

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| <b>29/30</b>     | <b>SOUTH COAST MODEL RAILWAY CLUB EXHIBITION</b>   |
| <b>Hosts:</b>    | South Coast Model Railway Club   |
| <b>Location:</b> | Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS                                     |
| <b>Times:</b>    | Sat 10am-5pm, Sun 10am-4pm   |
| <b>Prices:</b>   | Adults £5, children £3.50, family (2+2) £15  |
| <b>Website:</b>  | <a href="http://www.southcoastmodelrailwayclub.co.uk">www.southcoastmodelrailwayclub.co.uk</a> |
| <b>Contact:</b>  | 01425 616646   |
| <b>Features:</b> | 17 layouts, trade support, refreshments, parking and disabled access.                          |

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| <b>29/30</b>     | <b>ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION</b>                                  |
| <b>Hosts:</b>    | St John's Primary School   |
| <b>Location:</b> | St John's Primary School, Wheatley Avenue, Trent Vale, Stoke on Trent ST4 6SB      |
| <b>Times:</b>    | Sat 10.30am-5pm, Sun 10.30am-4.30pm  |
| <b>Prices:</b>   | Adults £4, children £2, family (2+2) £10   |
| <b>Contact:</b>  | 07747 087050   |
| <b>Features:</b> | Layouts, trade support, demonstrations, refreshments, parking and disabled access. |

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| <b>30</b>        | <b>THIRSK AND DISTRICT MODEL RAILWAY GROUP SHOW</b>                        |
| <b>Hosts:</b>    | Thirsk and District Model Railway Group                                    |
| <b>Location:</b> | Thirsk Town Hall, Westgate, Thirsk, North Yorkshire YO7 1QR                |
| <b>Times:</b>    | 10.30am-4.30pm   |
| <b>Prices:</b>   | Adults £4, accompanied children £2, family £10                             |
| <b>Contact:</b>  | <a href="mailto:p.simmerson@btinternet.com">p.simmerson@btinternet.com</a> |
| <b>Features:</b> | 12 layouts, trade support, refreshments and disabled access.               |

## AUGUST

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| <b>5</b>         | <b>EXMOOR RAIL</b>  |
| <b>Hosts:</b>    | Exmoor Coast Railway Modellers                                    |
| <b>Location:</b> | The Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ          |
| <b>Times:</b>    | 10am-4.30pm   |
| <b>Prices:</b>   | Adults £5, children £1, family (2+2) £10                          |
| <b>Contact:</b>  | 01643 706736  |
| <b>Features:</b> | Layouts, trade support, demonstrations, refreshments and parking. |

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| <b>5/6</b>       | <b>REDCAR MODEL RAILWAY EXHIBITION</b>  |
| <b>Hosts:</b>    | Cleveland Model Railway Club  |
| <b>Location:</b> | Redcar and Cleveland College, Corporation Road, Redcar, Cleveland, TS10 1EZ                     |
| <b>Times:</b>    | Sat 10am-5pm, Sun 10am-4pm  |
| <b>Prices:</b>   | Adults £4.50, concessions £3.50, children £3.50, family (2+2) £12.50                            |
| <b>Website:</b>  | <a href="http://www.cmrc.club">www.cmrc.club</a>  |
| <b>Contact:</b>  | 07864 880242  |
| <b>Features:</b> | 13 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access. |

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| <b>5/6</b>       | <b>SOUTHWOLD MODEL RAILWAY EXHIBITION</b>  |
| <b>Hosts:</b>    | Waveney Valley Model Railway Club  |
| <b>Location:</b> | Saint Felix School, Halesworth Road, Southwold, Suffolk IP18 6SD   |
| <b>Times:</b>    | Sat 10am-5pm, Sun 10am-4.30pm  |
| <b>Prices:</b>   | Adults £7, 12-17yrs £3, under 12yrs free   |
| <b>Website:</b>  | <a href="http://www.wvmrc.org.uk">www.wvmrc.org.uk</a>   |
| <b>Features:</b> | Layouts, trade support, demonstrations, societies, outdoor steam rides, refreshments, parking and disabled access. |

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| <b>10</b>        | <b>WELLING CHARITY MODEL FAIR</b>   |
| <b>Hosts:</b>    | Association of Bexley Charities '78   |
| <b>Location:</b> | Falconwood Community Centre, Falconwood Parade, The Green, Welling, Kent DA16 2PG |
| <b>Times:</b>    | 6pm-9.30pm  |
| <b>Prices:</b>   | Adults £1, accompanied children free  |
| <b>Website:</b>  | 020 8310 5018   |
| <b>Features:</b> | Trade tables, refreshments and parking.   |

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| <b>12</b>        | <b>HEYWOOD MODEL RAILWAY GROUP OPEN DAY</b>                                |
| <b>Hosts:</b>    | Heywood Model Railway Group  |
| <b>Location:</b> | Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB |
| <b>Times:</b>    | 10am-4pm   |
| <b>Prices:</b>   | Free (donation to club appreciated)  |
| <b>Website:</b>  | <a href="http://www.hmrg.co.uk">www.hmrg.co.uk</a>                         |
| <b>Features:</b> | Layouts, refreshments and parking.   |

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| <b>12</b>        | <b>SILVERFOX DCC MODEL RAILWAY EXHIBITION</b>   |
| <b>Hosts:</b>    | Silverfox DCC Model Railway Club  |
| <b>Location:</b> | Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ   |
| <b>Times:</b>    | 10am-4pm  |
| <b>Prices:</b>   | Adults £6, children £2  |
| <b>Contact:</b>  | 01908 225249  |
| <b>Features:</b> | 30 layouts, trade support, outdoor rides, classic car display, refreshments, parking and disabled access. |

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| <b>12/13</b>     | <b>ISLE OF PURBECK MODEL RAILWAY EXHIBITION</b>                      |
| <b>Hosts:</b>    | Dakota Dibben  |
| <b>Location:</b> | Harmans Cross Village Hall, Haycrafts Lane, Swanage, Dorset BH19 3EB |
| <b>Times:</b>    | Sat 10am-4.30pm, Sun 10am-4.30pm                                     |
| <b>Prices:</b>   | Adults £5, children £2, family £12                                   |
| <b>Contact:</b>  | <a href="mailto:info@dakotadibben.co.uk">info@dakotadibben.co.uk</a> |
| <b>Features:</b> | Layouts and trade support.   |

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| <b>12/13</b>     | <b>RAILWELLS 2017 / SCALEFOUR SOUTHWEST</b>  |
| <b>Hosts:</b>    | Wells Railway Fraternity   |
| <b>Location:</b> | Town Hall, Market Place, Wells, Somerset BA5 2RB                                     |
| <b>Times:</b>    | Sat 10.30am-5.30pm, Sun 10.30am-4.30pm   |
| <b>Prices:</b>   | Adults £6, children 14+ £4, accompanied children under 14 free                       |
| <b>Website:</b>  | <a href="http://www.railwells.com">www.railwells.com</a>                             |
| <b>Contact:</b>  | 01749 938362   |
| <b>Features:</b> | Layouts, trade, demonstrations, displays, refreshments, parking and disabled access. |

|                  |  |
|------------------|--|
| <b>19</b>        | <b>ASTOLAT MODEL RAILWAY CIRCLE OPEN DAY</b>                             |
| <b>Hosts:</b>    | Astolat Model Railway Circle   |
| <b>Location:</b> | National Trust Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR      |
| <b>Times:</b>    | 11am-5pm   |
| <b>Prices:</b>   | Adults £3.95, children £2.30, family £11.50, National Trust members free |
| <b>Website:</b>  | <a href="http://www.astolatmrc.co.uk">www.astolatmrc.co.uk</a>           |
| <b>Contact:</b>  | 01483 722098   |
| <b>Features:</b> | Club and members' layouts, test tracks and meet club members.            |

|                  |   |
|------------------|---|
| <b>19</b>        | <b>NORTHAMPTON MODEL RAILWAY EXHIBITION</b>                                   |
| <b>Hosts:</b>    | Northampton and District Model Railway Club                                   |
| <b>Location:</b> | Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB             |
| <b>Times:</b>    | 10am-4.30pm   |
| <b>Prices:</b>   | Adults £3, children £2, family (2+2) £8                                       |
| <b>Website:</b>  | <a href="http://www.ndmrc.org">www.ndmrc.org</a>                              |
| <b>Contact:</b>  | 01604 890275  |
| <b>Features:</b> | Layouts, trade support, societies, refreshments, parking and disabled access. |

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- H4-BH-004 (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark"
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R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

