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HORNBY magazine

Issue 122 August 2017

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- Oxford Rail 'Dean Goods'
- Hornby TTS Bulleid 'MN'
- Golden Valley 'Janus'
- Hatton's 'Warwell'

ROAD-RAIL CROSSINGS



Your detailed guide to level crossings

3 GREAT LAYOUTS



Broxfield - Eastern in '00'
Westbridge - Southern in '0'
Elmfield - Western in 'N'

Express steam FINALE

SOUTHERN END OF STEAM 50th ANNIVERSARY



- Modelling the last 'Merchant'
- Southern train formations
- Westbridge in '0' gauge
- Exclusive competition
- 1967 remembered

LATEST NEWS

- Kernow Bulleid diesel
- Dapol 'B4' 0-4-0T
- Oxford Rail 'Toads'
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HORNBY magazine

August 2017

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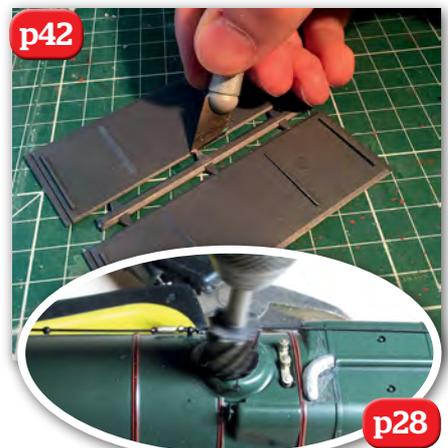


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The latest developments from Hornby including a first look at the new 'OO' gauge Class 87 electric, Oxford Rail launches a new range of buildings, Revolution Trains displays its Class 92 for 'N' and much more. Plus, you could win a trio of Hornby 'OO' gauge locomotives in our exclusive competition.



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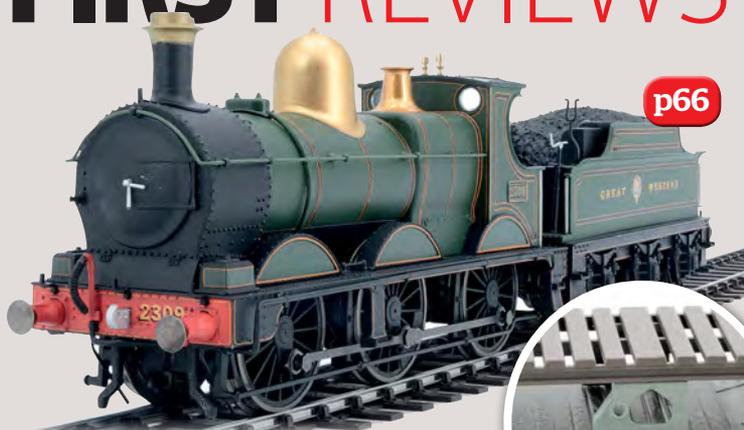
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WELCOME

THE EDITOR'S PAGE



THIS ISSUE marks the 50th anniversary of the end of steam on BR's Southern Region, bringing the curtain down on daily express workings with this form of traction. It is an era - and area - which has

always fascinated me, perhaps partly because it has been so comprehensively documented in photographs and words.

Bulleid's 'Pacifics' were ahead of their time from their inception, although not without their issues, but they were highly capable locomotives. Towards the end they might have been down at heel on the outside, shorn of nameplates and with makeshift numberplates in some cases, but mechanically they were in fine fettle.

There has always been something magical about high speed steam working and it must have been an incredible experience to ride behind a rebuilt 'Merchant Navy' through Hook at full tilt. The crews pushed them hard in pursuit of the magic 100mph - an iconic speed which has only been officially possible in preservation with

one 'Pacific' in Europe until new build 'A1' 4-6-2 60163 *Tornado* achieved three figures during nighttime testing in April.

To mark the Southern Region's anniversary we have brought together a series of special features - as well as an exclusive competition to win a trio of 1960s era Hornby Southern Region locomotives in 'OO' gauge too. Features include Jeremy Everett's mid-1960s era 'O' gauge layout Westbridge, set on the Southern in Hampshire, Train Formations, recreating 35030 *Elder Dempster Lines* with the Hornby rebuilt 'MN' and Railway Realism reflecting on those final months, weeks and days.

Naturally there is much more to this issue than just the Southern Region.

In the news we are proud to be able to bring you the first images of Hornby's 'OO' gauge Class 87 engineering sample together with product updates from Oxford Rail, Minerva, Hatton's and Dapol too.

The reviews are headlined by the GWR 'Dean Goods' 0-6-0 from Oxford Rail and the Golden Valley Hobbies/Oxford Rail 'Janus' 0-6-0 diesel shunter - plus we also have reports on Hornby's latest releases including the Twin Track Sound version of its new air-smoothed 'Merchant Navy'. There are also new wagons from Hatton's and Oxford

amongst the latest products to hit our desks.

We've also got two further feature layouts covering BR's Eastern and Western regions in 'OO' and 'N' gauges respectively together with a feature showing how to combine kit and basic scratchbuilding techniques to create unique structures for your layout and a guide to DCC sound for an 'O' gauge Class 25.

Another captivating feature is Alex Fisher's insight into level crossings - a popular subject with model railway builders. This in-depth guide is not to be missed and we've got more exciting level crossing products to show you in a future issue too.

Finally I would like to thank everyone who came to the Great Central Railway Model Event in June - we enjoyed meeting everyone and answering your questions while showcasing Grosvenor Square. Our next show is the Great Electric Train Show on October 7/8 - see you there!

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE THIS AUGUST

WIN A TRIO OF LOCOMOTIVES

12 Your chance to win THREE Southern Region steam locomotives from Hornby.

REVIEWED

66 A bumper crop of brand new products has landed including Oxford Rail's GWR 'Dean Goods' and BR Carflat, Golden Valley's 'Janus', Hornby's TTS Bulleid and Hatton's 'Warwell' - all for 'OO'.

LEVEL CROSSINGS

58 Alex Fisher goes in depth on level crossings and the variations which the railway uses in this fascinating feature.

3 GREAT LAYOUTS

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94 **Elmfield** - Dave Westwood models the Black Country in 'N' gauge.

FIRST LOOK

See Hornby's 'OO' gauge Class 87 running sample in full.

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34 **Southern Formations**: Mark Chivers delves into the archives to offer a set of realistic 1960s trains.

50 **Westbridge**: A 1960s Southern Region Hampshire terminus modelled in 'O' gauge.

104 **Railway Realism**: The story of the end of express steam south of the Thames.

LATEST NEWS

Oxford Rail shows 'OO' 'Toads', 'Warwells' and Mk 3s, Dapol reveals its 'B4' 0-4-0T, Revolution Class 92 sample debuts, DCC Supplies limited editions, Kernow's Bulleid diesel development, Minerva decorated '8750' 0-6-0PT and all the latest news.

FIRST LOOK

HORNBY CLASS 87

THE FIRST FULL RUNNING sample of Hornby's 2017 range Class 87 Bo-Bo electric was revealed at the Great Central Railway Model Event in June.

The hand assembled sample contains detail components which aren't applicable to the two production versions for the first year of its release, but shows the tooling suite available to the locomotive.

The sample is fully operational and features an 8-pin Digital Command Control (DCC) decoder socket, directional lighting and space for a speaker to be installed inside the die-cast metal chassis. The price per model is £169.99.

● For more on development and construction of the Hornby Class 87 sample, see Hornby's Engine Shed blog on July 14 (www.hornby.com) and see www.hornbymagazine.com for video footage of the Class 87 running on Grosvenor Square at the GCR.



Wainwright 'H' goes BLACK

Hornby has received the second decorated sample of its Wainwright 'H' 0-4-4T, this time showing the sought after locomotive in BR lined black with late crests as 31518 (Cat No. R3539). The 0-4-4T is expected to be released during December 2017 alongside the SECR (HM121) and Southern Railway liveried examples. A fourth version, 31551 in BR lined black with late crests in a train pack with a Maunsell push-pull set, is also scheduled for release during December (R3512).

● Visit www.hornby.com for more information.



Hornby's new 'OO' gauge model of the Wainwright 'H' 0-4-4T has been received as a decorated sample in BR lined black with late crests. It models 31518 with push-pull gear and full lining.



Water labelling tests for Hitachi '800'

Printing tests have been carried out on Hornby's 2017 range model of the Hitachi IEP Class 800 test train power car, and Hornby has confirmed that it will be using a combination of water labelling and tampo printing to recreate the complex livery.

The first test samples show the model with water labelling only,

which the Hornby development team has since amended to feature tampo printing to the straight lining to ensure the artwork is applied accurately.

● See Hornby's Engine Shed blog from June 16 for more on the Class 800 printing process and an exclusive demonstration video of the first sample's creation.



Hornby has received its first test sample of the water labelled Class 800 test train power car. Following tests it will now use a combination of water labelling and tampo printing.

INSIDE HORNBY®

The latest from Hornby HQ



'87' BATTERY BOX GOES BLACK

Following customer feedback, the white painted battery box on 87035 Robert Burns (Cat No. R3580) will now be finished in black. Hornby's development team produced its original artwork to model the locomotive as delivered, but feedback suggested that the preference would be for it to be painted black to represent the locomotives in service.

2018 RANGE APPROVED

The first part of Hornby's 2018 range has been signed off and it will be revealed soon across the company's media channels. Watch this space for announcements as information is released...



HUNTLEY AND PALMER WAGON



A decorated sample of the Huntley and Palmer six-plank open wagon (Cat No. R6814) for the 2017 range has been received as a follow up to the 2016 released Huntley and Palmer Peckett 'W4' 0-4-0ST. The new wagon will be available in September priced at £14.99.

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 July 14 featuring development of the Class 87 engineering sample followed by a further post on model development on July 28.

● Visit www.hornby.com to read the latest blogs.

OXFORD RAIL SHOWCASES

THE latest pre-production samples of four of Oxford Rail's new 'OO' gauge products were revealed by the manufacturer during June covering the GWR six-wheel and four-wheel 'Toad' brake vans, 'Warwell' bogie well wagon and BR Mk 3 carriages.

The 'Toad' brake vans are confirmed for release in GWR and BR era liveries with the six-wheel version being finished as 56933 with Swindon allocation in GWR grey and as W56962 in BR grey with Wolverhampton allocation. The four-wheel version meanwhile is being produced as 56034 in GWR grey with Acton lettering and as W56449 in BR grey with Bala lettering.



The first of the 'Warwell' wagons are on track for release during the summer in Ministry of Transport green both with and without a Sherman tank load together with versions in BR bauxite and BR grey, as a steel carrier with bolsters in BR grey, loaded with a steam road



Structures next for Oxford Rail

A new range of 'OO' scale buildings has been launched by Oxford Rail under the Oxford Structures banner with the first round of 14 items expected to be released in the fourth quarter of 2017.

The initial range will consist of railway and town related buildings including a GWR pattern station building, signalbox, goods shed, engine shed and water tower together with platform sections to cover both straight and ramp components as well as an island design.

For town and country scenes, buildings planned include a church, public house, two styles of shop, a bungalow and a half brick cottage.

The structures will be resin-cast pre-painted items which are ready

to plant on a model railway straight from the box. Prices are to be confirmed.



● Visit www.oxfordrail.com for more information.

HATTON'S 'OO' BEILHACK SNOWPLOUGH DEVELOPS AS 3D PRINT ARRIVES

The new 'OO' gauge model of the Beilhack ZZA snowplough, which is being developed exclusively by Hatton's, has been revealed in 3D printed form by the Liverpool retailer.

The first images show the

current status of the project which Hatton's states will allow for detail variations in the vehicles.

On release the ZZAs will be priced at £43 per vehicle with arrival expected in the first quarter of 2018.



● Visit www.hattons.co.uk for full details.

PRODUCT PROGRESS



engine in BR grey and in Southern Railway livery with a revised load bed. Further versions are to follow.

The BR Mk 3 carriages made their debut with factory decoration during June in Intercity livery with Oxford Rail showing the Open First, Open Second and Buffet cars in the colour scheme. These are being evaluated for revisions to the livery application by Oxford.

Also confirmed is that CAD drawing work is complete for the 'OO' LNER 'N7' 0-6-2T and Class A and B four-wheel tankers. Release dates are to



be advised for these products.

A new group of four, six and seven plank open wagons have also been

announced with further private owner vehicles as well as a re-run of the triple pack in BR grey.

● Visit www.oxfordrail.com for more information.

DCC Supplies adds 'O' limited editions

DCC Supplies has commissioned a new series of exclusive ready-to-run limited edition models from Dapol.

The manufacturer's forthcoming 'O' gauge Fowler 'Jinty' 0-6-0T will appear as the Midland Railway Trust's preserved 16410 in London Midland and Scottish Railway (LMS) lined maroon, while Dapol's 'O' gauge BR Class 08 diesel shunter receives Guinness' distinctive overall black and white colour scheme complete with *Unicorn* name, one of two former BR Class 08s purchased by the brewer for use at its Park Royal premises.

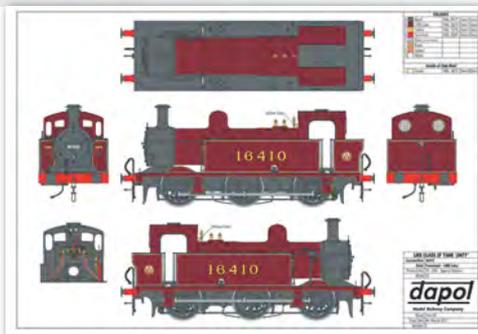
Prices are set at £225 for Digital Command Control (DCC) ready models, £255 DCC fitted and £400 ('Jinty')/ £425 ('08') DCC sound-fitted. 300 of each will be produced, with delivery anticipated during autumn 2017.

DCC Supplies has also commissioned a series of 12 'O' gauge Worcestershire private owner wagons, based on Dapol's ready-to-run five and seven-plank open wagons.

One wagon a month is planned



with identities including Harry Whitehouse of Stourport (now available), Richard White of Evesham (July), Hunting (for Coal) of Worcester (August), Worcester New Co-Op (September), M. Spiers of Evesham (October) and H. Preston of Worcester (November) forming the first six month's releases. The remaining six wagons will be announced during September. 270 pristine examples and 30



weathered models of each will be produced, priced at £42.50 and £44.50 respectively.