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|  | Link   | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| LNWR Webb coal tank 0-6-2T  | <a href="http://hattons.co.uk/wct">hattons.co.uk/wct</a>               | £101.96      | Sep 2014       |          |            |             |                   |               |               |          |
| Class 450   | <a href="http://hattons.co.uk/cl450">hattons.co.uk/cl450</a>           | from £271.96 | Mar 2015       |          |            |             |                   |               |               |          |
| SECR Birdcage Coaches   | <a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>                 | £55.21       | Mar 2014       |          |            |             |                   |               |               |          |
| Warflat Bogie Flat wagon  | <a href="http://hattons.co.uk/warflat">hattons.co.uk/warflat</a>       | £42.46       | Mar 2013       |          |            |             |                   |               |               |          |
| Class H2 Atlantic 4-4-2   | <a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a> | £152.96      | Mar 2013       |          |            |             |                   |               |               |          |
| Baldwin Class 10-12-D 4-6-0   | <a href="http://hattons.co.uk/baldwin460">hattons.co.uk/baldwin460</a> | £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  | <a href="http://hattons.co.uk/c68">hattons.co.uk/c68</a>                 | £123.72      | April 2014     |          |            |             |                   |               |               |          |
| Class 121/122   | <a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a> | £123.25      | Dec 2012       |          |            |             |                   |               |               |          |
| GWR Streamlined Railcar   | <a href="http://hattons.co.uk/gwrrc">hattons.co.uk/gwrrc</a>             | from £119.43 | Jul 2014       |          |            |             |                   |               |               |          |
| Class 59  | <a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>         | from £121.13 | Oct 2015       |          |            |             |                   |               |               |          |

|  | Link   | Price    | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 14xx 0-4-2T   | <a href="http://hattons.co.uk/14xx">hattons.co.uk/14xx</a>                     | £99      | Sep 2014       |          |            |             |                   |               |               |          |
| Golden Arrow Class 71   | <a href="http://hattons.co.uk/goldenarrow">hattons.co.uk/goldenarrow</a>       | £139.95  | Jun 2016       |          |            |             |                   |               |               |          |
| 50t Warwell Wagon   | <a href="http://hattons.co.uk/warwell">hattons.co.uk/warwell</a>               | from £33 | Jun 2016       |          |            |             |                   |               |               |          |
| O Gauge Class A3/A4   | <a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a> | £750     | Aug 2016       |          |            |             |                   |               |               |          |

|  | Link   | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| O Gauge Class 45 'Peak'   | <a href="http://hattons.co.uk/hel45">hattons.co.uk/hel45</a> | £550      | Jun 2013       |          |            |             |                   |               |               |          |
| Class 47xx 'Night Owl' 2-8-0  | <a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>   | £154      | Nov 2014       |          |            |             |                   |               |               |          |
| Class 07 Shunter  | <a href="http://hattons.co.uk/cl07">hattons.co.uk/cl07</a>   | £99 (EST) | Jan 2016       |          |            |             |                   |               |               |          |
| Class 50 (Refurbished)  | <a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a> | TBA       | Apr 2017       |          |            |             |                   |               |               |          |

|  | Link   | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|--|--|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Merchant Navy 4-6-2  | <a href="http://hattons.co.uk/mn">hattons.co.uk/mn</a>               | from £153    | Mar 2015       |          |            |             |                   |               |               |          |
| Class H Wainwright 0-4-4T  | <a href="http://hattons.co.uk/hclass">hattons.co.uk/hclass</a>       | from £90     | Sep 2016       |          |            |             |                   |               |               |          |
| Mk1 FO & BSO   | <a href="http://hattons.co.uk/hornbymk1">hattons.co.uk/hornbymk1</a> | £31.50       | Oct 2016       |          |            |             |                   |               |               |          |
| Class 8P Princess Coronation 4-6-2   | <a href="http://hattons.co.uk/duchess">hattons.co.uk/duchess</a>     | from £171    | Nov 2016       |          |            |             |                   |               |               |          |
| Hitiachi IEP Class 800   | <a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>       | 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   | <a href="http://hattons.co.uk/oxdg">hattons.co.uk/oxdg</a>           | £95   | Jan 2016       |          |            |             |                   |               |               |          |
| YEC Janus 0-6-0 Shunter   | <a href="http://hattons.co.uk/janus">hattons.co.uk/janus</a>         | £74   | Nov 2015       |          |            |             |                   |               |               |          |
| 60' Carflat Car Carrying Wagon  | <a href="http://hattons.co.uk/oxcarflat">hattons.co.uk/oxcarflat</a> | £25   | May 2016       |          |            |             |                   |               |               |          |
| Mk3 Coaches   | <a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>         | £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.

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Information correct at the time of going to press on 18/05/17.



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H1401 Class 48xx 0-4-2T 4825 in GWR Unlined green Great Western lettering (DJ) ..... £99



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) ..... £99



H1411 Class 58xx 0-4-2T 5801 in BR Unlined green G W R lettering - Lightly weathered (DJ) ..... £99



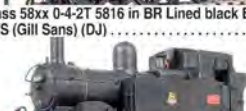
H1407 Class 58xx 0-4-2T 5802 in GWR Unlined green G W R lettering - Lightly weathered (DJ) ..... £99



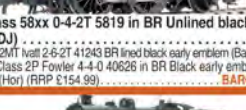
H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ) ..... £99



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



31-440 Class 2MT Ivatt 2-6-2T 41243 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) (RRP £154.99) ..... **BARGAIN** £105



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) ..... **BARGAIN** £80  
31-728 Class 3700 City 4-4-0 3708 'Killarney' Great Western green (Bac) ..... £118.96



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) ..... **BARGAIN** £60  
32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) ..... £80.71



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £44.99) ..... **BARGAIN** £25



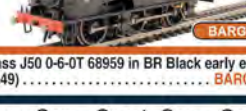
R3405 Class J50 0-6-0T 585 in LNER Black (RRP £93.49) ..... **BARGAIN** £69



R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (RRP £93.49) ..... **BARGAIN** £69



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (RRP £93.49) ..... **BARGAIN** £69



R3455 Class 4000 'Star' 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor) ..... £127



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99) ..... **BARGAIN** £82



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) ..... **BARGAIN** £82  
R3335 Class 415 Adams Radial 4-4-2T 488 LSWR (as preserved) (Hor) ..... £111.10



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) ..... £84.96  
R3170 Class 45xx 4-6-0 4501 'Austrey' Half GWR Green - Railroad range (Hor) ..... £87



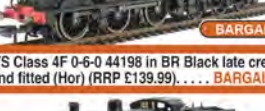
R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) ..... **BARGAIN** £57



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) ..... **BARGAIN** £58



R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) (RRP £139.99) ..... **BARGAIN** £100



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99) ..... **BARGAIN** £58  
32-580A Class 4MT Ivatt 2-6-0 43014 BR black late crest - weathered (Bac) ..... £127.46



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) ..... **BARGAIN** £45  
31-168 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac) ..... £90.06



R3463 Class 52xx 2-6-0 5231 in BR Black early emblem (Hor) (RRP £139.99) ..... **BARGAIN** £83



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) ..... £135.96



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) ..... £135.96



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) ..... £135.96  
31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) ..... £127.46



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) ..... £125.76



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99) ..... **BARGAIN** £109



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (Hor) (RRP £181.99) ..... **BARGAIN** £109



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £181.99) ..... **BARGAIN** £109



R3412 Class S15 4-6-0 30842 in BR Black early emblem (RRP £154.99) ..... **BARGAIN** £88



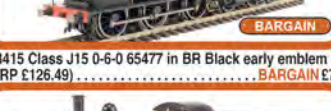
R3413 Class S15 4-6-0 30831 in BR Black late crest (RRP £154.99) ..... **BARGAIN** £88



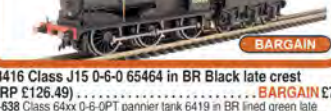
R3414 Class J15 0-6-0 5444 in LNER Black (RRP £126.49) ..... **BARGAIN** £79



R3415 Class J15 0-6-0 65477 in BR Black early emblem (RRP £126.49) ..... **BARGAIN** £75



R3416 Class J15 0-6-0 65464 in BR Black late crest (RRP £126.49) ..... **BARGAIN** £79  
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



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) ..... **BARGAIN** £69



R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) ..... **BARGAIN** £69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) ..... **BARGAIN** £69



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) ..... £125.76



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) ..... £125.76







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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) (RRP £94.99) ..... **BARGAIN** £55



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor) (RRP £119.99) ..... **BARGAIN** £85



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) ..... **BARGAIN** £68



31-528A Class A2 4-6-2 60529 'Pearl Diver' in BR lined green late crest (Bac) ..... £144.45



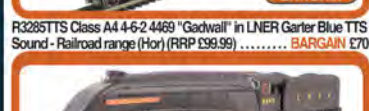
R3312 Class A3 4-6-2 60062 'Minotaur' in BR Green early emblem (Hor) (RRP £154.99) ..... **BARGAIN** £94



R3371 Class A4 4-6-2 4468 'Mallard' in LNER garter blue - Railroad range (Hor) ..... £74.06



R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (RRP £132.99) ..... **BARGAIN** £85



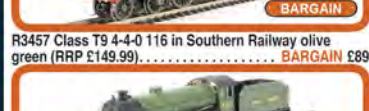
R3285TTS Class A4 4-6-2 4469 'Gadwall' in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99) ..... **BARGAIN** £70



R3441 Class A4 4-6-2 4499 'Sir Murrough Wilson' in LNER wartime black (RRP £164.99) ..... **BARGAIN** £109



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Harvis de Revel' in BR Lined Green early emblem (RRP £159.99) ..... **BARGAIN** £108



R3457 Class T9 4-4-0 116 in Southern Railway olive green (RRP £149.99) ..... **BARGAIN** £89



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £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



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) £136



R3447 Class B17 4-6-0 2842 'Kilverstone Hall' in LNER Lined Apple Green (Hor) (RRP £159.99) ..... **BARGAIN** £99



R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) (RRP £131.99) ..... **BARGAIN** £79



R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (RRP £131.99) ..... **BARGAIN** £74



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99) ..... **BARGAIN** £73



R3333 Class D16/3 4-4-0 'Claud Hamilton' 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) ..... **BARGAIN** £99



R3495 Class D49/1 4-4-0 62760 'The Cotswold' in BR early crest - Railroad Range (Hor) (RRP £84.99) ..... **BARGAIN** £59



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) ..... **BARGAIN** £80



31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) ..... £203.96



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R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) ..... **BARGAIN** £76



OOJ94-002 Class J94 Austerity 0-6-0ST 68051 in 'British Railways' black original bunker (DJ) ..... £82



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) £136



R3447 Class B17 4-6-0 2842 'Kilverstone Hall' in LNER Lined Apple Green (Hor) (RRP £159.99) ..... **BARGAIN** £99



R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) (RRP £131.99) ..... **BARGAIN** £79



R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (RRP £131.99) ..... **BARGAIN** £74



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99) ..... **BARGAIN** £73



R3333 Class D16/3 4-4-0 'Claud Hamilton' 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) ..... **BARGAIN** £99



R3495 Class D49/1 4-4-0 62760 'The Cotswold' in BR early crest - Railroad Range (Hor) (RRP £84.99) ..... **BARGAIN** £59



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) ..... **BARGAIN** £80



31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) ..... £203.96



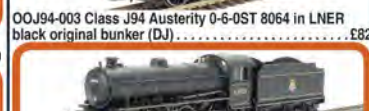
R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49) ..... **BARGAIN** £75



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) ..... **BARGAIN** £76



OOJ94-002 Class J94 Austerity 0-6-0ST 68051 in 'British Railways' black original bunker (DJ) ..... £82



R3424A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) ..... **BARGAIN** £82



R3438B Class K1 2-6-0 62064 BR Black late crest (Hor) (RRP £129.99) ..... **BARGAIN** £82



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (RRP £154.99) ..... **BARGAIN** £89



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) (RRP £94.99) ..... **BARGAIN** £68



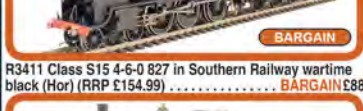
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black Gill Sans lettering (Hor) (RRP £154.99) ..... **BARGAIN** £105



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) ..... **BARGAIN** £105



R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) (RRP £154.99) ..... **BARGAIN** £105



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) ..... **BARGAIN** £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) ..... **BARGAIN** £89



R3311 Class V Schools 4-4-0 30908 'Westminster' in BR Green early crest (Hor) (RRP £134.99) ..... **BARGAIN** £74



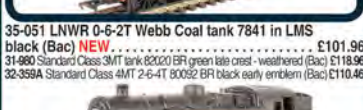
R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99) ..... **BARGAIN** £105



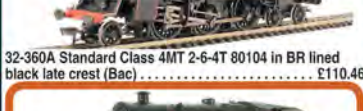
R3586 Class V Schools 4-4-0 30935 'Sevenoaks' in BR green early emblem - Railroad Range (Hor) **NEW** ..... £81



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) ..... £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) **NEW** ..... £101.96



31-960 Standard Class 3MT tank 82020 BR green late crest - weathered (Bac) £118.96



32-359A Standard Class 4MT 2-6-4T 80092 BR black early emblem (Bac) £110.46



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (RRP £154.99) ..... **BARGAIN** £89



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) (RRP £94.99) ..... **BARGAIN** £68



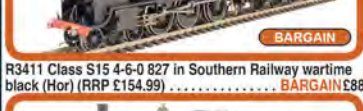
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black Gill Sans lettering (Hor) (RRP £154.99) ..... **BARGAIN** £105



R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) ..... **BARGAIN** £105



R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) (RRP £154.99) ..... **BARGAIN** £105



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) ..... **BARGAIN** £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) ..... **BARGAIN** £89



R3311 Class V Schools 4-4-0 30908 'Westminster' in BR Green early crest (Hor) (RRP £134.99) ..... **BARGAIN** £74



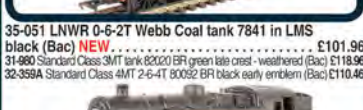
R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99) ..... **BARGAIN** £105



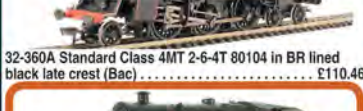
R3586 Class V Schools 4-4-0 30935 'Sevenoaks' in BR green early emblem - Railroad Range (Hor) **NEW** ..... £81



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) ..... £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) **NEW** ..... £101.96



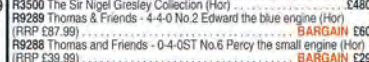
31-960 Standard Class 3MT tank 82020 BR green late crest - weathered (Bac) £118.96



32-359A Standard Class 4MT 2-6-4T 80092 BR black early emblem (Bac) £110.46



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





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2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (RRP £119.95) **BARGAIN** £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2665 Class 26/0 diesel D5312 in BR green - weathered (Hel) (RRP £129.95) **BARGAIN** £65  
3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) ..... £101



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



32-788 Class 37/0 37284 in BR blue (Bac) ..... £117.26



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) ..... £117.26



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) ..... £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) ..... £117.26



32-376A Class 37/4 37422 "Robert F. Fairlie" in Regional Railways (Bac) ..... £123.21



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) ..... £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39  
32-067A Class 43 Warship D836 "Powerful" in BR blue (Bac) ..... £127.46



32-069 Class 43 Warship D841 "Roebuck" in BR green (Bac) ..... £127.46  
31-661DS Class 47/3 47346 BR Civil Engineers "Dutch" - DCC sound fitted (Bac) ..... £203.95



31-662 Class 47/3 47359 in BR Railfreight Metals sector triple grey (Bac) ..... £114.71  
31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) ..... £114.71



31-654 Class 47/4 47576 "Kings Lynn" in original Network SouthEast (Bac) ..... £114.71



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



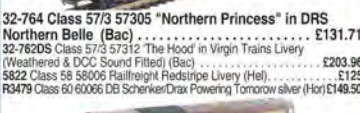
R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40  
4D-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap) ..... £109



4D-003-009 Class 52 diesel loco D1021 "Western Cavalier" in BR blue full yellow ends (Dap) ..... £109



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) ..... £113  
5310 Class 53 D0260 "Falcon" original time green and brown - Ltd Ed (Hel) £125



5822 Class 58 58006 Railfreight Redstripe Livery (Hel) ..... £125  
R3479 Class 60 60096 DB Schenker/Drax Powering Tomorrow silver (Hor) £149.50



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32-762DS Class 57/3 57312 "The Hood" in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) ..... £203.96



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R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104  
R3481 Class 67 67025 "Western Star" EWS (Hor) (RRP £159.99) **BARGAIN** £99



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) ..... £123.72  
4D-022-003D Class 68 68010 in Chiltern Railways - DCC Fitted (Dap) ..... £143.17



4D-022-004 Class 68 68014 in Chiltern Railways (Dap) ..... £123.72  
4D-022-004D Class 68 68014 in Chiltern Railways - DCC Fitted (Dap) ..... £143.17



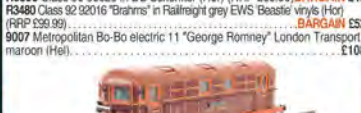
4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) ..... £150  
32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) ..... £67.96



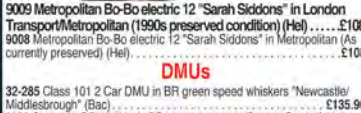
7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) ..... £165  
7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) ..... £165



7705 Class 77 EM2 Woodhead electric 27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) ..... £165



7701 Class 77 EM2 Woodhead electric 27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) ..... £165  
7706 Class 77 EM2 Woodhead electric 27006 "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) (RRP £139.95) **BARGAIN** £79  
R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** £49



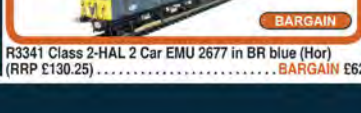
R3480 Class 92 92016 "Bramm" in Railfreight grey EWS Beattie vryls (Hor) (RRP £99.99) **BARGAIN** £52  
9007 Metropolitan Bo-Bo electric 11 "George Romney" London Transport maroon (Hel) ..... £108



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



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Modlesbrough" (Bac) ..... £135.96  
8920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) (RRP £119.95) **BARGAIN** £56



8923 Class 128 DPU 55991 Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) £254.96



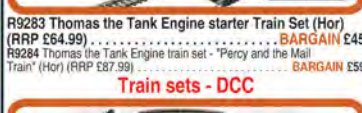
B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ..... £56



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) (RRP £184.99) **BARGAIN** £110



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £35  
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ..... £130



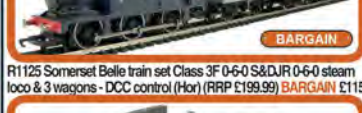
R1177 Gloucester City Pullman Train Set Class 8 4-6-2 71000 "Duke of Gloucester" in BR lined green 3 Pullman coaches (2 x Parlor, 1 x Brake) (Hor) (RRP £184.99) **BARGAIN** £144