● Visit www.dccsupplies.com for more details.

NEWS IN BRIEF



■ Scalescenes has introduced a new set of low-relief terrace house frontages and shops to its range of downloadable card kits (Cat No. T008a). Available in a choice of textures in 'N' and 'OO', the kit also includes stucco and pebbledash finishes, interior wall and floor detail, blinds, curtains and paintings and a selection of new shop fronts. Multi-era signs are also included, together with an editable option. Priced at £4.99, it can be downloaded now.

● www.scalescenes.com



■ Connoisseur Models has added a pair of cast white metal diamond-framed freight wagon bogies to its range of 'O' gauge kits. Suitable for use with Slater's three-hole disc wheels (available separately), each kit includes sideframes, mounting and swivel fittings together with full instructions. Priced at £16 per pair, they are available now.

● www.jimmcegeown.com

■ Pennine Model Railway Society's annual model railway exhibition celebrates its 25th anniversary this year when the show returns to St Phillip's Community Centre, Birchencliffe, Huddersfield, West Yorkshire on Saturday August 5. Admission is £4 for adults, free for accompanied children. Doors open at 10am.

● penninemodelrailway.club

KERNOW 'OO' BULLEID DIESEL PROGRESSES



KERNOW MODEL RAIL Centre has revealed a new decorated sample of its soon to be delivered

'OO' gauge Bulleid 1-Co-Co-1 diesels – this time modelling the second locomotive 10202. Kernow has advised that the

positioning of the BR crests and locomotive numbers will be corrected while the bogies will receive black axle boxes and the wheels will be of the correct Bulleid pattern on the final models.

The model, as 10201 (Cat No. K2701) and 10202 (K2702), is due to arrive with Kernow during August priced at £169.99

(£159.99 when pre-ordered before July 31) while DCC sound fitted versions are also being produced with a Legomanbiffo sound file for £294.99 (£279.99 for pre-orders before July 31).

The model will have a 21-pin DCC decoder socket, directional lighting and representation of the engine through the side windows.

● Visit www.hornbymagazine.com to see video footage of the sound fitted sample in action.

HATTON'S RECEIVES DECORATED 'OO' GAUGE ICI HOPPERS

Hatton's has received the first decorated samples of its new 'OO' gauge ICI bogie limestone hoppers for evaluation.

The wagon is being produced by Oxford Rail exclusively for Hatton's and the tooling caters for different bogie and axle box designs as well as large and small ICI lettering. The project launched in 2014 and models the 1936 introduced bogie hoppers throughout their

service careers. The first batch of samples covers the main variations including lettering and bogie design. The Hatton's team is now inspecting these before moving to the next stage of the process.

All 20 versions are available to pre-order through Hatton's website priced at £24 for pristine examples and £25 for weathered versions.

● Visit www.hattons.co.uk for to see the full range.



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Bachmann evaluates NGS Carflat

Bachmann has taken delivery of the first Engineering Prototype (EP) samples of the N Gauge Society's (NGS) BR Mk 1 Carflat A car-carrying wagon for assessment by the company's engineers.

Exclusive to NGS members, the models are based on prototypes

converted at Swindon in the 1960s and tooling options will cater for vacuum, dual and air-braked examples, gangway buffing plates, Motorail boards and BR1 or B4 bogies.

Six models are planned in BR bauxite (Cat No. 377-400U), BR plain blue (377-400V), BR

Motorail blue (377-400W), BR Motorail blue with B4 bogies (377-400X), BR bauxite with B4 bogies (377-400Y) and Railase yellow (377-400Z).

Prices are expected to be around £28 each, with delivery in early 2018.

● Visit newweb.ngagesociety.com

NEWS IN BRIEF

■ Leicester Model Railway Group is seeking new members. Founded in 1949, they have three club layouts, a new 'OO' gauge exhibition layout under construction and test tracks in 'O', 'OO' and 'N'. The group meets every Wednesday evening from 7pm at premises in Cossington. Contact club secretary Brian Gillespie on 0116 284 8684 for more details.

■ Twickenham and District Model Railway Club is hosting an open day at Kerswell Hall in Hounslow on Saturday July 22. The open day will feature six layouts, demonstrations and the club's pre-owned stall. Admission is free and doors open at 10am.

● www.tdmrc.org.uk



■ The first images of Kernow Model Rail Centre's (KMRC) 'OO' gauge D600 'Warship' A1A-A1A diesel-hydraulic arrived during June.

Manufactured by DJ Models using tools owned by KMRC. Five versions - available DCC ready with a 21-pin socket - are planned with just 750 examples of each covering D600-D604. Prices are £169.99 per model with a pre-payment discount available. A delivery date has yet to be confirmed.

● For full details visit www.kernowmodelrailcentre.com.

ADAMS 'B4' 0-4-0T DEBUTS FOR 'OO' GAUGE WITH DAPOL

Dapol has received the first engineering sample of its 'OO' gauge model of the London and South Western Railway Adams 'B4' 0-4-0T.

The first running sample is being evaluated by the Dapol team and includes metal buffers and handrails, NEM coupling pockets, a detailed cab interior and firebox glow.

A release date is to be confirmed with prices expected to be in the region of £110.

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



Dapol shows off 'N' gauge Class 142 colours

Dapol has shown decorated samples of its long awaited 'N' gauge model of the Class 142 'Pacer' DMU.

The '142' is now expected to arrive during the summer priced at £135.50 for the two-car unit. It is being released in Regional Railways blue (Cat No. ND116B), Regional Railways Tyne and Wear yellow (ND116E), Northern Spirit



(ND116C), Northern (ND116A) and Arriva Trains Wales (ND116D) colour schemes initially.

Dapol says it is currently working through revisions to this first batch of decorated samples.

● Visit www.dapol.com for more information.

QUESTION: When was steam traction withdrawn on the Southern Region?

- July 9 1967
- August 1 1967
- September 20 1967

Hornby Magazine's latest exclusive competition with Hornby offers a stunning prize of THREE BR Southern Region steam locomotives to mark the 50th anniversary of the end of Southern steam on July 9 1967. The prize consists of Bulleid rebuilt 'West Country' 4-6-2 34096 *Trevone* in BR lined green (R3524), Drummond 'M7' 0-4-4T 30129 in BR lined black (R3531) and Maunsell 'S15' 4-6-0 30831 in BR black (R3413). All are finished with late era



crests making them perfect for a post-1960 Southern Railway scene conveying express, branch and freight traffic respectively. All you have to do to enter the competition is answer the following simple question by September 25 2017. Even if you don't win, the three locomotives will be released to Hornby retailers between now and September.

● Visit www.hornby.com for more information.

HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Southern 50th Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, visit www.hornbymagazine.com and fill in the entry form or e-mail the same information to competitions@keypublishing.com with 'Hornby Magazine Southern 50th Competition' in the subject field. The closing date for entries is September 25 2017 at 12:00 GMT and winners will be notified no later than October 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.

MINERVA GWR '8750' 0-6-0PT PROGRESSES



'0' GAUGE ready-to-run specialist Minerva Model Railways has released images of its forthcoming Great Western Railway (GWR) '8750' 0-6-0PT, following the arrival of the first

decorated sample for evaluation. Featuring an injection moulded body, die-cast chassis and more than 200 individual components, it is being produced with or without top feed and liveries include GWR green, BR black with early

crests and BR black with late crests. Prices are set at £265 for Digital Command Control (DCC) ready models, £320 DCC fitted and £390 DCC sound fitted. Delivery is anticipated during July. Visit www.minervamodelrailways.co.uk.

BUSY TIMES AHEAD FOR REVOLUTION

The first Engineering Prototype (EP) running samples of Revolution Trains' (RT) crowdfunded 'N' gauge Class 92 Co-Co dual-voltage electric locomotive have arrived for inspection.

Manufactured by Rapido Trains, seven models are planned in original BR Railfreight grey, unbranded Railfreight grey, English Welsh and Scottish Railway (EWS) maroon, EWS branded grey, DB Schenker red, GB Railfreight blue and orange and Caledonian Sleeper teal.

Priced at £130 Digital Command



Control (DCC) ready and £230 DCC sound-fitted, the '92s' are still available to reserve, although the order book will close once testing

is complete and the model has been cleared for production.

Meanwhile, CAD drawings of RT's proposed 'N' gauge Class 320/321 Electric Multiple Units (EMUs) are now complete, although more orders are needed before the model can progress to the next stage of development.

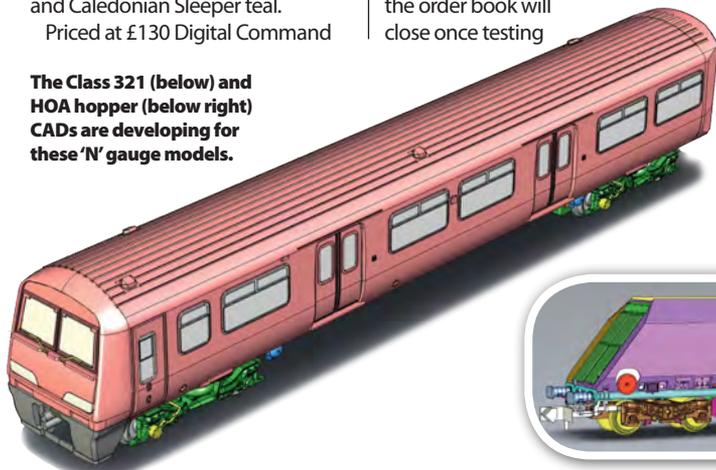
Other 'N' gauge projects are

also gathering pace with the KFA container flat tooled and ready for production – the order book for this will close shortly – while CAD drawings for the HOA stone hopper wagon have been approved enabling it to proceed to tooling once sufficient orders have been placed.

Finally, manufacture of the Virgin Trains liveried Class 390 Pendolino Electric Multiple Unit (EMU) is underway, with an anticipated arrival in late summer.

● Visit www.revolutiontrains.com for more details.

The Class 321 (below) and HOA hopper (below right) CADs are developing for these 'N' gauge models.



EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

DIGITRAINS

**Just starting out in DCC and not sure what's available?
Grown out of your system and thinking of upgrading?
Getting into sound and want to know the best decoders?**

DIGITAL COMMAND CONTROL (DCC) is one of the fastest growing areas of the model railway hobby.

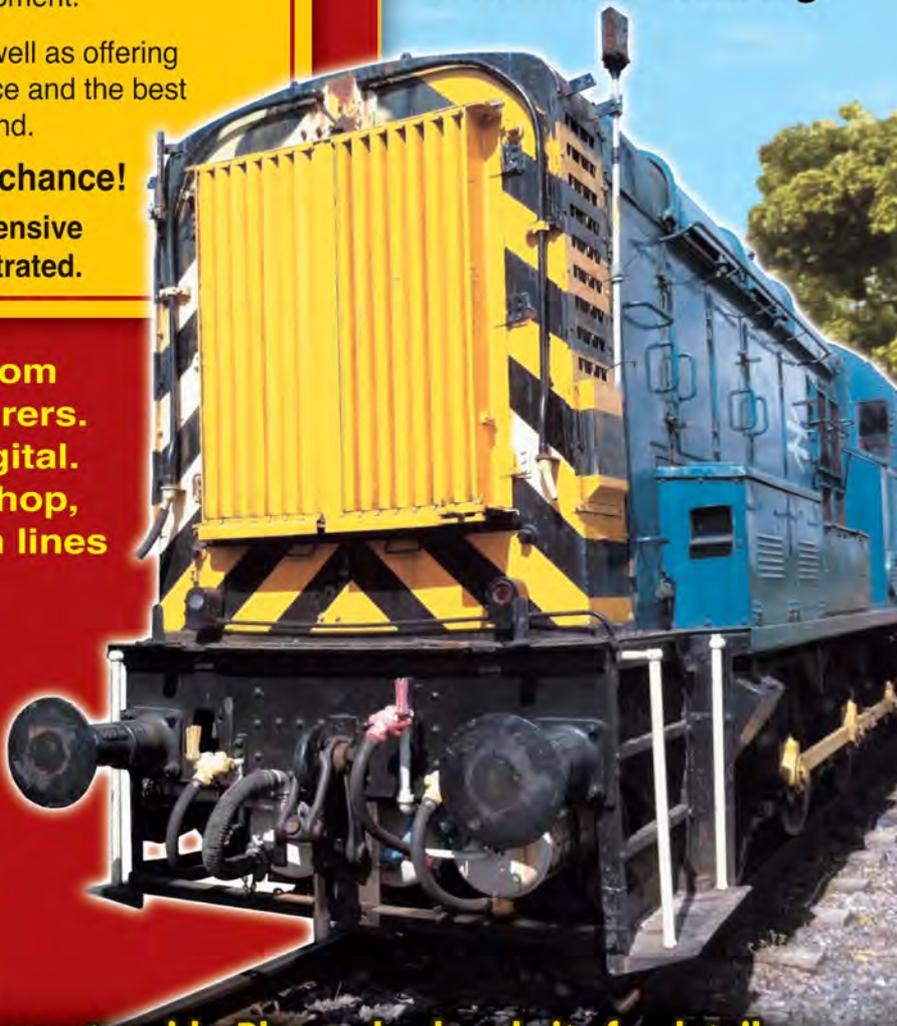
As the first new company to set up as a DCC specialist in the UK, DIGITRAINS now has over 12 years experience to share. Working in all the popular scales, we are here to guide you through choosing the best equipment.

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DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advance2 System £299.95



DCC04 Prodigy Advance2 Wireless System £479.95



DCC05 Prodigy Wireless Conversion Set £269.95



DCC08 DCC Autofrog £5.95

BPDC08 DCC Autofrog (3) £14.95

The DCC08 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!

ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-EM1 N Electro Magnetic Uncoupler £9.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES

GMC-COMBI Single Track Controller £42.95

GMC-100M Single Track £89.95

GMC-100MD Single Track O Scale £89.95

GMC-10LGB Single Track G Scale £104.95

GMC-10LGBSF Single Track G Scale Fan £179.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £109.95

POINT MOTORS



GMC-D Twin Track £99.95

GMC-DO Twin Track O Scale £179.95

GMC-DS Twin Track Simulation £179.95

GMC-TS Three Track Simulation £179.95



GMC-Q Four Track £189.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £37.95

GMC-100-O Single Track O Scale £47.95

GMC-100LGB Single Track G Scale £57.95

GMC-U Single Track Simulation £47.95

GMC-UF Single Track Feedback £62.95

GMC-UO Single Track Simulation O Scale £62.95

GMC-UD Twin Track £57.95

GMC-UDF Twin Track Feedback £62.95

GMC-UDS Twin Track Simulation £72.95

GMC-UTS Three Track Controller Sim. £82.95

GMC-UQ Four Track £87.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95

GMC-HH Single Track Feedback £39.95

GMC-WS Single Track Simulation £39.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16v AC £49.95

GMC-M1DC Output 2 x 12v DC £54.95

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

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

GMC-M4 Output 1 x 24v AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

GMC-WM1 Output 1 x 16v AC or 12v DC £20.95

GMC-WM2 Output 2 x 9v DC (0.6a) £15.95

GMC-WM3 Kato Unitrack UK Power Supply £15.95

GMC-WM4 Output 12v DC (Regulated) £15.95

OPEN TRANSFORMERS

GMC-T1 Output 2 x 16v AC (1a) £27.95

GMC-T2 Output 1 x 18v AC (2.5a) £27.95

GMC-T3 Output 1 x 24v AC (1.25a) £27.95

GMC-T4 Output 2 x 12v AC (1a) £27.95

MODULES

GMC-SS1 Super Shuttle Unit £34.95

GMC-SS1LGB Super Shuttle Unit G Scale £44.95

GMC-SS2 Station Stop Unit £39.95

POINT CONTROL

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95

GMC-PCU2 Slave Unit for PCU1 £54.95

CAPACITOR DISCHARGE UNITS

GMC-CDU Capacitor Discharge Unit £13.95

UNCOUPLERS

GMC-EM1 N Electro Magnetic Uncoupler £9.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES

GMC-PM50 Connection Boxes (3) £3.95

GMC-PM51 Tripled Point Motor Wire 10m £7.95

GMC-PM52 Point Motor Accessory Pack £2.95

GMC-PM53 Harnesses for PM100 (2) £2.95

GM612 Hole Saw & Arbor for Motor Fitting £3.50



GMC-PM1 SEEP Motor with Built-in Switch £5.75

GMC-PM2 SEEP Motor No Switch £5.25

GMC-PM4 SEEP Motor Latching Mechanism £6.50



GMC-PM10 Solenoid Point Motor £6.95

GMC-BPPM10 Solenoid Point Motor (5) £29.95

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



GMC-PM10D Digital Solenoid Point Motor £18.95

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



GMC-PM20 Surface Mount Point Motor £9.95

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

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



PM20D Digital Surface Mount Point Motor £22.95

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

TRACK

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

GMC-HF1 Single Track Unit £39.95

GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OOHO Track Cleaning Pads (3) £5.95

GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Bk Flexi Track (24) £315

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

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

GM97 900mm N/Silver Bk Flexi Track (100) £315

GM19 900mm (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

GM45 OOHO Re-Railer £5.50

GM54 OO Buffer Stop £1.95

BPGM54 OO Buffer Stop (5 Pack) £8.75

MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.75

GM141 Meadow Mat - Meadow 6mm Grass £9.75

GM142 Meadow Mat - Spring 12mm Grass £12.75

GM143 Meadow Mat-Meadow 12mm Grass £12.75

GM147 Meadow Mat - Beige 6mm Grass £9.75

GM148 Meadow Mat - Beige 12mm Grass £12.75

N SCALE FLEXIBLE TRACK

GM36 900mm N/Silver Bk Flexi Track (24) £64.95

GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95

GM53 N Scale Buffer Stop £4.95

BPGM53 N Scale Buffer Stop (Pack of 5) £22.50

GM57 N Lit Buffer Stop on Track £9.25

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

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

OO GREY BALLASTED UNDERLAY SYSTEM

GM114 OOHO Granite Ballast (500g) £3.75

GM117 OOHO Granite Ballast (200g) £2.65

GM200 Flexible Ballasted Underlay (5m) £23.95

GM204 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OOHO Brown Ballast (500g) £3.75

GM210 Flexible Ballasted Underlay (5m) £23.95

GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75

GM118 N Granite Ballast (200g) £2.65

GM201 N Flexible Ballasted Underlay (5m) £23.95

GM205 N Point & Crossing Ballasting Kit £8.25

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75

GM211 N Flexible Ballasted Underlay (5m) £23.95

GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25

GM252 3mm Cork Plates 15 x 50cm (2) £4.75

GM240 For RH Sectional Points (2) £4.50

GM241 For LH Sectional Points (2) £4.50

GM244 For RH Sectional Curved Points (2) £4.50

GM245 For LH Sectional Curved Points (2) £4.50

GM247 For Y Sectional Points (2) £4.50

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25

GM232 2mm Cork Plates 15 x 50cm (2) £4.75

GM225 For RH Sectional Points (2) £4.25

GM226 For LH Sectional Points (2) £4.25

SCENICS

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.75

GM119 Fine Plaster of Paris (1kg) £3.95

GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £11.75

GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £7.75

GM167 Balsa Bundle 50 x 76 x 229mm £2.95

GM168 Balsa Bundle 75 x 150 x 450mm £11.95

GRASS & GRAVEL MATS

GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £7.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM38 Spring Grass Mat 240cm x 120cm £34.95

PLANTS

GM139 Flowerbeds £11.95

GM175 Garden Flowers £9.95

GM157 Wild Garden Plants £9.95

GM177 Garden Plants £9.95

GM178 Wild Flowers £9.95

BULK TREES

GM120 Deciduous Trees (25) £22.95

GM121 Mixed Trees (25) £22.95

GM122 Fir Trees (25) £22.95

GM123 Small Fir Trees (50) £19.95

GM124 Deciduous Trees (25) £22.95

GM125 Spruce Trees (25) £22.95

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.95

GM169 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.45

GM171 Summer Grass Flock (30g) £3.45

GM172 Moorland Grass Flock (30g) £3.45

GM173 Meadow Grass Flock (30g) £3.45

GM174 Woodland Floor Grass Flock (30g) £3.45

BUDGET SCATTERERS

GM101 Meadow Scatter (50g) £1.95

GM102 Mid Green Scatter (50g) £1.95

GM103 Dark Green Scatter (50g) £1.95

GM105 Spring Green Scatter (50g) £1.95

GM108 Earth Brown Scatter (50g) £1.95

GM109 Black Scatter (50g) £1.95

GM110 Red/Brown Scatter (50g) £1.95

GM112 Imitation Coal (50g) £2.45

GM116 Grey Tarmac Scatter (50g) £1.95

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GM160 Light Green Hedgerow (1m) £7.50

GM161 Dark Green Hedgerow (1m) £7.50

GM164 Light Green Lichen (80g) £4.95

GM165 Dark Green Lichen (80g) £4.95

GM166 Assorted Lichen (80g) £4.95

FOLIAGE

GM150 Fine Light Green Foliage (30g) £3.55



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 £25.95

KESTREL DESIGNS

- N GAUGE PLASTIC KITS**
- GMKD01 House £4.75
 - GMKD02 Shop £4.75
 - GMKD03 Busgarage £4.00
 - GMKD04 Church with Porch £6.50
 - GMKD05 House/Shop Unit with Glazing £7.25
 - GMKD06 Two Shop Unit with Glazing £7.25
 - GMKD07 Four House Unit £7.25
 - GMKD08 Country Station £9.50
 - GMKD09 Station Buildings £9.75
 - GMKD10 Island Platform with Flat Canopy £9.00
 - GMKD11 Flat Canopy £6.50
 - GMKD12 Small Signal Box £7.00
 - GMKD13B Farm Rail Fencing Brown £3.50
 - GMKD13W Farm Rail Fencing White £3.50
 - GMKD14 Telegraph Poles £4.75
 - GMKD15 Windows Doors & Gutters £4.75
 - GMKD16 Platforms (2) £3.25
 - GMKD17 Platform Ramps (2) £2.75
 - GMKD18 Station Yard Huts £3.75
 - GMKD19 Weighbridge & Office £4.75
 - GMKD20 Coal Office £3.75
 - GMKD21 Level Crossing/Keepers Cottage £6.50
 - GMKD22 Four Greenhouses £3.50
 - GMKD23 Two Domestic Garages £3.50
 - GMKD24 Water Tower £4.25
 - GMKD25 Corner Shop £5.00
 - GMKD26 Corner Pub £5.00
 - GMKD27 Three Storey Townhouse £6.50
 - GMKD28 Three Storey Town Shop £6.50
 - GMKD29 Modern Station £8.75
 - GMKD30 Modern Station Walking Room £6.25
 - GMKD31 Station Masters House £7.00
 - GMKD32 Pair Pre War Semt Det. Houses £8.00
 - GMKD33 Boilerhouse & Chimney £7.00
 - GMKD34 Stable Block £4.25
 - GMKD35 Cow Shed £4.00
 - GMKD36 Barn £6.50
 - GMKD37 Farm House £8.25
 - GMKD38 Steel Footbridge £8.25
 - GMKD39 Modern Industrial Unit £8.00
 - GMKD40 Modern Fire Station £8.00
 - GMKD41 Platforms Wide (2) £3.75
 - GMKD42 Platform Ramps Wide (2) £3.25
 - GMKD43 Goods Shed £8.50
 - GMKD1000 Town Station £17.95
 - GMKD1001 Old Factory with Chimney £20.95

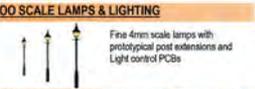
N GAUGE LASER CUT KITS

- The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
- GMKD51 Wooden Fencing £5.75
 - GMKD52 Lattice Fencing £5.75
 - GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

- GMKD2000 Station Set £15.95
- GMKD2001 Town Set £15.95
- GMKD2002 Suburban Set £15.95
- GMKD2003 Farm Set £17.95

LIGHTING



- OO SCALE LAMPS & LIGHTING**
- Fine scale lamps with prototypical post extensions and Light control PCBs
- GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
 - GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
 - GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
 - GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
 - GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
 - GM806 Taper Post Gas Lamp BR/SR Grn (3) £13.95
 - 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 Lamps 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
 - GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
 - GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
 - GM816 Swan Neck Lamp Soft Black (3) £13.95
 - GM817 Swan Neck Lamp BR/SR Green (3) £13.95
 - 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
 - GM821 W/Mounted Swan Neck SR/BR Grn(2) £13.95
 - GM822 W/Mounted Swan Neck LMS Mrm(2) £13.95
 - GM823 W/Mounted Swan Neck GWR Stone(2) £13.95
 - GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
 - GM825 W/Mounted Gas Lamp BR/SR Grn(2) £13.95
 - GM826 W/Mounted Gas Lamp LMS Maroon(2) £13.95
 - GM827 W/Mounted Gas Lamp GWR Stone(2) £13.95
 - 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

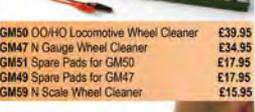


- OO SCALE VALUE PACKS LAMPS & LIGHTING**
- Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototypal white LEDs for building interiors and all required light control PCBs.
- GM851 Barley Twist Gas Lamp Soft Black £32.95
 - GM852 B/Twist Gas Lamp SR/BR Green £32.95
 - GM853 B/Twist Gas Lamp LMS Maroon £32.95
 - GM854 B/Twist Gas Lamp GWR Stone £32.95
 - GM855 B/Twist 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
 - GM860 Taper Post Gas Lamp Undercoat £32.95
 - GM861 Taper Post Oil Lamp Soft Black £32.95
 - GM862 Taper Post Oil Lamp SR/BR Green £32.95
 - GM863 Taper Post Oil Lamp LMS Maroon £32.95
 - GM864 Taper Post Oil Lamp GWR Stone £32.95
 - GM865 Taper Post Oil Lamp Grey Undercoat £32.95
 - GM866 Swan Neck Lamp Soft Black £32.95
 - GM867 Swan Neck Lamp SR/BR Green £32.95
 - GM868 Swan Neck Lamp LMS Maroon £32.95
 - GM869 Swan Neck Lamp GWR Stone £32.95
 - GM870 Modern Sgl Head Adjustable Height £32.95
 - GM880 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

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

TOOLS



MODEL RAILWAY MAINTENANCE

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



TRACK RUBBERS

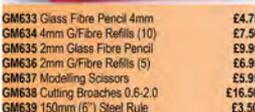
- GM28 Track Rubber £32.25
- GM27 Jumbo Track Rubber £5.95

CUTTING MATS

- GM599 A6 Size £2.95
- GM600 A2 Size £15.95
- GM601 A3 Size £10.95
- GM602 A4 Size £5.95
- GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

- GM604 Round Nose Pliers £6.95
- GM605 Flat Nose Pliers £6.95
- GM606 Side Cutters £6.95
- GM607 Half Round Pliers £6.95
- GM608 Bent Nose Pliers £6.95
- GM609 S/Steel Tweezers (4) £3.95
- GM610 Double Ended Pin Vice £10.95
- GM611 Sawset 1 w/ Scalpel Handle £3.95
- GM613 Trim-away Knife £5.50
- GM614 Stainless Steel Scalpel & Blades £5.95
- GM615 Plastic Scalpel & Blades £1.95
- GM616 Disposable Knife Set (3) £6.95
- GM617 Pick-Up Tool £4.25
- GM618 Magnifier Tweezers £4.25
- GM620 Flexible Model Sanders (3) £2.95
- GM621 Locking forceps Curved £7.50
- GM622 Hot Wire Cutter for Scenic Modelling £19.95
- GM623 Wires for Hot Wire Cutter (5) £4.95
- GM624 Swivel Top Pin Vice £6.95
- GM625 Curved Tweezer Reverse Action £4.95
- GM626 Straight Tweezer Reverse Action £4.95
- GM627 Blunt End Tweezer Reverse Action £4.95
- GM628 Mini Hobby Hammer £3.95
- GM629 Cutting Discs (10) £4.75
- GM630 Screw Top Mandrels (3) £5.50
- GM631 Slitting Discs (10) & Mandrel £6.25
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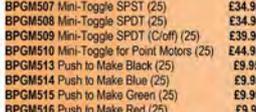
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Buntingford to Broxfield

Recreating the railways of Hertfordshire has been the aim of **ROGER LATTIMORE**, and he has done it sublimely with this 'OO' gauge layout which first featured in HM81. Here he brings the story up to date with the addition of the Buntingford branch.