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) **BARGAIN** £45  
R9284 Thomas the Tank Engine train set - "Percy and the Mail Train" (Hor) (RRP £87.99) **BARGAIN** £59



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £230



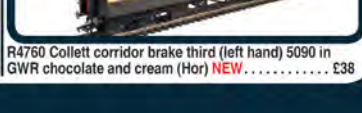
R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) **BARGAIN** £165



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) **BARGAIN** £115



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199



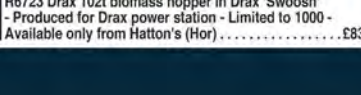
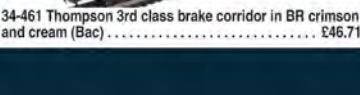
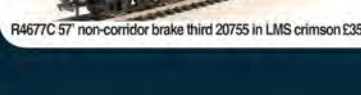
39-576 BR Haworth Auto Trailer Maroon (Bac) ..... £58.61



R4760 Collett corridor brake third (left hand) 5090 in GWR chocolate and cream (Hor) **NEW** ..... £38



**All prices correct  
when going to press.  
Errors excepted.**



01-204 BOX OF 24 (150) ..... 279



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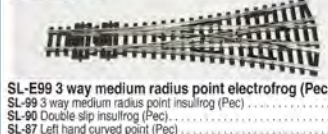
### Track - Code 100 Streamline



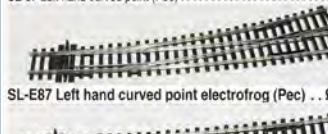
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ..... £66  
SL-100 Single (Pec) ..... £3



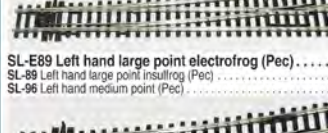
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ..... £70  
SL-102 Single (Pec) ..... £3



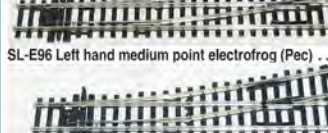
SL-E99 3 way medium radius point electrofrog (Pec) ..... £26  
SL-99 3 way medium radius point insulfrog (Pec) ..... £26  
SL-90 Double slip insulfrog (Pec) ..... £32  
SL-87 Left hand curved point (Pec) ..... £12.50



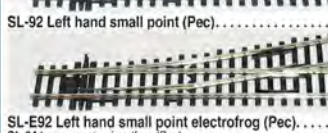
SL-E87 Left hand curved point electrofrog (Pec) ..... £12.50



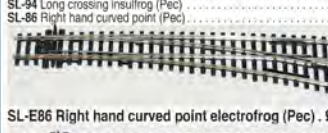
SL-E89 Left hand large point electrofrog (Pec) ..... £12  
SL-89 Left hand large point insulfrog (Pec) ..... £12  
SL-96 Left hand medium point (Pec) ..... £10



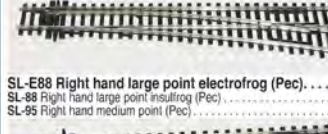
SL-E96 Left hand medium point electrofrog (Pec) ..... £10



SL-92 Left hand small point (Pec) ..... £9.50



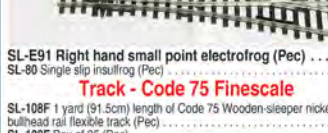
SL-E92 Left hand small point electrofrog (Pec) ..... £9.50  
SL-94 Long crossing insulfrog (Pec) ..... £10  
SL-86 Right hand curved point (Pec) ..... £12.50



SL-E88 Right hand large point electrofrog (Pec) ..... £12  
SL-88 Right hand large point insulfrog (Pec) ..... £12  
SL-95 Right hand medium point (Pec) ..... £10

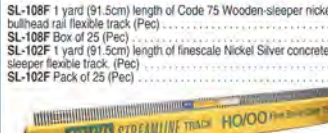


SL-E95 Right hand medium point electrofrog (Pec) ..... £10  
SL-91 Right hand small point (Pec) ..... £9.50

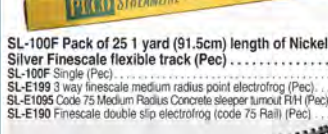


SL-E91 Right hand small point electrofrog (Pec) ..... £9.50  
SL-90 Single slip insulfrog (Pec) ..... £32

### Track - Code 75 Finescale



SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) ..... £4.50  
SL-108F Box of 25 (Pec) ..... £100  
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) ..... £3.25  
SL-102F Pack of 25 (Pec) ..... £82



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ..... £72  
SL-100F Single (Pec) ..... £3  
SL-E199 3 way finescale medium radius point electrofrog (Pec) ..... £38  
SL-E1095 Code 75 Medium Radius Concrete sleeper turnout RH (Pec) ..... £12.50  
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) ..... £26



SL-E187 Finescale left hand curved point electrofrog (Pec) ..... £13  
SL-E188 Finescale left hand large point electrofrog (Pec) ..... £12.50  
SL-E196 Finescale left hand medium point electrofrog (Pec) ..... £11.50  
SL-E192 Finescale left hand small point electrofrog (Pec) ..... £10  
SL-E186 Finescale right hand curved point electrofrog (Pec) ..... £13  
SL-E188 Finescale right hand large point electrofrog (Pec) ..... £12.50  
SL-E195 Finescale right hand medium point electrofrog (Pec) ..... £11.50  
SL-E191 Finescale right hand small point electrofrog (Pec) ..... £10

### Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) ..... £3.50  
R8090 Pack of 24 (Hor) ..... £79  
R605 1st radius double curve (8 make a circle) (Hor) ..... £2.40

|  |       |
|--|-------|
| R605 Circle of 8 (Hor) .....                                     | £15   |
| R607 2nd radius double curve track (8 make a circle) (Hor) ..... | £2.25 |
| R607 Circle of 8 (Hor) .....                                     | £18   |
| R609 3rd radius double curve track (8 make a circle) (Hor) ..... | £2.60 |
| R609 Circle of 8 (Hor) .....                                     | £20   |
| R6262 Double 4th radius curve (8 make a circle) (Hor) .....      | £3    |



|  |        |
|--|--------|
| R601 Box of 24 Double Straight (Hor) .....   | £47    |
| R601 Single (Hor) .....  | £2.10  |
| R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R605 (Hor) ..... | £24    |
| R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) .....           | £22.50 |
| R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R603 (Hor) .....          | £36    |
| HT8401 Hornby International Track Pack A (Hor) NEW .....                                       | £28    |
| HT8401 Hornby International Track Pack B (Hor) NEW .....                                       | £22.50 |
| HT8402 Hornby International Track Pack C (Hor) NEW .....                                       | £22    |
| R8072 Left Hand Standard Point (Hor) .....   | £9     |
| R603 Long Straight (Hor) .....   | £3     |
| 36-603 Long straight track nickel silver (same as R603) (Bac) .....                            | £2.76  |
| 36-603 Box of 10 (Bac) (RRP £34) .....   | £24.80 |
| R6078 Right hand Express point (Hor) .....   | £14.50 |
| R8073 Right hand Standard Point (Hor) .....  | £9     |
| ST-100 Setrack Starter Track Set - Second Radius (Pec) .....                                   | £57    |
| ST-101 Setrack Starter Track Set - Third Radius (Pec) .....                                    | £57    |
| R621 Single 970mm length of flexible track (Hor) .....   | £3     |
| R621 Pack of 24 (Hor) .....  | £66    |



|  |       |
|--|-------|
| R600 Box of 24 Standard Straight (Hor) ..... | £31   |
| R600 Single (Hor) .....                      | £1.35 |

### Track underlay



|   |        |
|---|--------|
| GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) .....  | £19.50 |
| SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) ..... | £9.50  |
| R638 Roll of track foam underlay Approx. 4880mm (16ft) (Hor) .....  | £9     |

### Buses



76MW6002 Bristol MW6G Hants & Dorset (Oxf) NEW ..... £15.50



76MW6001 Bristol MW6G Royal Blue (Oxf) ..... £16  
18206 Daimler Fleetline 'London Country Blue Arrow' (EFE) (RRP £27.50) ..... BARGAIN £10  
26407 Daimler Utility Bus Wills & Dorset New Year 2010 (EFE) NEWBARGAIN £12.50  
27901 DMS type Daimler Fleetline open top deck bus 'Big Bus Company' (EFE) (RRP £20.50) ..... BARGAIN £9  
26319 Guy Arab 2 utility 1940's d/cock bus 'Burton Corporation' (EFE) (RRP £21.99) ..... BARGAIN £9.50  
12309 Harrington Grenadier Black & White (EFE) (RRP £27.50) BARGAIN £10  
17505 Leyland National II sidcar - 'First Provincial' (RRP £21.99) ..... BARGAIN £9  
34906 Leyland Olympian coach 'Western National' (EFE) (RRP £26.99) BARGAIN £9  
24902 Plaxton Minibus (B) low no/box 'First Capital' (EFE) (RRP £18.99) BARGAIN £9