PHOTOGRAPHY, TREVOR JONES

THE RAILWAYS CAME to my part of East Hertfordshire (20 miles north of London) in the 1840s but their main aim was to reach Cambridge. Various competing companies, later to be amalgamated into the Great Eastern Railway (GER) and Great Northern Railway (GNR) considered route options and which towns should be connected in between.

In the event the GER got there from Liverpool Street via Broxbourne and Bishop's Stortford, the GNR from King's Cross via Hatfield and Hitchin. Midway east-west between Broxbourne and Hatfield lie Hertford and Ware (of Wickham Trolley fame) only two miles apart and Buntingford 12 miles to the north. In early plans, these three strategic places would have been part of one or other of the main routes but were eventually only served by branch lines.

The Hertford and Ware Railway (1843) was a six-mile branch from Broxbourne via Rye House, St Margarets, then Ware to Hertford. The Ware, Hadham and Buntingford Railway dates from 1863 but closed in the 1960s. Hertford's second station was a branch terminus from Hatfield later connected to Ware (also closed) and its third is an important part of the Hertford loop off the East Coast Main Line.

As a Ware boy growing up in the 1950s and '60s, most of these places were only a bike ride away, so I went and watched the trains with great enthusiasm, often dragging along my younger brother or a friend. Inevitably the years passed and family and career matters took precedence, in my case to the age of about 55 years old. Whilst my love of trains old and new has never waned, it is only during these latter years that I have been able to commence my model railway.

On starting the project, which first saw the light of day in HM81, I quickly decided to call it Broxfield, intending the main station to combine as many features of Broxbourne and Hatfield as possible. A branch line would go to Buntingford via Hadham and again I wanted to model as many true features as possible. I have a purpose built 'Station House' in my garden with space for a 36ft x 12ft layout. This allows me to use large radius code 75 Peco track. I would love it to have been 'P4' or finescale but it was simply too impractical and costly. »



SCALE
'OO'

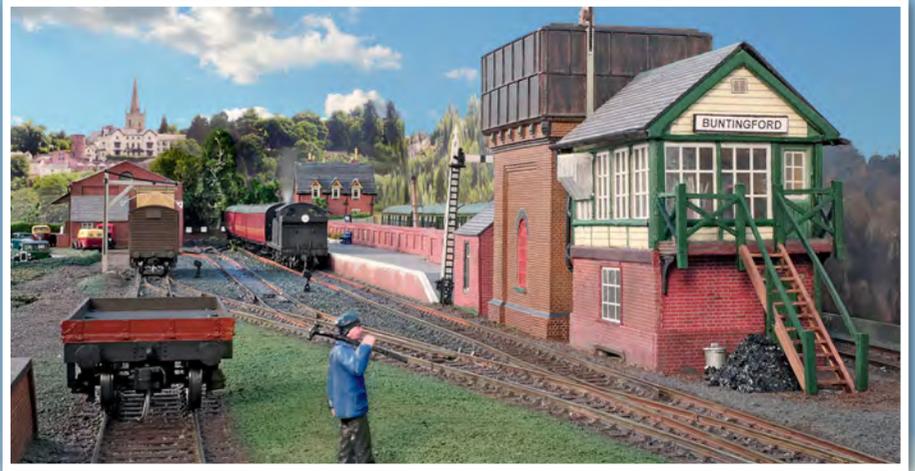
SIZE
36ft x 12ft

PERIOD
1950s-1960s

CONTROL
ANALOGUE

1 Right: The signalbox had an unusual extended spyglass which Roger has modelled to good effect.

2 Below: A Thompson 'B1' 4-6-0 leads a mixed goods through Easneye Junction on the main lines as an 'N7' 0-6-2T rumbles along the branch to Buntingford.



It is an analogue system and I do not believe digital would have been any less expensive or given me any more enjoyment building it or replicating the authenticity of the various control systems.

DEVELOPMENT

During the early years as the development progressed, I constructed several rigid box sections 12in deep, and a maximum of 30in wide by 12ft long from plywood with softwood baton frameworks. The boxes have no underside to allow access and sit on sturdy 30in high trellising all the way round the inside perimeter of the building. The four-track oval sits on top

with a removable bridge section spanning the double door entrance. There are two double Gaugemaster electronic controllers with brakes, one for each of the four tracks and a single controller to operate the shed area and branch which runs round as an outer fifth track. The brake facility is 'future proofing' for when I eventually operate a timetable. I use Gaugemaster electronic track cleaners, one for each of the four main lines and all the points are electrified with Peco motors which I have found to be very reliable.

I have a control centre for the point levers disguised as a huge signalbox made from six Metcalfe kits with a 48-lever frame

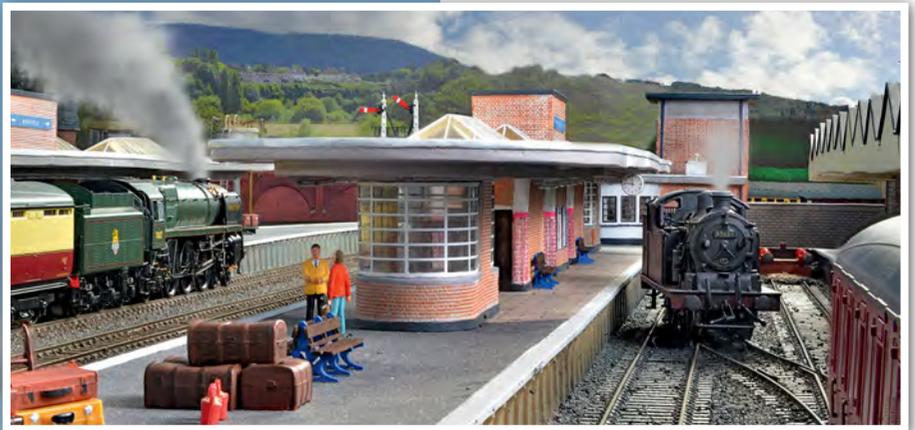
plus additional levers for Buntingford and some sidings – regular readers might remember this from the feature in HM81. There is no storage yard and the layout has more than 90ft of detailed scenery and Gaugemaster backscenes all the way round. I have an array of on/off power feed switches, polarity switches, override switches and double override switches to allow smooth single controller movement of trains across different control areas such as crossing from the up lines to the down lines and sidings.

The wiring has been a lot of fun and the secret is to use colours and clear markings. It is after all only very basic electrics but



 **Right:** At Broxfield station an 'N7' 0-6-2T runs round its suburban stock ready for the next departure to Buntingford.

 **Below:** A Worsell 'J15' 0-6-0 pauses at Ware St Margarets single platform with a stopper for Broxfield as East Coast Main Line motive power old and new passes on the main lines.



repeated many times over. All my signals are hand operated and built from Ratio kits to specific designs required for each location. I have often thought that signals are too often overlooked, but to me it is important to get them right. The same goes for the track: I feel it is important that it looks right which essentially means to remember that in real life no two bits are the same.

STRATEGIC PLANNING

I consider myself to be a bit of a closet signalman, and much thought has gone into the several junctions around the layout. A double crossover, two scissors crossovers and other trailing and facing crossovers and junctions. On the vertical surface at the front of the layout just below track level are all the controls within easy reach making a one-man operation comfortably possible.

The controls face the large engine shed to the south of Broxfield station on the up side which I have designated 30B, a sub-shed of Stratford correct for Ware, Hertford and Buntingford. The tracks adjacent to the shed are deliberately challenging and complicated but I have made it possible with a single controller to transect all four running lines seamlessly from the locomotive shed or station bay by using the appropriate override switches.

Through Broxfield station itself, the track mirrors Hatfield except that the platforms are not staggered. Heading north, the down fast and slow lines are served by an island platform, the up fast is a clear through line and the up slow has a platform edge and a two-track bay at its southern end. The bay serves the Buntingford branch (the completion of this branch is the layout's latest development), local trains, parcel goods and also gives access to a short cattle dock. There are two signalboxes, North and South, controlling the main station area, sidings and engine shed. As at Broxbourne at the southern end, the Nazeing New Road crosses on a lengthy multi-arched brick built bridge and at the country end there are west sidings and a large gas holder.

BRANCH LINE EXTENSION

Buntingford terminus station is authentically set in carefully designed countryside surroundings and I have made a truly serious attempt to create a near exact replica except that space constraints inevitably mean compromises have to be made. There are two sidings missing behind the station platform which »



5 Left: The New River and Hertford Road run parallel with the railway which is five tracks across here. The nearest four are the main lines with the branch at the back.

6 Below: Hertford Junction station is modelled in low relief against the backscene. A 'J15' completes its descent from Buntingford as a 'B1' crosses to the Down Slow.

is shortened but everything else is faithfully replicated to the best of my ability.

Buntingford station has been built as a separate sub assembly. The baseboards were removed to the house for construction and detailing, not least because access is more than a little difficult due to their final location. This project has brought the layout much closer to completion – is any layout ever finished? – and has been a pleasure to generate including a number of unique features of the station.

The signalbox has an iconic extended spyglass window to allow the signalman to have an otherwise obscured view back towards the station platform past the adjacent brick water tower. This was a challenge I could not have undertaken way back when the project began - but by using photographic evidence, after an initial failure I scratchbuilt it to an acceptable standard. With my confidence high, I then set about building the goods shed again with photographs to guide me, paying particular attention to the front elevation with the double-door entrance. The platform sectioned brick retaining wall and white line edging including spillage are accurate, and the Buntingford station sign and flowerbeds are particularly well represented. A starter signal, workman's hut and coal platform are also correctly positioned.

The branch had a weight and route limit and only two 'N7s' were shedded there, 69633 and 69634 to support operation of the passenger service. The occasional 'J15' or 'J39' 0-6-0 visited the line and later three-car Class 105 DMUs. Wickham used it to test run its railbuses and export products and it featured in black and white feature films of the day, *Postman's Knock* with Spike Milligan being one.

On the layout, Buntingford occupies the most northerly end but on a higher level separated from the four-track main line by buttresses and scenic countryside. The single track begins to descend and curves to the right past Hadham House and its farm crossing followed by a typically pretty Hertfordshire wooded area. »

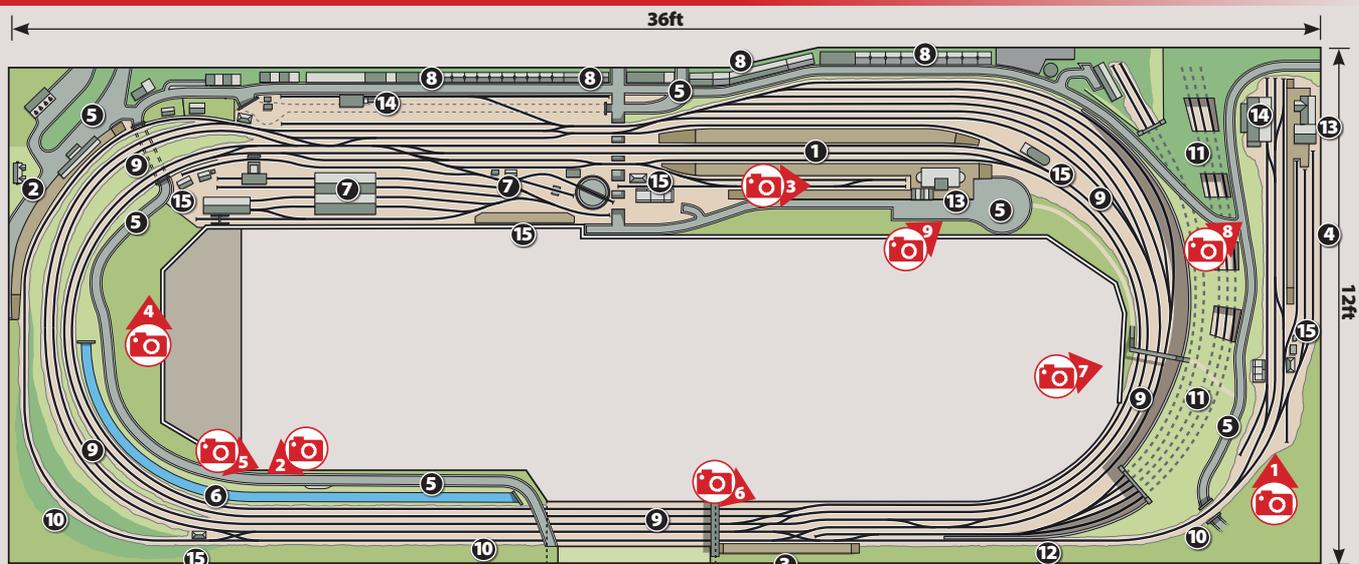




Right: The lower level main lines are occupied by Thompson and Peppercorn designs as a 'J15' prepares to depart Buntingford above with a mixed goods.



BROXFIELD TRACK DIAGRAM (Not to scale)



KEY

① Broxfield	④ Buntingford	⑦ Engine shed	⑩ Branch line	⑬ Station building
② Ware St Margarets	⑤ Road	⑧ Houses	⑪ Storage sidings	⑭ Goods shed
③ Hertford Junction	⑥ Canal	⑨ Main lines	⑫ Incline	⑮ Signalbox

Below this section are five hidden sidings which emerge as the branch descends to their level. Modelling constraints dictate that the line arrives at Hertford Junction station (represented in low relief against an industrial backscene). The sidings are accessed from here and a scissors crossing then connects to the up slow and all five running lines progress together past the signalbox and under the Hertford Road bridge while the backscenes depict the Chadwell Springs and the expansive low lying King's Meads between Hertford and Ware. The New River and Hertford Road authentically run parallel in the foreground to the southern end of the layout. Approaching the curves there is another scissors crossing at Easneye Junction with a signalbox which connects the branch to the up slow and it diverges through Easneye Estate cutting before reaching Ware St Margarets.

REAL AND MODEL

In reality, the Buntingford branch line connected to the Broxbourne branch midway between Ware and St Margarets as they are two separate places but modelling constraints compel me to make them as one although the single platform is pure Ware with its platform signalbox and level crossing expanded from one track to five. However, I have replicated the iconic branch line sign from the terminus bay platform at St Margarets which reads 'St Margarets for Stanstead Abbots change for Buntingford Line'.

The two branches are now fictitiously combined and continue curving back north again as they approach Rye House Junction with its signalbox. There was no room here for a Rye House station but the backscene depicts a small industrial estate and the branch joins what has now become the down slow.

There is a signal gantry here controlling the down tracks as they proceed to the main Broxfield South Junction, a freight reception road, down slow, down fast, crossover to up slow and bi-directional branch to station bay. For completeness I have also described this final section of the journey in more detail in reverse.

As we leave the bay, the two tracks converge with the up slow at the end of the platform. We pass the cattle dock siding to our left and proceed under the road bridge then split from the up slow with the single line bi-directional branch keeping left and we pass the turntable of Broxfield shed.

A major signal gantry is ahead controlling all the up lines. All the running lines are to our right with further goods siding, unloading facilities and coal depot on the far down side. Beyond the gantry is the shed exit/entry which converges with us and we then cross the up slow on a single slip and the up fast on a plain diamond crossing. Bearing in mind we remain bi-directional we then join the down fast before diverging right onto the down slow and diverge again right at Rye House Junction onto the branch line proper. It remains single track and the first stop is Ware St Margarets.

Building this model railway over the last 12 years or so has been a truly enlightening and enjoyable experience. When I started it, I had a plan and not much else, a bit of plastic kit building as a kid and an earlier failed attempt in the 1970s. Over the years I have met lots of new people at exhibitions and friends with bits and pieces of knowledge and information to help me freely given and gratefully received. I have developed some skills I never knew I had, patience being a very important one and problem solving another.



Buntingford's goods shed and station building have been scratchbuilt using photographs. No model of this branch line would be complete without an 'N7' though.



 Broxfield occupies a 36ft x 12ft space with the branch line running around the outside of the main lines to reach the terminus in the top corner. Viewed across Broxfield station throat with a 'Britannia' arriving, an 'N7' 0-6-2T has just arrived at Buntingford in the background.



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Waterloo Sunset

SOUTHERN
END OF STEAM
50th
ANNIVERSARY

'Merchant Navy' 35030 *Elder Dempster Lines* was one of the last of its class in traffic on July 9 1967. **TIM SHACKLETON** goes back 50 years to celebrate the glorious swansong of the Bulleid 'Pacifcs' in their epic final weeks using Hornby's 'OO' gauge model.

IN MAY 1967, by way of celebrating my 17th birthday, I spent an entire week bombing round from dawn to dusk behind Southern steam. The Kinks' Waterloo Sunset had just been released, and full electrification of the Bournemouth line was imminent. With the clock ticking I had some lively rides behind Bulleid 'Pacifcs' and BR Standards, head out of the carriage window, eyes full of cinders, breathing in the sight and sound of hard-working steam locomotives.

It was the third year in a row I'd done this – my parents had become fond of holidaying in Bournemouth – and also the last. Steam out of Waterloo would finish in a matter of weeks and when the family dutifully returned the following year, it was without me. My latest girlfriend, I'd come to realise, had a lot more potential than 4-REPs and electro-diesels.

This summer sees the 50th anniversary of

the end of Southern steam. I thought we'd mark it not by showing some utterly decrepit locomotive – though there were plenty of those around – but by one of the handful of late survivors that were accorded special status. Of course, the Bulleid 'Pacifcs' were what made the Southern unique and in their final weeks, with electrification works complete and speed restrictions lifted, a handful of them were given their collective head and allowed to put in some incredible performances that, until *Tornado's* epic 100mph run in April, have never been equalled on the British network. They may have been shorn of their nameplates and their paintwork was tatty and patched but footplatemen, depot staff and enthusiasts alike were determined they'd go out in style.

This project had to be about a rebuilt 'Merchant Navy'. They were only a couple of feet longer than the rebuilt 'Light Pacifcs'

but they seemed altogether more pumped up and muscular, with an American accent that was far more pronounced. During those unforgettable final days, I saw seven of the ten survivors on top-link express workings – the remaining three were dumped at Weymouth. Everywhere you went, you couldn't get away from the fact that this was the last main line in Britain to have a regular steam-hauled express service. I'm glad to have had the opportunity to sample it in depth, and I'm equally pleased to exploit 50 years of hindsight by modelling one of the Southern's most famous locomotives – arguably the most advanced express passenger steam locomotives in Britain.

With their myriad differences, the Bulleid 'Pacifcs' are a detailer's dream and in this article, we'll look at how I customised the Hornby product to produce a unique symbol of an extraordinary era. [Let's go!](#)

35030 *Elder Dempster Lines* after detailing, modification and weathering. The base model is excellent but what Hornby has given us, essentially, is a generic model of a rebuilt 'Merchant Navy' rather than an exact portrait, as we've become used to seeing from the manufacturers in recent years.

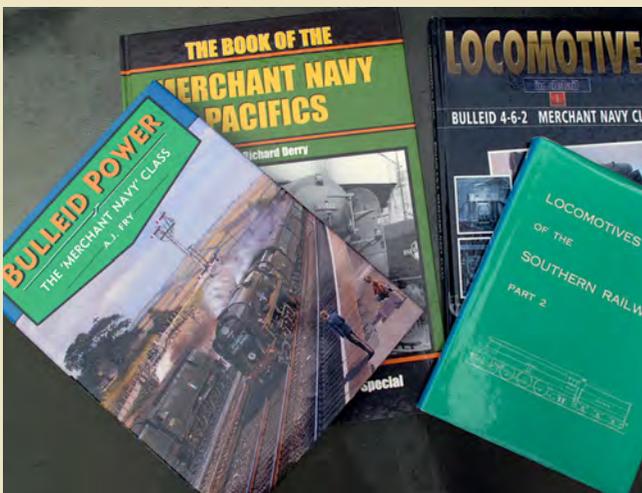


STEP BY STEP DETAILING A HORNBY REBUILT 'MERCHANT NAVY' 4-6-2



1

Announced in the 2000 catalogue, Hornby's rebuilt 'Merchant Navy' represented a huge improvement on what had gone before. The outline was substantially accurate and, like the Bachmann 'WD' 2-8-0 that we looked at a couple of issues ago, the model only shows its age through the omission of details that we'd nowadays take for granted. There's a hesitancy, too, about some of the key components – the firebox sides, for instance, the whistle and the smokebox door – that detracts from the essential muscularity of these engines.



2

Each of these reference helps build up a solid overall picture of the class both in original and rebuilt guise. For me, studying the nuances of the Bulleid 'Pacifics' over the years has become a hobby within a hobby.



3

I like to make my own detailing parts but I used a lot of bought-in components for this project. Because ready-to-run models are so much better nowadays, there's nothing like the range there used to be but one of the most useful is the extensive list of detail fittings for Bulleid 'Pacifics' originally developed by the late Albert Goodall. It's now been absorbed into the catalogue of Robert Thompson of RT Models, who has added many of his own etched components to Albert's range.





4 I started with the tender. Few of the rebuilt 6,000 gallon design were truly identical in terms of detail and Hornby's version is an all-purpose interpretation – not all of these tenders, for instance, had the curved fairing at the front. I started by unscrewing the body from the chassis and then popping out the vacuum reservoirs and cover plate. Two little tags hold the latter in place.



5 Hornby's vacuum reservoirs sit centrally on the back of the tender, but this was not typical of the 6,000 gallon design – normally they are offset to the left. Using a sharp blade, I pared away the supports that are moulded as part of the tender body.



6 I filled the resulting holes with Squadron green putty. It does the job brilliantly and dries very quickly – you can work on it within half an hour. I've also used the filler to hide tool marks incurred when I was being careless with the knife.



7 Not all 6,000 gallon tenders had the small vent pipe on the rear platform, so this comes off too. On 35030 the small filler cap for the water treatment tablets was in a different position to how Hornby models it. I've resited the fitting and made good the damage. Here you can see the asymmetrical arrangement of the vacuum cylinders very clearly – these are castings from Robert Thompson's range.



8 A distinctive feature of Bulleid tenders – rarely noticed, and even more rarely modelled – is the heavy brake cylinder/actuating arm beneath the rear buffer beam. There's one at the front as well. I cut down an Albert Goodall casting originally intended for the first generation of Hornby Bulleid 'Pacifics'. The actual brake cylinder (largely hidden in the shadows) came from a plastic wagon kit.



9 I've always used scale screw and three-link couplings, which I make from etched components. My default choice is Mike Clark's Masokits design seen on the left but Albert Goodall did a bespoke set of Bulleid-pattern couplings (now available from Robert Thompson) which had an extra swing link. BR '9F' 2-10-0s also had this unusual style of coupling.



10 Rear of tender with further detail – vacuum pipe (provided with Hornby model), Albert Goodall screw coupling with bang plate (made from fret waste), steam-heating pipe (0.7mm brass wire set into brass tube). All great fun if you enjoy this kind of thing – which I do. I did the same thing at the front end of the locomotive.



11 In their final years the Bulleids were a mass of welded patches and platework repainted any shade of green other than the officially sanctioned colour. Sometimes you might see a different cab number underneath the existing one, suggesting a mix and match repair or even a full-scale identity swap. *Elder Dempster Lines* had a couple of particularly heavy patches on one side of the tender, for which I used thinned-down 5thou styrene sheet. The use of Precision Paints' Southern EMU Green (P124) and Freightliner Green (P246) over grey primer mirrors prototype indifference, along with the missing lining.



12 Hornby's dome, though the correct size, is too flat and I chose to replace it with an Albert Goodall white metal casting that has the correct profile. I realise this kind of thing might strike terror into the hearts of many modellers but the work of removing the original using dental burs is perfectly straightforward as long as you keep your head.



13 Having a modelling colleague who is a professor of dentistry has undoubtedly inspired me to learn which burr does what. At the same time as I swapped the domes I replaced the incorrectly shaped cover for the manifold elbow pipe for the curved one shown here – removing the original was a simple bit of work with a small, ball-shaped burr.



14 New white metal dome in place. I made it a tight-ish fit and then softened the plastic with a strong adhesive – Limonene – before pushing the casting fully home, checking the alignment from all angles. A spot of superglue holds it in place underneath. The ring of grey paint is to check the join is clean – any rough edges thus identified can be gently smoothed away.



15



Turning to the front of the locomotive, Hornby's smokebox door is too small and insufficiently bulbous, the smoke deflectors are too thick and the wooden AWS battery box should look like a separate item and not something moulded integrally with the front frames. All of this I will replace.

16



The craft skills involved in detail modelling are relatively simple but the great knack is learning to look hard at your prototype and copy exactly what you see. Don't always rely on manufacturers to do this for you – sometimes they make mistakes, while sometimes there are manufacturing compromises.

17



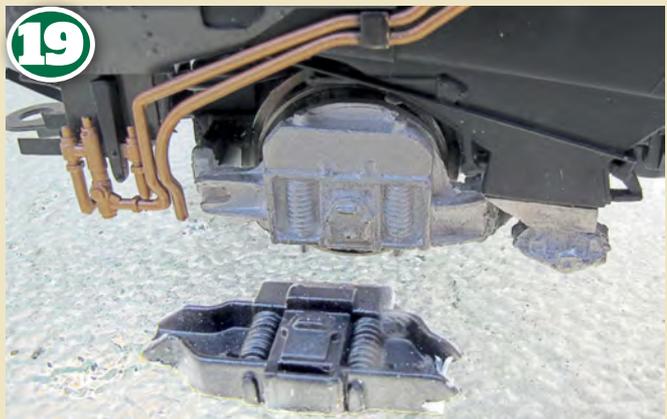
Front end component swapping. There are quite a few minor variations of detail in this area of a 'Merchant Navy' but *Elder Dempster Lines* had one of the more typical arrangements. The top lamp – removed while slicing off the original smokebox door with a razor saw – has been replaced by a cube of 40 thou styrene with the head of a brass lacemakers' pin for a lens. Note the correct space either side of the battery box and the 'shelf' above it.

18



Once cleaned of flash, the extra thickness of the white metal firebox extensions will make an enormous difference to the appearance of this critical area, giving an air of solidity and purpose. There is just room to slide the motor in.

19

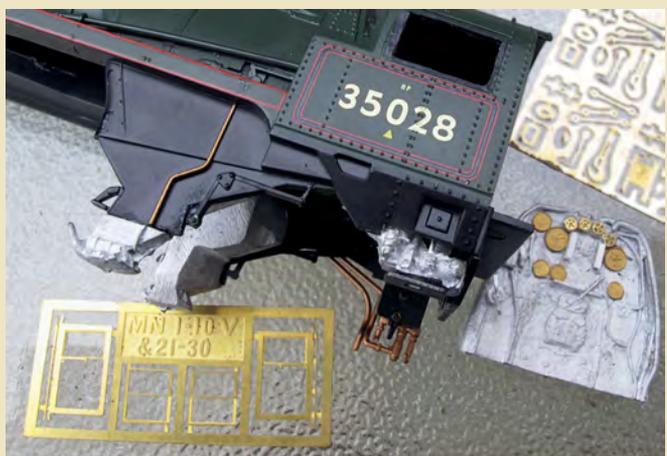


Engines of the 'Merchant Navy' class carried two different patterns of pony truck. The first 20 engines had the type shown on the Hornby model, while later ones had a lightweight fabricated design for which I used Robert Thompson's castings. Over time the trucks were interchanged between engines and by the 1960s 35002-4/11/15/17/19/23/6/30 were running with the later pattern, the remainder having the earlier cast type.



20

Hornby's backhead is pretty basic – something else we have begun to take for granted on more recent products – so I replaced it with a white metal Albert Goodall casting, enhanced with etched details. I instinctively acquire these little frets because they're so useful and give me a lot of choice – it's good to have exactly the right number of spokes on something barely 2mm across.