76PAN005 Plaxton Panorama Sheffield United Tours (Oxf) NEW ..... £15.50  
24323 Willowbrook BET 1950's s/dcock bus 'South Wales NBC' (EFE) (RRP £18.99) ..... BARGAIN £9

### Cars

76SET55 5 Piece Land Rover Set (Oxf) NEW ..... £25  
76JCX75001 Jaguar C-X75 Silver (Oxf) NEW ..... £5  
76JFP001 Jaguar F-PACE Ultimate Black (Oxf) NEW ..... £5  
76JFT001 Jaguar F-Type Project 7 British Racing Green (Oxf) NEW ..... £5  
76JXE001 Jaguar XE Italian Red (Oxf) NEW ..... £5  
76VX002 Vauxhall Astra MkII Red (Oxf) NEW ..... £4.50

### Commercial vehicles

76CA028 Bedford CA Van RAC (Oxf) NEW ..... £5  
76FT027 Ford Transit SWB Medium Roof JCB (Oxf) NEW ..... £4.50  
76FB001 Fowler BB1 16hp Ploughing Engine No.15146 Rusty Red (Oxf) ..... £14.50  
76KRC008 Konarcas Reach Stacker Maritime Transport (Oxf) NEW ..... £21  
76LAN2016 Land Rover Series II LWB Canvas JCB (Oxf) NEW ..... £4.50  
76SPH002 Sherpa Minibus British Rail (Oxf) ..... £5.50

### Military ground vehicles



76QLR002 Bedford QLR 79th Armoured Division NWE 1944 (Oxf) NEW ..... £11.50



76TRF003 Thompson Refueller RAF (Oxf) NEW ..... £9

### Public Service vehicles

76REG007 AEC Regent Pump Escape Cardiff City Fire Service (Oxf) NEW £11.50

## 1:72 Scale

Aircraft - civil



72A0002 Airspeed Oxford PH185 778 Sqn.Fleet Air Arm (Oxf) NEW ..... £28  
72COM005 DH88 Comet CS-AAJ - Salazar - Portugal (Oxf) NEW ..... £27

## N Gauge

Steam locos



372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) ..... £118.96



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) NEW ..... £118.96



372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) NEW ..... £118.96  
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) ..... £93.46  
372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender (Gra) ..... £93.46  
372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) ..... £97.71



372-752 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) ..... £97.71  
372-536 Class 4MT Standard 2-6-4T 90119 BR lined black late crest (Gra) ..... £101.96  
372-139 Class 54 4-6-0 45206 in BR Lined Black Early Emblem (Gra) ..... £118.96  
25-007-012D Class 57xx Pannier 0-6-0 5784 Great Western green - DCC Fitted (Dap) ..... £82



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) ..... £80.71



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) ..... £80.71  
25-019-002D Class 6800 4-6-0 6802 'Bampton Grange' in GWR green 'G & W' lettering, DCC Fitted (Dap) ..... £119



372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) ..... £135.96  
25-012-006 Class A1X Tender 0-6-0T 2644 Southern Railway green (Dap) ..... £63  
372-381 Class A2 4-6-2 60527 'Sun Chenor' BR lined green late crest (Gra) ..... £135.96  
25-011-003 Class A3 4-6-2 60103 'Flying Scotsman' BR blue early emblem (Dap) ..... £124.38  
25-011-003D Class A3 4-6-2 60103 'Flying Scotsman' in BR blue early emblem - DCC Fitted (Dap) ..... £146.12  
25-008-008D Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances - DCC Fitted (Dap) ..... £150.57  
372-401 Class J39 0-6-0T 64960 BR black early emblem & flat sided tender (Gra) ..... £80.71  
25-016-004 Class M70 4-4-4 30 Southern Railway green - weathered (Dap) ..... £57  
372-932 Class N2 2-6-0 31811 in BR black late crest (Gra) ..... £106.21  
25-002-003D Class V Schools 4-4-0 929 'Malvern' in Southern Railway malachite green - DCC Fitted (Dap) ..... £142.50



370-430 'Capital Connection' Network SouthEast train pack (Gra) ..... £178.46  
25-011-001D Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) ..... £220.64



25-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap) ..... £198.90



25-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) ..... £198.90



25-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) ..... £198.90



25-011-004D Class A3 4-6-2 60103 'Flying Scotsman' in BR green early emblem four Gresley teak coaches in crimson & cream liver (Dap) ..... £220.64

### Diesel locos



371-064 Class 03 Shunter 03170 BR Blue Wasp Stripes & Air Tanks (weathered) (Gra) ..... £80.71



372-978 Class 24 24081 BR Blue Yellow Ends (Gra) ..... £84.96  
372-980 Class 24 97201 'Experiment' BR Research RTC red & blue - weathered (Gra) ..... £110.46  
372-976A Class 24 76031 in BR green (Gra) ..... £101.96  
2D-001-000 Class 330 33030 in BR blue (Dap) ..... £112.74



2D-001-020D Class 33/1 33102 in BR blue - DCC fitted (Dap) ..... £130.57  
2D-018-000D Class 35 Hymek D7024 BR green - weathered, DCC Fitted (Dap) ..... £103



371-166 Class 37/4 37406 'The Saltire Society' in Railfreight Distribution (Gra) ..... £89.21



371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) NEW ..... £103.66



371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra) ..... £89.21  
371-825B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) ..... £101.96  
2D-003-006D Class 52 diesel loco D1655 'Western Consort' in BR maroon small yellow panels, DCC Fitted (Dap) ..... £110  
371-287 Class 55 Delic 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR Blue (Gra) ..... £93.46  
2D-004-000D Class 55 56003 'Framjodge C Power Station' Loddhaul (Dap) ..... £115  
371-357 Class 60 60067 'Adam Smith' Railfreight coal sdr triple grey (Gra) ..... £103.66  
2D-007-003D Class 66 diesel loco 66177 EWS Experimental white roof, DCC Fitted (Dap) ..... £95



2D-010-007 Class 67 67005 'Queen's Messenger' in Royal Train claret DB logos (Dap) NEW ..... £104.67  
2D-010-007D Class 67 67005 'Queen's Messenger' in Royal Train claret DB logos - DCC fitted (Dap) NEW ..... £126.42



2D-010-005 Class 67 67010 in Caledonian Sleeper blue (Dap) NEW ..... £104.67  
2D-010-005D Class 67 67010 Caledonian Sleeper blue - DCC fitted (Dap) NEW ..... £126.42



2D-010-004 Class 67 67014 'Thomas Telford' in Wrexham and Shropshire (Dap) NEW ..... £104.67  
2D-010-004D Class 67 67014 'Thomas Telford' in Wrexham and Shropshire - DCC fitted (Dap) NEW ..... £126.42  
2D-010-006D Class 67 67015 DB Schenker red - DCC Fitted (Dap) NEW ..... £126.42  
371-636 Class 70 PowerHaul 70003 Freightliner (Gra) (RRP £119.95) ..... BARGAIN £82.50



371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (RRP £119.95) ..... BARGAIN £82.50



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) ..... £144.46  
371-677A Class 108 2-car DMU in BR blue & grey (Gra) ..... £144.46  
371-330 Class 150/1 150128 in First Great Western (Gra) ..... £131.71  
371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) ..... £144.46



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) ..... BARGAIN £99





## Want it DCC fitted?

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for more details

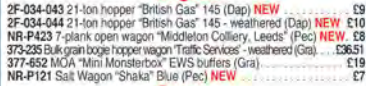
## Train sets - analogue



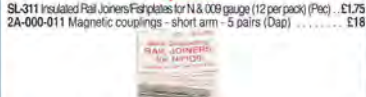
## Coaches



## Wagons



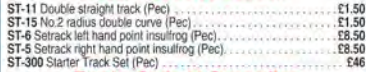
## Spare



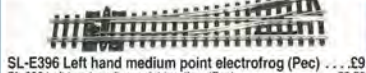
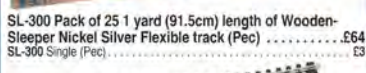
## Wheel sets



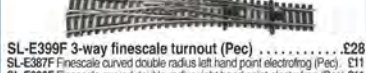
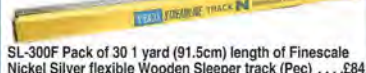
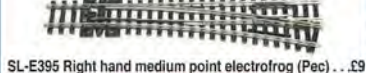
## Track - Code 80 Setrack



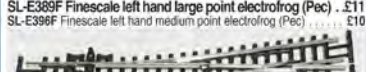
## Track - Code 80 Streamline



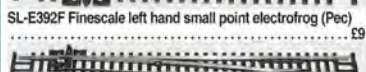
## Track - Code 55 Finescale



## Buses



## Commercial vehicles



## Public Service vehicles

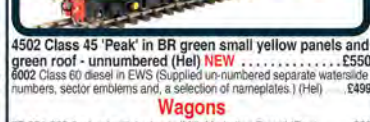
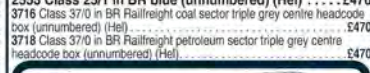
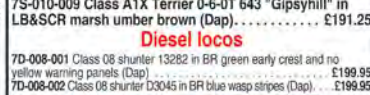