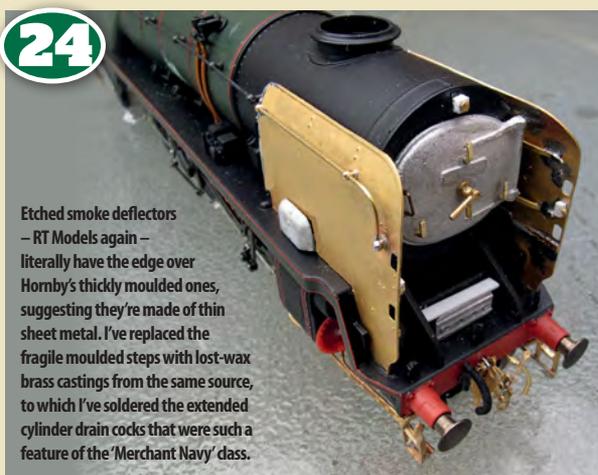
21

I wanted to model the cab windows open, as they usually were, using Robert Thompson's etched frames. This involved removing Hornby's glazing, a substantial unit that incorporates both the front spectacle windows and the rear draught screens, which I retained. A new steam generator has been fitted (at the correct angle this time) and the backhead, once painted, will be ready to go in.

STEP BY STEP DETAILING A HORNBY REBUILT 'MERCHANT NAVY' 4-6-2



22 Cab window frames in place – this small detail makes a huge difference to the character of the model. The reversing rod on a 'Merchant Navy' is recessed into the firebox rather than standing well proud of it, the way Hornby has done it. I didn't fancy my chances of cutting an accurately indented slot in which it would sit so I filed the rod half-round and glued it flat. I used a line of dark grey paint to suggest the recess.



24 Etched smoke deflectors – RT Models again – literally have the edge over Hornby's thickly moulded ones, suggesting they're made of thin sheet metal. I've replaced the fragile moulded steps with lost-wax brass castings from the same source, to which I've soldered the extended cylinder drain cocks that were such a feature of the 'Merchant Navy' class.





There are various details of interest here. Robert Thompson's etched nickel silver brake linkages offer far more refinement in this critical area than Hornby's understandably chunky plastic interpretation. The nameplates – by 1966 very few Southern engines had them – simply unplug from the boiler and the residual holes can be plugged with green putty. *Can Line* is correctly modelled with one long forward sand filler and one short rear one, but all kinds of combinations are possible and you'll need to check with dated photographs. Robert has this base covered with a set of replacement fillers, complete with backing plates.

25 The detail modifications and enhancements are just about done, and make a big difference to what's already an impressive model. Key areas such as the cab, the smoke deflectors and the front end are now much more prototypical, while a number of errors of detail have been corrected. Having no plans to run this model around tight radius curves, I tightened up the gap between engine and tender and this has made a significant difference to the model's appearance too. It's an easy modification even if you don't intend to undertake the other detailing here.

It is amazing to think that the rebuilt 'Merchant Navy' from Hornby is now 17 years old. It was the first all-new model to be produced in China and opened the doors to the high standards we have come to expect today. This is 35030 after its full detailing and customisation.



The 'Merchant Navys' final days



35013 *Blue Funnel*, brewing up at Bournemouth shed on May 11 1967. The 'Merchant Navy' was one of the big beasts of the steam locomotive world and the side view emphasises the point. We can see here some of the many variations found among individual class members – 5,100 gallon tender, original pattern pony truck, sandbox fillers – usually one short and one long on each side, but here we have two short. Note also the sharply curved profile of the dome – Hornby's is flat-topped – and the marks where the nameplate was.



35003, the erstwhile *Royal Mail*, rolls into Bournemouth with the up 'Channel Islands Boat Express' (note the carriage roofboards) from Weymouth to Waterloo on May 12 1967.



Above: The focus of this project, 35030 *Elder Dempster Lines*, after arrival at Bournemouth Central with a down express from Waterloo on May 12 1967. I'd travelled on this train from Brockenhurst – 16 miles start to stop in 23 minutes dead. To the left, alongside the platform used by carriage cleaners, is 'West Country' 34093 *Saunton*.



Above: 35007 *Aberdeen Commonwealth* at Bournemouth Central with an afternoon train from Waterloo on 9 May 1967.

Right: Waterloo sunset – in this shot of 35030 backing in on June 11 1967, we can see very clearly such details as the offset vacuum tanks on the tender rear and the prominent repair patches. Although many people will be perfectly happy with Hornby's one-size-fits-all model, incorporating variations such as this always helps individualise your locomotives.

Tim Shackleton collection



British Rail SOUTHERN REGION 1963-1967

**SOUTHERN
END OF STEAM
50th
ANNIVERSARY**

Steam on the Southern Region ended 50 years ago in July 1967. **MARK CHIVERS** examines some typical train formations in the last four years of express steam.

WITH SCHEDULED steam passenger services on British Rail's Southern Region (BR(SR)) ceasing 50 years ago on Sunday July 9 1967 (see *Railway Realism* pages 104-109), this issue we focus on train formations in the closing years of steam operation on the region from 1963 to 1967.

Whilst steam retained a stronghold on the South Western Main Line on routes to Bournemouth, Weymouth and the West Country, Electric Multiple Units (EMU) and new diesel and electric traction operated side-by-side, reflecting the colourful and diverse nature of operations at the time. In addition, a few pockets of steam operation remained

elsewhere on the Central section of the Southern and on cross-country routes too.

Locomotive-hauled rolling stock remained primarily BR green during this time, although BR's new blue and grey corporate identity was beginning to appear on its Mk 1 carriages too. Not only that, older rolling stock was being withdrawn and vehicles from other regions were drafted in to replace those Mk 1s selected for conversion into 4-TC and 4-REP multiple units as part of the Bournemouth line electrification scheme. With an influx of BR lined maroon Mk 1s - and even a few pre-nationalisation Gresley buffet cars - this resulted in some interesting mixed livery train formations.

This exciting, varied and colourful period on

the Southern Region can easily be modelled thanks to a wide selection of 'OO' gauge prototypes from the main manufacturers ranging from humble Drummond 'M7' 0-4-4Ts and 'Q1' 0-6-0s to Bulleid 'Pacifics' and BR Standard 'SMT' 4-6-0s. An increasing plethora of EMUs is also available including 2-BIL, 2-HAL, 2-EPB, 4-CEP and 5-BEL together with Motor Luggage Vans (MLVs), 2-H Diesel Electric Multiple Units (DEMUs) and examples of Class 33 diesels, Class 71 electrics and Class 73 electro-diesels.

Rolling stock is generally well-covered with Bachmann's 'OO' gauge Bulleid and BR Mk 1 types and Hornby's 'OO' gauge Maunsell vehicles (many of which were in the process of being withdrawn at this time) together

Bulleid's 'Pacifics' held sway until the very end of Southern main line steam in July 1967. Rebuilt 'Merchant Navy' 35017 *Belgian Marine* (renumbered and weathered by Grimy Times) heads a mixed rake of Southern Region green and BR blue and grey Mk 1s through Twelve Trees Junction.



with its growing range of BR Mk 1 coach types and luxury Pullman cars. For something a little different, Replica Railways' 64ft BR Mk 1 Suburban coaches were utilised on some commuter services out of London Waterloo.

An area that has so far been neglected is suitable catering vehicles, with just BR Mk 1 types available ready-to-run such as Bachmann's Mk 1 Restaurant Miniature Buffet (RMB), Restaurant Car (RU) and Restaurant First Open (which with a little modeller's licence could be used to represent similar vehicles) in BR green. Replica Railways' Palitoy-tooled BR Mk 1 Restaurant Buffet (RB) in BR green still passes muster and the original BR blue and grey model is also useful for mixed livery rakes. Hornby's LNER Gresley Buffet Car (RB) in BR maroon will prove handy for boat train and charter rakes, as a few were utilised in the final years of steam on the Southern Region. As is often the case, a little imagination is required to replicate some of the formations, as some vehicles simply don't exist in model form, except as kits.

In development, Hornby's South Eastern & Chatham Railway (SECR) 'H' 0-4-4T is due later this year as is Kernow Model Rail Centre's 4-TC four-car trailer set which ran side-by-side with steam on the Southern during the final months. Also progressing through the production process are Bachmann's 2-HAP and 4-BEP EMUs.

The following selection of 'OO' gauge train formations represents a snapshot of freight and passenger operations between 1963 and 1967 and, whilst not exhaustive, aims to illustrate the rich mix of liveries and assortment of stock in use during the final years of steam operation on BR's Southern Region. Some formations have necessarily been compressed to a maximum of 20 wagons and nine or ten carriages, and can, of course, be further reduced to suit your layout requirements. Each can be modelled using off-the-shelf ready-to-run models. www.pullman.com



SUITABLE 'OO' GAUGE CARRIAGES

Type	Livery	Manufacturer	Cat No.
BR Mk 1 Corridor Brake Second (BSK)	BR green	Bachmann	39-078E
BR Mk 1 Corridor Brake Second (BSK)	BR green	Hornby	R4713
BR Mk 1 Corridor Brake Second (BSK)	BR blue/grey	Bachmann	39-075D
BR Mk 1 Corridor Composite (CK)	BR green	Bachmann	39-128C
BR Mk 1 Corridor Composite (CK)	BR green	Hornby	R4712
BR Mk 1 Corridor Composite (CK)	BR blue/grey	Bachmann	39-125D
BR Mk 1 Covered Carriage Truck (CCT) ***	BR maroon	Bachmann	39-550Z
BR Mk 1 Corridor First (FK)	BR green	Bachmann	39-153D
BR Mk 1 Corridor Second (SK)	BR green	Bachmann	39-028E
BR Mk 1 Corridor Second (SK)	BR green	Hornby	R4711
BR Mk 1 Corridor Second (SK)	BR maroon	Bachmann	39-026G
BR Mk 1 Corridor Second (SK)	BR maroon	Hornby	R4714
BR Mk 1 Corridor Second (SK)	BR blue/grey	Bachmann	39-025G
BR Mk 1 Gangwayed Brake (BG)	BR choc/cream	Bachmann	39-179B
BR Mk 1 Gangwayed Brake (BG)	BR choc/cream	Hornby	R4642
BR Mk 1 Gangwayed Brake (BG)	BR maroon	Bachmann	39-176D
BR Mk 1 Gangwayed Brake (BG)	BR maroon	Hornby	R4625
BR Mk 1 General Utility Van (GUV)	BR blue	Bachmann	39-277
BR Mk 1 General Utility Van (GUV)	BR green	Bachmann	39-273
BR Mk 1 General Utility Van (GUV)	BR maroon	Bachmann	39-271D
BR Mk 1 Open Second (SO/TSO)	BR green	Bachmann	39-053E
BR Mk 1 Open Second (SO/TSO)	BR blue/grey	Bachmann	39-050F
BR Mk 1 Open Second (SO/TSO)	BR maroon	Bachmann	39-051J
BR Mk 1 Open Second (SO/TSO)	BR maroon	Hornby	R4701
BR Mk 1 Restaurant Buffet (RB)	BR blue/grey	Mainline	937113
BR Mk 1 Restaurant Buffet (RB)	BR green	Replica Railways	12101
BR Mk 1 Restaurant Miniature Buffet (RMB)	BR green	Bachmann	39-262B
BR Mk 1 Restaurant First Open (RFO)	BR green	Bachmann	39-253
BR Mk 1 Restaurant Car Unclassed (RU)	BR blue/grey	Bachmann	39-100B
BR Mk 1 64ft Suburban Second (S)	BR green	Replica Railways	12596B
BR Mk 2 Corridor First (FK)	BR blue/grey	Bachmann	39-330A
BR Mk 2 Corridor First (FK)	BR green	Bachmann	39-333A
Bulleid Corridor Composite (CK)	BR green	Bachmann	34-554A
Bulleid Corridor Second (SK)	BR green	Bachmann	34-529B
Bulleid Open Second (SO)	BR green	Bachmann	34-577B
Bulleid semi-open Corridor Brake Second (BSK)	BR green	Bachmann	34-504B
Gresley Buffet Car (RB)	BR maroon	Hornby	R4569
LMS Period III 50ft Gangwayed Brake (BG)	BR maroon	Bachmann	34-325B
LMS Period III 50ft Gangwayed Brake (BG)	BR maroon	Hornby	R4237A
LMS Period III 'Stove R'	BR maroon	Key Publishing	HM004B
Maunsell Corridor Brake Composite (BCK)	BR green	Hornby	R4320C
Maunsell Corridor Brake Second (BSK) *	BR green	Hornby	R4395B
Maunsell Corridor Brake Second (BSK) **	BR green	Hornby	R4305D
Maunsell Corridor Composite (CK)	BR green	Hornby	R4304E
Maunsell Corridor Second (SK)	BR green	Hornby	R4302D
Maunsell Second Open (SO)	BR green	Hornby	R4538A
Maunsell Pull/Push Train Pack (SO/DBCK)	BR green	Hornby	R4534D
Pullman K Type Kitchen First	Umber/cream	Hornby	R4428
Pullman K Type Kitchen Second	Umber/cream	Hornby	R4429
Pullman K Type Parlour Brake Second	Umber/cream	Hornby	R4487
Pullman K Type Parlour First	Umber/cream	Hornby	R4426
Pullman K Type Parlour Second	Umber/cream	Hornby	R4484
Pullman K Type Kitchen First GA	Umber/cream	Hornby	R4196
Pullman K Type Parlour First GA	Umber/cream	Hornby	R4196
SR Parcels and Miscellaneous Van (PMV)	BR green	Bachmann	39-530
Thompson 63ft Gangwayed Brake (BG)	BR maroon	Bachmann	34-654C

Notes:

*four-compartment

**six-compartment

***Invicta Model Rail limited edition

GA Golden Arrow

TRAIN FORMATIONS



Drummond 'M7' 0-4-4T BR lined black, late crests (Hornby), Maunsell pull-push set (SO/DBCK) – BR green
DATE: 1963 **SERVICE:** Three Bridges-East Grinstead **LOCATION:** Grange Road



2x 5-BEL five-car 'Brighton Belle' EMU Pullman umber and cream (Hornby)
DATE: 1963 **SERVICE:** Victoria-Brighton **LOCATION:** East Croydon



Billinton 'E4' 0-6-2T BR black, late crests (Bachmann), five-plank open wagon, two 16ton steel mineral open wagons*, BR 12ton vent van, BR 20ton brake van – BR bauxite except *BR grey
DATE: 1963 **SERVICE:** Pick-up goods **LOCATION:** Norwood Junction



Bulleid 'Q1' 0-6-0 BR black, late crests (Hornby), Maunsell SK, BCK – BR green
DATE: 1964 **SERVICE:** Reading-Redhill **LOCATION:** Wanborough



Bulleid air-smoothed 'West Country' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 BG*, Pullman Parlour Second, Parlour Kitchen Second, Parlour Second, Parlour First, Parlour Kitchen First, Parlour First, Parlour Kitchen First, Parlour Second, Parlour Brake Second - Pullman umber and cream except *BR chocolate and cream
DATE: 1964 **SERVICE:** 'Bournemouth Belle' **LOCATION:** Basingstoke



Ivatt '2MT' 2-6-2T BR lined black, late crests (Bachmann), Bulleid semi-open BSK, CK, semi-open BSK – BR green
DATE: 1964 **SERVICE:** Horsham-Brighton **LOCATION:** Shoreham



BR Standard '4MT' 2-6-4T BR lined black, late crests (Bachmann), Maunsell CK, six-compartment BSK, four-compartment BSK, CK – BR green
DATE: 1964 **SERVICE:** Tonbridge-Eastbourne **LOCATION:** Tonbridge



Maunsell 'N' 2-6-0 BR lined black, late crests (Bachmann), Bulleid CK*, LMS 50ft BG, BR Mk 1 CCT, BR Mk 1 GUV, SR PMV* - BR maroon except *BR green
DATE: 1965 **SERVICE:** Guildford-Woking vans **LOCATION:** Worplesdon



Maunsell 'S15' 4-6-0 BR black, late crests (Hornby), two Conflat A wagons with BD containers, BR 12ton vent van, Conflat A with BD container, LMS Stove R*, BR 12ton vent van, three 14ton tank wagons**, two 16ton steel mineral wagons***, 13ton high sided steel open wagon, 16ton steel mineral open wagon***,



Class 33/0 BR green (Heljan), two 13ton high sided steel open wagons*, 18 35ton Class B tank wagons in Esso black, BR 20ton brake van* - *BR bauxite
DATE: 1965 **SERVICE:** Bromford Bridge-Fawley **LOCATION:** Eastleigh



USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Invicta Model Rail	www.invictamodelrail.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
Oxford Rail	www.oxfordrail.com
Replica Railways	www.replicarailways.co.uk



VEHICLE DESIGNATIONS

BG	Gangwayed Brake
BCK	Corridor Brake Composite
BS	Brake Second
BSK	Corridor Brake Second
C	Composite
CCT	Covered Carriage Truck
CK	Corridor Composite
DBCK	Driving Corridor Brake Composite
FK	Corridor First
FO	Open First
GUV	General Utility Van
PMV	Parcels and Miscellaneous Van
RB	Restaurant Buffet
RFO	Restaurant First Open
RMB	Restaurant Miniature Buffet
RU	Restaurant Car Unclassed
RUO	Restaurant Unclassed Open
S	Second
SK	Corridor Second
SO	Open Second
TSO	Tourist Open Second



13ton high sided steel mineral open wagon, two BR 12ton vent vans, 16ton steel mineral open wagon***, three BR 12ton vent vans, SR 25ton Pill Box brake van – BR bauxite except *BR maroon, **Shell/BP black, ***BR grey **DATE:** 1965 **SERVICE:** Reading-Feltham freight **LOCATION:** Staines



TRAIN FORMATIONS



Class 416 2-EPB EMU, BR green (Bachmann)
DATE: 1965 **SERVICE:** Wimbledon-West Croydon **LOCATION:** West Croydon



Bulleid Rebuilt 'West Country' 4-6-2 BR lined green, late crests (Hornby),
 BR Mk 1 SK, CK, CK*, BSK, CK, BSK - BR green except *BR blue and grey
DATE: 1966 **SERVICE:** Weymouth-Waterloo **LOCATION:** Wareham



2-H 'Hampshire' two-car DEMU BR green, small yellow warning
 panels (Kernow Model Rail Centre/Bachmann)
DATE: 1966 **SERVICE:** Alton-Southampton **LOCATION:** Alresford



Bulleid Rebuilt 'Merchant Navy' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 SK*,
 Bulleid semi-open BSK, CK, BR Mk 1 BSK - BR green except *BR blue and grey
DATE: 1967 **SERVICE:** Waterloo-Weymouth **LOCATION:** Moreton



BR Standard 'SMT' 4-6-0 BR lined green, late crests (Bachmann) + Bulleid air-smoothed 'West Country' 4-6-2 BR lined green, late crests (Hornby)
 Bulleid semi-open BSK*, SO*, BR Mk 1 SO, SO, RB, SO*, SO, SO**, Bulleid semi-open BSK* - BR blue and grey except *BR green and **BR maroon
DATE: 1967 **SERVICE:** RCTS railtour **LOCATION:** Clapham Junction



BR Class 71 electric BR green, small yellow warning panels (DJ Models/Hornby), BR Mk 1 GUV*, BSK**, SK**, SK**, SO**, Pullman Kitchen First,
 Parlour First, Parlour First, SR PMV**, PMV** - Pullman umber and cream 'Golden Arrow' except *BR blue, **BR blue and grey, **BR green
DATE: 1967 **SERVICE:** 'Golden Arrow' **LOCATION:** Shortlands



BR Class 73 electro-diesel BR blue, small yellow warning panel (Dapol), BR Mk 1 GUV*,
 SO, BR Mk 2 FK, BR Mk 1 SO, RB, CK, SO, SO, BSK - BR blue/grey except *BR blue
DATE: 1967 **SERVICE:** Newhaven-Victoria **LOCATION:** Salfords



2x 2-BIL EMU BR green, small yellow warning panels (Hornby)
DATE: 1967 **SERVICE:** Waterloo-Portsmouth **LOCATION:** Witley



4-CEP EMU BR blue + 4-CEP EMU BR green, small yellow warning panels (Bachmann)
DATE: 1967 **SERVICE:** Charing Cross-Dover **LOCATION:** Waterloo East



SR 'USA' 0-6-0T BR black, early crests + SR 'USA' 0-6-0T BR lined green, late crests (Bachmann/Bauer), Bulleid semi-open BSK, BR Mk
 1 SO*, BSK, RB**, RUO**, Bulleid SO, BR Mk 1 SO*, Bulleid SO, semi-open BSK - BR green except *BR maroon and **BR blue and grey
DATE: 1967 **SERVICE:** Hants Branch Lines Railtour **LOCATION:** Totton

SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK

Type	Livery	Manufacturer	Cat No.
12ton BR fruit van	BR bauxite	Bachmann	38-181C
12ton GWR fruit van	BR bauxite	Bachmann	37-754C
12ton NE fruit van	BR bauxite	Bachmann	38-386
12ton BR vent van corrugated ends	BR bauxite	Bachmann	38-171C
12ton BR vent van planked ends	BR bauxite	Bachmann	38-161B
12ton BR vent van plywood ends	BR bauxite	Bachmann	38-170C
12ton SR vent van 2+2 planks	BR bauxite	Bachmann	38-082C
12ton SR vent van planked	BR bauxite	Bachmann	38-071B
12ton SR vent van plywood	BR bauxite	Bachmann	38-076B
13ton high-sided steel open	BR bauxite	Bachmann	38-326
14ton tank wagon	Shell/BP black	Bachmann	37-663
16ton steel mineral open wagon	BR grey	Bachmann	37-225G
20ton 'Grampus' ballast wagon	BR black	Dapol	4F060007
20ton 'Presflo' wagon	Tunnel Cement	Bachmann	38-260A
35ton Class A tank wagon	ESSO grey	Heljan	1152
35ton Class B tank wagon	ESSO black	Heljan	1103
BR 20ton brake van	BR bauxite	Bachmann	37-530
BR 20ton brake van	BR bauxite	Hornby	R6508
Conflat A wagon	BR bauxite	Bachmann	37-983
Conflat with A container	BR bauxite	Bachmann	37-961
Conflat with BD container	BR bauxite	Bachmann	37-951B
SR 25ton 'Pill box' brake van	BR bauxite	Bachmann	38-402A
Three-plank open wagon	BR bauxite	Bachmann	37-926A
Five-plank open wagon	BR grey	Bachmann	37-016C
Five-plank open wagon	BR bauxite	Hornby	R6395A
Six-plank open wagon	BR grey	Oxford Rail	OR76MW60026
Six-wheel milk tank United Creameries	Silver	Dapol	4F-03-1008
Six-wheel milk tank United Dairies	Silver	Hornby	R6379
Seven-plank open wagon	BR grey	Bachmann	37-081F



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CANOPY

QUICKFIX

Using a combination of kits, components and scratchbuilding, **MIKE WILD** developed a canopy and building frontage to fill a void on Grosvenor Square.

Grosvenor Square's new canopy on Platform 1 fills its purpose perfectly.



WHEN WE 'FINISHED' Grosvenor Square for the Warley National Model Railway Exhibition in November 2016, it wasn't really finished and one of the primary jobs on the list was to create an additional canopy for Platform 1 right at the front of the layout. Following its debut, development of the layout wasn't so much of a priority, but in the run up to its second outing at the Great Central Railway Model Event we decided it was high time it got the missing building to complete the station structure list.

The basic plan had existed from the start. It was going to be a traditional pitched roof canopy on platform one with a low relief building frontage to the rear suggesting something like a parcels office. It would sit right at the very front edge of the layout and, hopefully, create some nice viewing angles too. The canopy kits were bought even before the Warley show, but time was against us then so they were packed into the spares box for another day. The chosen kits are Wills Station Canopies (Cat No. SS54) of which we had two to assemble to create a long enough length to suit the large station scene.

The kits are simple enough to put together, but only come with basic instructions so we have gone into more detail here on their construction and also listed the colours we used to create a Western Region style theme. Of course, you can paint them in whichever regional colours you prefer, as this type of canopy is highly versatile and not area specific. Moreover, canopies of

this style could be seen from the 1920s right through to the present day in some areas and at everything from a branch line terminus to a main line through station. Useful indeed.

The more interesting part of this project, in some respects, is creation of the building frontage at the rear of the canopy. This was planned right from the start of the layout's development and readers of *Yearbook No. 9* may well have spotted the suggestion of a canopy in one of the photographs as we borrowed a building from St Stephens Road temporarily. However, it wasn't strong enough to be placed on the layout at Warley owing to its location.

The new building frontage is very simple. It's a strip of 2mm thick plasticard cut to the height of the columns of the canopy and with a series of holes cut into it to accept Wills doors and windows from pack SS42. The brick finish is made with the brilliant Redutex self adhesive pre-coloured brick sheets which are a real boon to structure modellers who don't like painting bricks – that includes me! It's simple, quick and impressively effective.

A few coats of paint in the right areas and some Western Region style period signage finish off the building which was completed start to finish within a day and a half (including drying times) and it has finished off the station area perfectly. The ultra-low relief style of the building frontage looks just as we hoped it would and now, topped off with platform furniture and spear fencing, Grosvenor Square is another step further towards the finishing line. *Hilman*



STEP BY STEP



BUILDING A CANOPY AND LOW RELIEF BUILDING FRONT



1 The starting point for the project: a Wills station canopy kit, an Albion Alloys sanding board, a craft knife with a fresh blade and Deluxe Materials Plastic Magic cement.



2 The first step is to remove the roof panels from their sprues using a sharp craft knife. Take care to ensure you don't damage the parts and clean up any flash afterwards.



3 The roof supports are cut from their sprues next and bonded to one half of each roof section with Plastic Magic cement. Let these harden first before joining the other half of the roof to the supports.



4 The first of the end panels is attached next using the same adhesive.

WHAT WE USED

Product	Manufacturer	Cat No.
Station canopy	Wills	SS54
Doors and windows	Wills	SS42
Weathered brick	Redutex	076LD122
Western Region signs	Trackside Signs	TSVS0042
Pullman cream	Humbrol	RC416
Brick red	Humbrol	70
Roof Dirt	Lifecolor	UA722



5 The second half of the roof can now be bonded to the supports and end panels. The gap at the top is filled with capping strip from the kit.



6 Joining strips are included to link the roof sections together to form a longer canopy. Each kit contains two roof panels, but it can be built as long as you require using these jointing sections.



7 In true Blue Peter style, here's one we made earlier – these are the two kits roofs assembled ready to be joined together to form one long roof.



8 The joining strips are used in the same fashion as before to join the two kits together prior to the rest of the valance being added to the left-hand section.



9 The void at the centre of the roof is filled with the capping section which sits neatly between the two roof panel halves. Plastic Magic seals it in place.



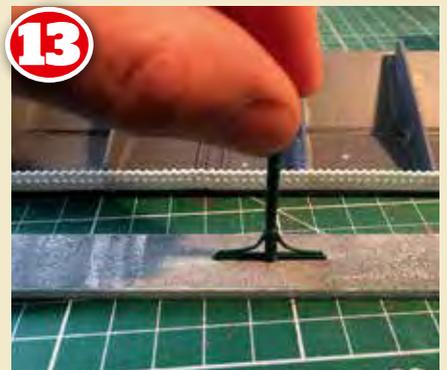
10 The supporting columns come as a kit of three parts: the top brace, a three-quarter length half-round and a full height half-round. Cut them from the sprue and dean up the bases ready for assembly.



11 The two half round sections are joined together with Plastic Magic so that the mouldings line up.



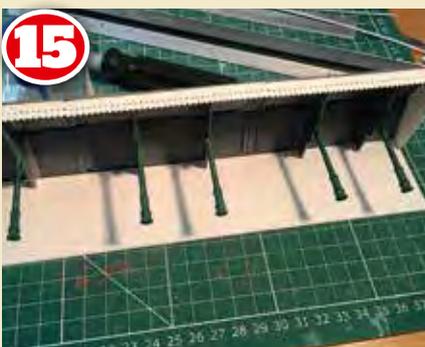
12 The top brace can then be added to the black area on the three-quarter height half of the column completing their assembly.



13 Each column top is rubbed along a sanding board to give them a consistent top edge prior to being glued to the roof supports with Plastic Magic.