## O Gauge (1:43 Scale)

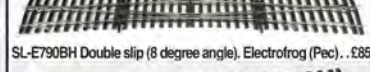
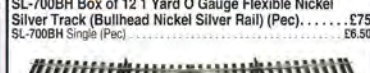
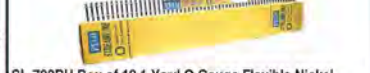
## Steam locos



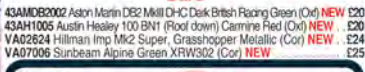
## Diesel locos



## Track - Code 124 Bullhead Streamline

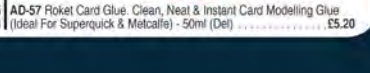
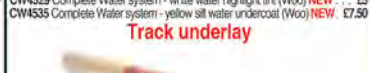
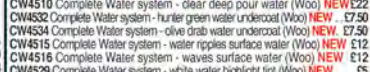
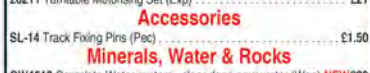
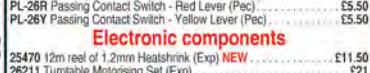
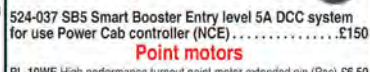
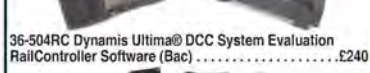
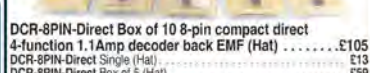
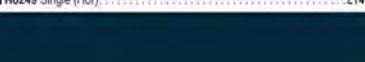
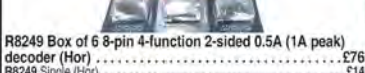
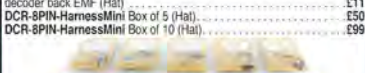
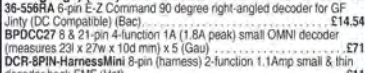
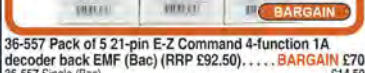
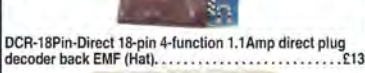
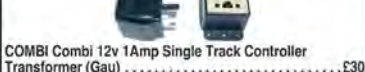


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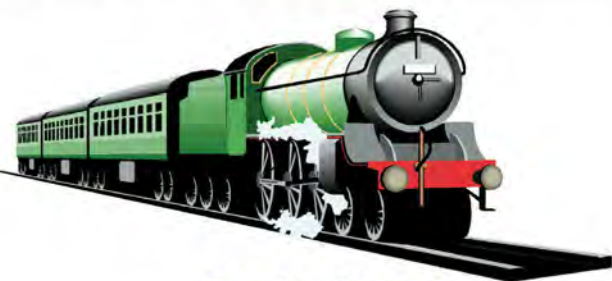
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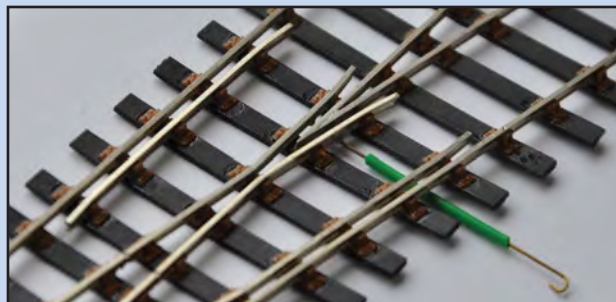
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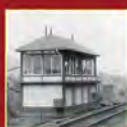
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|-------|----------------------------|-------|
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| R047  | On/Off Switch.....         | £8.45 |
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| R8015 | Point Motor Housing.....   | £3.99 |

## BACHMANN

Steam Locomotives

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|----------|------------------------------|---------|
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| 31-015   | Class 7F LMS Black.....      | £125.75 |
| 31-001   | Robinson BR Late Crest.....  | £94.99  |
| 31-003   | Robinson LNER.....           | £94.99  |
| 31-004A  | Robinson BR Early.....       | £118.95 |
| 31-088   | BR Black Earl.....           | £118.95 |
| 31-089   | GWR Earl.....                | £118.95 |
| 31-119   | BR 4mt V/crest.....          | £135.95 |
| 31-127   | Class 3000 BR Early ROD..... | £118.45 |
| 31-128   | BR ROD Weathered.....        | £102.45 |
| 31-136DC | D11/2.....                   | £115.9  |
| 31-213DS | Patriot BR Late.....         | £201.45 |
| 31-318A  | LNER J11.....                | £127.45 |
| 31-440   | Ivatt 2mt BR Early.....      | £110.45 |
| 31-691   | BR Early Stanier Mogul.....  | £135.95 |
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| 31-615   | V3 BR Early.....             | £110.45 |
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| 31-981   | BR 3MT Black Early.....      | £101.95 |
| 32-085   | Class 56XX BR.....           | £76.45  |
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| 31-528A  | A2 Pearl Diver.....          | £144.45 |
| 32-278   | LMS 3F Jinty.....            | £72.20  |
| 32-235   | BR 3F Jinty.....             | £80.70  |
| 32-279A  | K3 LNER Black.....           | £118.95 |
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| 31-462A | C Class BR Early.....       | £106.20 |
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| 31-635A | 64xx GWR.....               | £81.55  |
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| 31-638  | 64xx BR Green withd.....    | £90.05  |

## BACHMANN

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| 31-269   | MLV Jaffa Cake.....            | £83.26  |
| 31-364   | Class 03 BR Green withd.....   | £76.95  |
| 31-365   | Class 03 BR Blue withd.....    | £70.50  |
| 31-366   | Class 03 BR Green.....         | £70.50  |
| 31-575   | Windhoff MPV NWR.....          | £108.00 |
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| 32-034A  | Class 20 BR Grn withd.....     | £97.70  |
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| 32-065   | Class 43 Zealous.....          | £118.95 |
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| 7D-008-000 | 08 BR Green..... | £174.50 |
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## N GAUGE

**N GAUGE**  
Code 80 Rail



### PECO N Gauge Streamline Code 80

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

### PECO N Gauge Streamline Code 80 Insulfrog

|        |                                  |       |
|--------|----------------------------------|-------|
| SL-386 | Curved Turnout Right Hand        | £9.87 |
| SL-387 | Curved Turnout Left Hand         | £9.87 |
| SL-388 | Large Radius Turnout Right Hand  | £9.87 |
| SL-389 | Large Radius Turnout Left Hand   | £9.87 |
| SL-393 | Short Crossing                   | £8.25 |
| SL-394 | Long Crossing                    | £9.00 |
| SL-395 | Medium Radius Turnout Right Hand | £8.82 |
| SL-396 | Medium Radius Turnout Left Hand  | £8.82 |
| SL-397 | Medium Radius Y Turnout          | £8.82 |

### PECO N Gauge Streamline Code 80 Electrofrog

|         |                                  |        |
|---------|----------------------------------|--------|
| SL-E386 | Curved Turnout Right Hand        | £9.94  |
| SL-E387 | Curved Turnout Left Hand         | £9.94  |
| SL-E388 | Large Radius Turnout Right Hand  | £10.60 |
| SL-E389 | Large Radius Turnout Left Hand   | £10.60 |
| SL-E395 | Medium Radius Turnout Right Hand | £8.89  |
| SL-E396 | Medium Radius Turnout Left Hand  | £8.89  |
| SL-E397 | Medium Radius Y Turnout          | £8.89  |

**N GAUGE**  
Code 55 Rail



### PECO N Gauge Streamline Code 55 Fine

|             |  |        |
|-------------|--|--------|
| SL-300F     | Flexible Track® Wooden Sleeper Nickle Silver         | £3.00  |
| SL-300F(30) | Flexible Track® Wooden Sleeper Nickle Silver Pk 30   | £84.60 |
| SL-302F     | Flexible Track® Concrete Sleeper Nickle Silver       | £3.20  |
| SL-302F(30) | Flexible Track® Concrete Sleeper Nickle Silver Pk 30 | £90.00 |

### PECO N Gauge Streamline Code 55 Fine Insulfrog

|         |               |        |
|---------|---------------|--------|
| SL-380F | Single Slip   | £32.25 |
| 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 |

## OO GAUGE

**OO / HO**  
Code 100 Rail



### PECO OO / HO Streamline Code 100

|            |  |        |
|------------|--|--------|
| SL-100     | Flexible Track® Wooden Sleeper Nickle Silver         | £2.96  |
| SL-100(25) | Flexible Track® Wooden Sleeper Nickle Silver Pk 25   | £69.50 |
| 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  |

### PECO OO / HO Streamline Code 100 Insulfrog

|       |  |        |
|-------|--|--------|
| SL-80 | Single Slip                            | £28.32 |
| SL-86 | Large Radius Curved Turnout Right Hand | £11.93 |
| SL-87 | Large Radius Curved Turnout Left Hand  | £11.93 |
| SL-88 | Large Radius Turnout Right Hand        | £11.18 |
| SL-89 | Large Radius Turnout Left Hand         | £11.18 |
| SL-90 | Double Slip                            | £30.75 |
| SL-91 | Small Radius Turnout Right Hand        | £8.89  |
| SL-92 | Small Radius Turnout Left Hand         | £8.89  |
| SL-93 | Short Crossing                         | £8.14  |
| SL-94 | Long Crossing                          | £9.49  |
| SL-95 | Medium Radius Turnout Right Hand       | £9.83  |
| SL-96 | Medium Radius Turnout Left Hand        | £9.83  |
| SL-97 | Small Radius Y Turnout                 | £9.00  |
| SL-98 | Large Radius Y Turnout                 | £10.47 |
| SL-99 | Medium Radius 3 Way Turnout            | £24.38 |

## OO GAUGE

### PECO OO / HO Streamline Code 100 Electrofrog

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

**OO / HO**  
Code 75 Rail



### PECO OO / HO Streamline Code 75 Fine

|             |  |        |
|-------------|--|--------|
| SL-100F     | Flexible Track® Wooden Sleeper Nickle Silver         | £3.00  |
| SL-100F(25) | Flexible Track® Wooden Sleeper Nickle Silver Pk 25   | £70.50 |
| SL-102F     | Flexible Track® Concrete Sleeper Nickle Silver       | £3.12  |
| SL-102F(25) | Flexible Track® Concrete Sleeper Nickle Silver Pk 25 | £73.25 |
| SL-104F     | Flexible Track® Steel Sleeper Nickle Silver          | £3.12  |
| SL-104F(25) | Flexible Track® Steel Sleeper Nickle Silver Pk 25    | £73.25 |
| SL-106F     | Flexible Track® Concrete Bi-Block Sleeper            | £3.36  |
| SL-106F(25) | Flexible Track® Concrete Bi-Block Sleeper Pk 25      | £78.75 |
| SL-184      | Catch Point Right Hand                               | £8.07  |
| SL-185      | Catch Point Left Hand                                | £8.07  |

### PECO OO / HO Streamline Code 75 Fine Insulfrog

|        |                |        |
|--------|----------------|--------|
| SL-180 | Single Slip    | £32.07 |
| SL-190 | Double Slip    | £34.50 |
| SL-193 | Short Crossing | £8.85  |
| 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 |
| SL-E196  | Medium Radius Turnout Left Hand                 | £10.77 |
| SL-E197  | Small Radius Y Turnout                          | £10.37 |
| SL-E198  | Large Radius Y Turnout                          | £11.52 |
| SL-E199  | Asymmetric Three Way Turnout                    | £26.82 |

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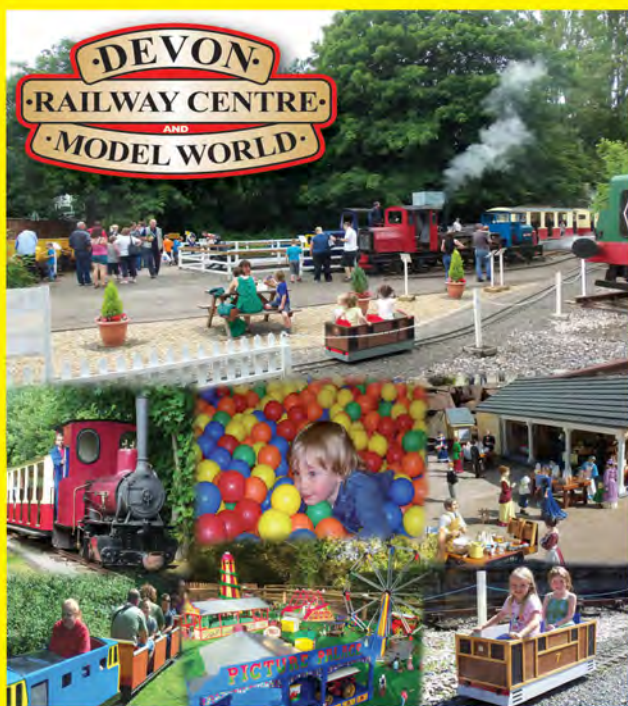
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| LMS/BR Original Patriot   | £1650.00      |
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Over 100 R-T R locos available off the shelf

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| GTR20 LMS/BR Princess                 | £395.00 |
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| GTR24 LMS/BR Rebuilt Patriot          | £345.00 |
| GTR25 LMS/BR Rebuilt Patriot          | £345.00 |
| GTR28 LMS/BR 2P 4-4-0                 | £315.00 |
| GTR31 LMS/BR Lemon 0-4-4T             | £235.00 |
| GTR44 LMS/BR Crane Tank               | £225.00 |
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| GTR53 LMS/BR 8F 2-8-0 & hotted tender | £345.00 |

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| JKX5 SEC/BR D Class 4-4-0             | £305.00 |
| JKX6 G.W.R. Dean Goods 0-6-0          | £295.00 |
| JKX7 SEC/BR D Class 0-6-0             | £295.00 |
| JKX11 LMS/BR Long Fire Box Black Five | £345.00 |

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| GWZ GWR/BR 4-0 Autolink            | £175.00 |
| ML11 M.R. Spinner 4-2-2            | £295.00 |

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TC3 Andrew Barclay 0-4-0 Steam Shunter.....£240.00

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| K338 LNER/BR J 65 0-4-0T              | £395.00 |
| K340 B.R. Class 14 complete kit       | £395.00 |
| K344 NEW LNER/BR Hunt Class 4-4-0E475 | £556.00 |
| K345 NEW LNER/BR Thompson A2/1        | £556.00 |

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|   |        |
|---|--------|
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| LK709 Ground Level Signal Box           | £27.25 |
| LK735 GWR Yard Crane                    | £20.50 |
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| LK742 GWR spear fencing ramps           | £10.50 |
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| LK750 Single track level crossing gates | £19.25 |
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| W603 GWR 6 wheel brake        | £40.50 |
| W604 GWR 4 plank open         | £32.50 |
| W605 GWR Steel Open           | £32.50 |
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| W607 BR 16 ton Mineral wagon  | £40.50 |
| W608 BR 27 ton Iron Ore wagon | £39.75 |
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| SLE787BH Curved L/H Point              | £52.25 |
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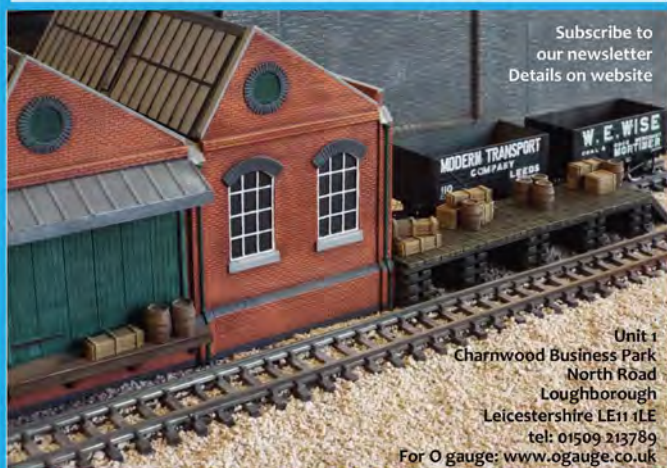
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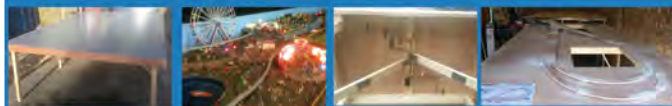
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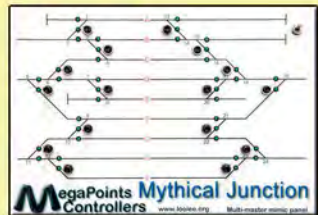
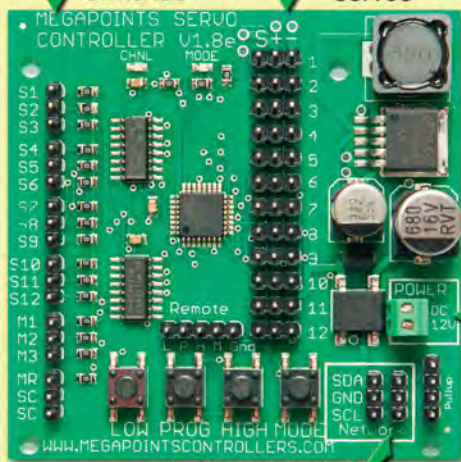
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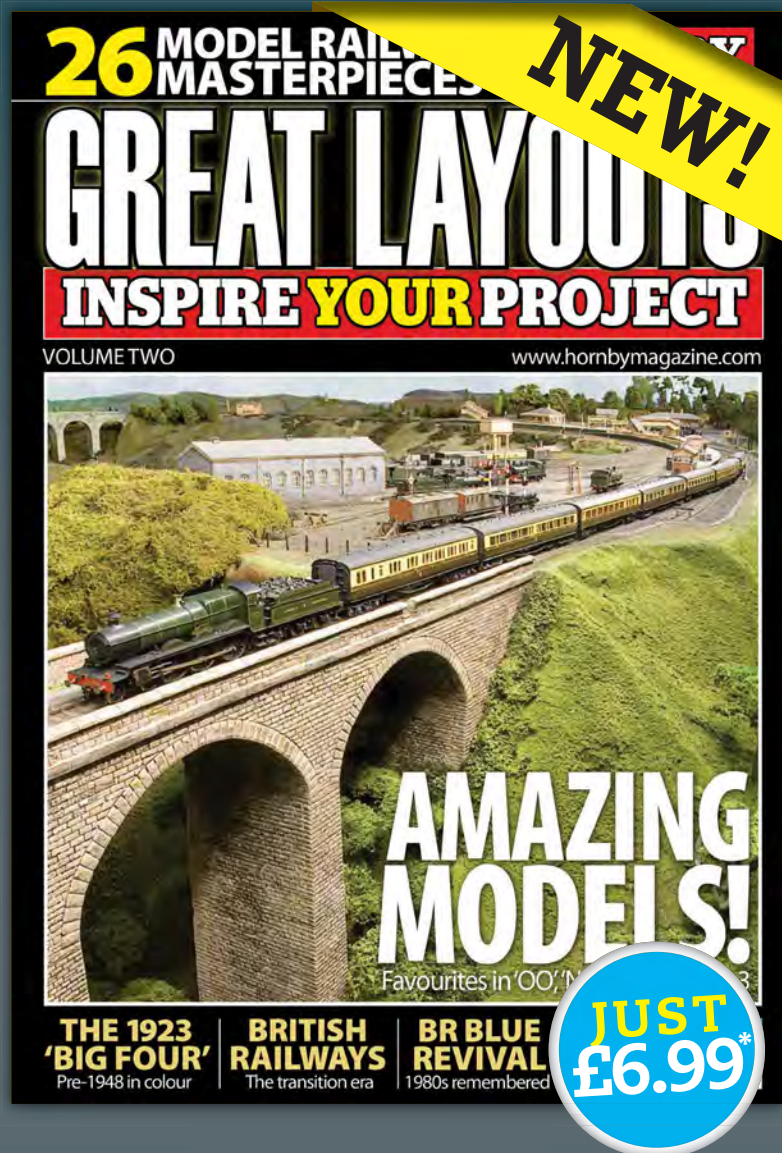
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# SQUIRES MODEL & CRAFT TOOLS

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Email: [sales@squirestools.com](mailto:sales@squirestools.com) [www.squirestools.com](http://www.squirestools.com)

Squires will be exhibiting at the following shows in 2017

Diary updated as bookings are confirmed

## EXHIBITIONS & SHOWS IN 2017

**June 10/11 Glasgow** entry make bold - \*Free Parking, Close to Railway Stations\*

**June 24/25 - PERTH** Model Railway Exhib, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5.30

**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 9 - CARN BREA** West Cornwall Model Railway Group's, Model Railway Exhibition, Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall. TR15 3QS, Saturday 10-4.30

**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.skiptonrailsoc.org.uk](http://www.skiptonrailsoc.org.uk)

**Sept 2/3 - TELFORD GULDEX 2017**, O Gauge Exhibition & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-5, Sun 10-4. **Coming to Telford??? - Why not try Sunday???** - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!! :-)

**Sept 9/10 - SWINDON** Model Railway Festival, STEAM, Museum of the Great Western Railway, Fire Fly Ave, Swindon, SN2 2EY Sat/Sun 10-5 Tel 01793 466646, Email enquiries: [steammuseum@swindon.gov.uk](mailto:steammuseum@swindon.gov.uk)

**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 21 - CHICHESTER** M/Rail Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.

**Oct 21/22 - UCKFIELD** Model Railway Exhibition, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 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](http://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. **Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!! :-)**

**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.

**Nov 25/26 - BIRMINGHAM** Warley National Model Railway Exhibition Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. \*\*50th Exhibition\*\* Advance Ticket Holders gain entry 9.15am both days.

**Coming to Warley? Why not come on the Sunday?? The show is much quieter - See more of the layouts - and it is a lot easier to get to our stand! Centre Piece Locomotive Attraction & Junior Modeller Sponsored by Squires**

## EXHIBITIONS & SHOWS IN 2018

**Jan 13/14 - BOGNOR REGIS** Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 10-4.30 \*Plenty of Free Parking\*

**Jan 21 GUILDFORD** - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk)

**Jan 27/28 KENDAL** M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

**Feb 3/4 ALTON** - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

**Feb 23-25 GLASGOW** Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)

**Mar 3/4 - PRESTON** Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

**Mar 10/11 - KEIGHLEY** Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5.

**Mar 31 - April 2 - YORK** Model Railway Show, The Knivesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - .5, Monday 10 - 4.30.

**MAY 4 - 6 - THE 50TH BRISTOL** Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1-7, Sat 10-6.30, Sun 10-5.

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# NEXT ISSUE

## SOUTHERN END OF STEAM 50th ANNIVERSARY

On July 9 1967 Britain's last express steam hauled services came to an end on the Southern Region of British Railways. To mark the 50th anniversary next issue *Hornby Magazine* homes in on the Southern in its final years by showing you how to model it with Train Formations, a step by step guide to recreating one of the final 10 rebuilt 'Merchant Navy' 4-6-2s, feature layouts and more. **DON'T MISS IT!**

### SPECIAL ISSUE



**PLUS...**



## ELMFIELD

Dave Westwood set out to create a scene which typified the run-down nature of a West Midlands located branch line in 'N' gauge. The result speaks for itself.

## RETURN TO BROXFIELD

Even if the Southern isn't your flavour, there is plenty to look forward to including our second visit to Roger Lattimore's fabulous Eastern Region home layout to see its latest development.

THE NEXT ISSUE OF  
**HORNBY**  
magazine

is on sale July 13 2017

**DON'T MISS IT!**



**PLUS**

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Showcase, answering your questions in the Enquiry Office and taking you behind the scenes at the *Hornby Magazine* workshop to help you get the most out of your modelling projects.



# dapol

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## June releases



- 7P-004-001** - Autocoach GWR Crest Chocolate & Cream  
**7P-004-002** - Autocoach GWR Twin Cities Crest Chocolate & Cream  
**7P-004-003** - Autocoach GWR Shirtbutton Chocolate & Cream  
**7P-004-004** - Autocoach GWR No Insignia Chocolate & Cream  
**7P-004-005** - Autocoach BR Crimson



**7F-080-021** - 8 Plank -  
Stewarts & Lloyds  
6305



**7F-080-021W** - 8 Plank -  
Stewarts & Lloyds  
6305 Weathered

### HST



*Previously produced model shown for illustration purposes only.*

- 2D-019-005** - Class 43 HST Blue/Grey ER 43183/43119  
**2D-019-008** - Class 43 HST East Coast 43309/43306  
**2D-019-007** - Class 43 HST Virgin East Coast 43311/43312  
**2D-019-008** - Class 43 HST GNER Blue 43106/43109  
**2D-019-009** - Class 43 HST GWR Green 43187/43188



**2F-038-002** - 20T Steel Mineral - GWR 42315



**2F-038-004** - 20T Steel Mineral - GWR 42315 Weathered



**2F-038-037** - 20T Steel Mineral - Cilely 18



**2F-038-038** - 20T Steel Mineral - Cilely 18 Weathered

### Class 142

**NEW!**



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- ND118A/D** - Class 142 Northern Rail 142065/DCC  
**ND118B/D** - Class 142 Regional Railways 142081/DCC  
**ND118C/D** - Class 142 Northern Spirit 142025/DCC  
**ND118D/D** - Class 142 Arriva Trains Wales 142065/DCC  
**ND118E/D** - Class 142 Tyne & Wear PTE 142021/DCC

### Hymek



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- 2D-018-008** - Hymek D7007 BR Blue SYP Double Arrow Logo  
**2D-018-008D** - Hymek D7007 BR Blue SYP Double Arrow Logo DCC  
**2D-018-010** - Hymek D7036 BR Blue SYP Double Arrow Logo  
**2D-018-010D** - Hymek D7036 BR Blue SYP Double Arrow Logo DCC



**4F-014-013** - Fruit D - GWR 2839



**4F-014-014** - Fruit D - GWR 2839 Weathered



**4F-031-031** - Milk Tanker - Unigate Creameries 70355



**4F-031-032** - Milk Tanker - Unigate Creameries 70355 Weathered



**4F-034-021** - 21T Hopper - BR E289521



**4F-034-022** - 21T Hopper - BR E289521 Weathered



**4F-071-142** - 7 Plank - United 3154



**4F-071-143** - 7 Plank - United 3154 Weathered

Also released this month:

- 4F-038-106** - 20T Steel Mineral - Richard Thomas 23307  
**4F-038-107** - 20T Steel Mineral - Richard Thomas 23307 Weathered  
**7F-053-004** - 5 Plank wagon Corrugated End BR Diagram 39 Grey B495105  
**7F-053-005** - 5 Plank wagon Corrugated End BR Diagram 44 Bauxite B495971  
**7F-053-006** - 5 Plank wagon Corrugated End BR Diagram 44 Bauxite B498136

- 7F-054-001** - BR Meat Van Crimson 870060  
**7F-056-005** - BR Standard Plywood Van Diagram 213 Bauxite B766440  
**7F-056-006** - BR Standard Plywood Van Diagram 213 Bauxite B775624  
**7F-056-007** - BR Standard Plywood Van Diagram 208 Bauxite B755186  
**7F-056-008** - BR Standard Plywood Van Diagram 208 Bauxite B756682

All product release dates correct at time of going to press

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