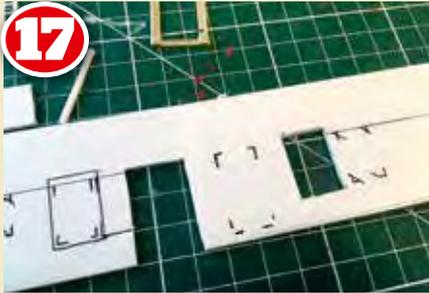
14 Construction of the canopy is now complete, but in this case we have left the rear valancing off to accommodate the building frontage, which will be made next.



15 The building frontage starts as a plain white section of 2mm thick plasticard cut to the correct height to match the columns. Here you can see the lack of rear valancing on the canopy as the new building will take its place.



16 Window and door frames are removed from the Wills sprues and positioned on the plasticard to gauge how many will be required and where they will be located. We subsequently relocated the doorway to be central to the canopy.



17 Window and door openings are marked onto the plastic and then cut out carefully with a craft knife and steel rule – the openings being large enough to accept the internal window frame sizes. Take your time with this, as multiple cuts will be required to work through this thickness of plasticard.



18 With all the window openings cut out, we can now move on to adding the brick finish. The Redutex sheets are self-adhesive, pre-coloured and embossed - and are very effective once applied.



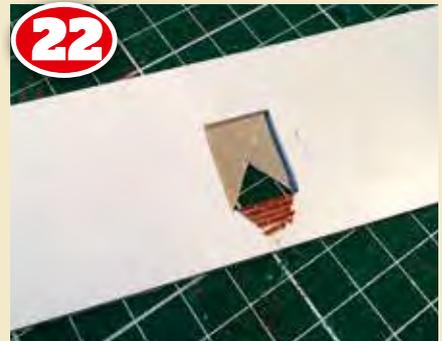
19 A strip of Redutex, slightly larger than the depth of the building, is cut and the backing removed ready for it to be laid onto the plasticard base.



20 Lay the Redutex over all of the openings, ensuring that it goes on straight and without any bubbles or creases. It can be lifted and replaced once if it hasn't been pressed down fully should you need to reposition it.



21 Excess material from the outer edges can be trimmed away with a sharp craft knife to give a neat finish to the brickwork.



22 To create neat window apertures, cut an 'X' into the rear of the Redutex at each window opening and then wrap the resulting triangles over the plastic base.



23 The result is a very neat window aperture ready to accept the Wills window and door mouldings.



24 The Wills window and door sections are made up of two components each – an outer stone style opening and the inner white coloured window frame. These are glued together with Plastic Magic and then fixed to the building with superglue. We opted to leave the door opening empty so that viewers can look through it when the layout is on show.



25 Period signs and posters from Trackside Signs' Western Region Platform Signs pack (TSVS0042) are applied next to bring a little colour and detail to the brick facing.

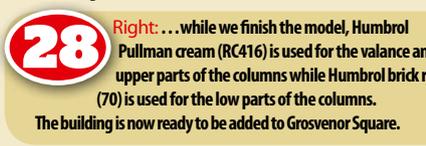
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26 Once the building front is complete, it can be glued to the rear of the canopy, again using Plastic Magic to secure it in place. Set the building aside at this point to allow the glue to cure fully before moving on to painting. The bare white rear will be covered with a layer of grey coloured card to match the layout fascia panels.



27 Three colours of paint are required: Lifecolor Roof Dirt (UA722) is the first to go on for the roof...



28 Right... while we finish the model, Humbrol Pullman cream (RC416) is used for the valance and upper parts of the columns while Humbrol brick red (70) is used for the low parts of the columns. The building is now ready to be added to Grosvenor Square.



Missing 'Moguls' and 'Prairies'

THE TABLE comparing different wheel arrangements by class and the volume of locomotives produced (HM120) has two omissions - the 2-6-0 and 2-6-2 wheel

arrangements which were the backbone of many freight operations and suburban passenger trains. They include many popular locomotives such as the Hughes 'Crab', Gresley's 'K2', Churchward's '43XX'

class and more and were produced in roughly similar amounts to 4-6-0s and 4-4-0s. I have extended the table to cover them which I hope will be useful.

Daniel Emery, Tyne and Wear

LOCOMOTIVE CLASSES, 1924 AND 1948

	4-4-0 classes	4-4-0 total	4-6-0 classes	4-6-0 total	4-6-2 classes	4-6-2 total	2-6-0 classes	2-6-0 total	2-6-2 classes	2-6-2 total
GWR 1924	16	437	3	150	1	1	2	402	2	65
GWR 1948	2	36	9	735	0	0	2	246	2	356
SR 1924	31	695	7	72	0	0	1	80	0	0
SR 1948	16	332	6	173	2	150	3	136	0	0
LMS 1924	42	947	15	590	0	0	0	0	0	0
LMS 1948	10	616	6	1,163	2	51	3	288	3	219
LNOR 1924	48	990	21	267	2	17	3	85	0	0
LNOR 1948	18	446	7	586	4	173	5	274	4	270



MAIL FROM THE...

HORNBY

FORUM



HORNBY'S FUTURE

Read more at: www.hornby.com/uk-en/forum/hornbys-future/

I am sure I am not the only Hornby modeller concerned for the future direction of Hornby. The brand has come so far from the Triang/Hornby Dublo days and it would be a shame to lose this momentum. There is an enormous fund of goodwill out there, particularly from the older generation, who still have the means to pay for a good quality locomotive. Good luck Hornby - we are rooting for you!

Hornby forum user RoaclandRay

In response:

■ My only worry is that people might not know of Hornby's existence in a few years. With the concessions gone there are no high street shops selling the

brand which will reduce public exposure especially around Christmas when the toy departments are full of kids.

As to dual branding, I think it is a good idea to have separate highly detailed and budget ranges. However, I am not sure on the naming. Initially when I saw 'Railroad' my instant thought was that they were expanding into a US range.

However, of more concern is the incompatibility of couplings not only across the range but within the same train pack or set.

Hornby forum user 81F

■ It will be interesting to see things develop. The future is never certain and should not be assumed. I can remember

back in the 1960s when the Meccano empire seemed unassailable with Meccano, Hornby Dublo and Dinky marking most of what we played with in our childhood. Then all of a sudden it was bought up by Tri-ang who I regarded (apologies to Tri-ang fans - I was only around 10) as cheap plastic toys compared to die-cast Hornby Dublo product range. How on earth could the underdog take over the all ruling empire that I loved?

As an adult now I realise things are not always as straightforward as you think. However, it is an example of how unless you innovate and move forward you will not last and that even the market leader is not invulnerable.

Hornby forum user Castle-Man

Some points on the Class 71

I was very interested in your review, as I too have experience of both the DJ and the Hornby Class 71.

I ordered and paid for the DJ version when it was announced some three years ago. When it arrived, I was initially quite impressed with its appearance - I especially like the facility to insert the reporting numbers behind the glazing.

However, I was hugely disappointed with its performance. After running-in in both directions for 30 minutes, it is incapable of exceeding a scale 60mph,

and the mechanism doesn't sound smooth. I discussed this with the model shop where I bought it, where I am a regular customer and they tested another one from their stock with the same result. The DJ Class 71 is even slower than my Bachmann Class 37s, which are not renowned for their speed.

So disappointed was I that I have already sold the model, and bought a Hornby equivalent. To me this is a much better model, and it performs beautifully.

Roger Todd, by e-mail.



Quick notes

■ I fully agree with the e-mail from Stephen Chandler regarding Hornby updating its ready-made signals, and it would be a bonus if it increased the range. All I need are reasonably priced ready to plant signals as I don't need electrically operated ones, and don't have the dexterity to make up kits.

Vic Creasey, by e-mail.

■ With regard to scale speeds (HM121, Hornby Forum letters) of trains, there is no need for complex arithmetic to obtain model speeds. 60mph is the same as 88ft per second, which effectively means one and a half Mk 1 coach lengths per second, and that is a valid amount for all scales from T-scale to full size.

Dr Stephen Bastow, Rugby.

HM frees the model people!

Unfortunately, I had made my first start in populating my layout before the article in *Hornby Magazine* showed how it should be done.

It said, for example, that one shouldn't have a man with a pick axe perpetually frozen in mid-swing, and that one should have him leaning on the handle watching the scene. I had a chap in a small trackside garden literally glued to his wheelbarrow, leaning forward in a pushing pose, again frozen in time. After reading the article I freed him from his barrow and he now leans back against his shed watching his bonfire smoulder (a Seuthe smoking chimney



set into the baseboard). What a difference this comparatively small change has made to realism. Thank you again *Hornby Magazine*.

Mike Shepherd, by e-mail.

KADEES VS SMALL TENSION LOCKS

Read more at: www.hornby.com/uk-en/forum/kadees-vs-nem-small-tension-lock/

How do readers feel about using Kadee couplings versus small tension locks? I thought it would be interesting to see the results of this. The obvious answer would probably be the Kadee, but tension locks are cheaper, as is the case with the uncoupling ramps/magnets. Small tension locks are also a simple coupling with basically two components - the hook and the bar - but Kadees have more components and the uncoupling magnets are more complicated to fit to your baseboard.

Hornby forum user Colonel Leon

In response:

■ I use small tension locks on all of my stock. I have seriously considered converting to Kadee and am still thinking about it, but are they worth all

the money? Lot of stock, means buying and changing lots of couplings.

Hornby forum user walkingthedog

■ After converting all my stock to Kadees and giving it a go, I converted back to the small tension locks. Neither is really better than the other. Just a matter of personal preference.

Hornby forum user WilliamDavid

■ Kadees just look so much better. I don't use the magnets to uncouple though, preferring to uncouple with a toothpick.

Hornby forum user Fireman_Ian

■ I have just converted to Kadee couplings and I have not looked back. They offer

good close coupling, look more realistic, I've experienced fewer derailments with shunting/reversing movements. Plus they are easy to fit in NEM pockets. Magnets work well for uncoupling - I bought the special pliers to bend the hooks, which has been a good move, rather than perform surgery on the plastic sleepers to get the right height.

I cannot see any negatives, apart from getting rid of some old non-NEM stock. I should have a go at fitting the entire NEM pocket to some myself.

Hornby forum user john_doman

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

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31-440 Ivatt Class 2MT 2-4-2 No. 41243 BR Black E/E.....£110.95

31-461A Class 0 Class 0-6-0 No. 1294 Southern Railway Black.....£106.95

31-462A Class 0 Class 0-6-0 No. 31227 BR Black E/E.....£106.95

31-480 G2A No. 5376 LMS Black with endboard Black Cab.....£101.95

31-481 G2A No. 49106 BR Black E/E weathered.....£101.95

31-528A No. 80529 'Pearl Drive' BR Green L/C.....£152.99

31-531 Class A2 No. 60536 'Trimbus' BR Green E/E.....£152.99

31-614 V3 Steam Tank Loco No. 67646 BR Lined Black L/C.....£110.95

31-615 V3 Steam Tank Loco No. 67648 BR Lined Black L/C.....£110.95

31-627B Class 3F No. 3520 LMS Black with 4-wheeled tender.....£97.99

31-635A Class 64X 0-6-0 Pannier Tank 6424 GWR Green.....£81.95

31-636A Class 64X 0-6-0 Pannier Tank 6422 BR Black E/E.....£81.95

31-638 Class 64X 0-6-0 Pannier Tank 6419 BR weathered.....£81.95

31-691 LMS Stamer Mogul No. 2955 LMS Black.....£135.99

31-691 LMS Stamer Mogul No. 42969 BR Lined Black E/E.....£135.99

31-692 LMS Stamer Mogul No. 42968 BR Lined Black E/E.....£135.99

31-728 GWR 3700 Class Steam Loco No. 3708 'Killarney'.....£118.95

32-119 Class 08 Diesel Shunter No. 08 907 DB Schenker.....£93.95

32-120 Class 08 Diesel Shunter 13287 BR Plain Green E/E.....£93.95

32-286A Class 101 2 Car DMU BR Green weathered.....£144.95

32-287 Class 101 2 Car DMU BR Blue & Grey.....£135.95

32-289 Class 101 2 Car DMU BR Refurbished White & Blue.....£169.95

32-331 Class 25T Diesel No. 25 043 BR Green weathered.....£93.95

32-376A Class 37/4 No. 37 422 'Robert F. Fairlie' weathered.....£123.95

32-377A Class 37/4 No. 37 401 'Mary Queen of Scots' BR.....£117.95

32-381M Class 37 No. 37 405 DRS Compass.....£117.95

32-381N Class 37 No. 37 418 EWS.....£117.95

32-384Z Class 37 Diesel 37 672 'Freight Transport Distribution'.....£139.99

32-389 Class 37/4 No. 37 421 Colas Rail.....£117.95

32-390 Class 37/7 No. 37 706 'Conidae' Trainload Petroleum.....£110.95

32-408 Class 25 No. 25 286 BR Blue.....£93.95

32-581 Class 45 Diesel No. D108 BR Green weathered.....£110.95

32-755 Class 57/6 Diesel 57 603 'Trafalgar' LNER GWR.....£131.95

32-762Z Class 57/6 No. 57 305 Network Rail known as 'Sand Castle'.....£189.95

32-777A Class 57/6 No. 57 304 Network Rail known as 'Northern Princess'.....£149.95

32-777B Class 57/6 No. 57 304 Network Rail known as 'Yorkshire Network'.....£149.95

32-780 Class 57/6 No. 57 261 DRS.....£117.95

32-781B Class 57/6 Diesel No. 37 041 BR Blue.....£117.95

32-784 Class 37/0 No. 37 242 Mainline Blue weathered.....£106.99

32-786 Class 37/0 No. 37 174 EWS weathered.....£106.95

32-787 Class 37/0 Diesel No. D6714 BR Green.....£117.95

32-788 Class 37/0 Diesel No. 37 284 BR Blue.....£117.95

32-928 Class 150 2 Car Sprinter DMU No. 150 150.....£161.95

32-976Z Class 66 Diesel 66 418 debranded DRS Freightliner, w/whd.....£174.95

32-981 Class 66 No. 66 416 Freightliner.....£131.95

32-982 Class 66 No. 66 434 DRS.....£131.95

32-992 Wickham Type 27 Trolley Car BR Engineers Yellow.....£67.99

32-993 Wickham Type 27 Trolley Car BR Engineers Yellow.....£67.99

30-032 BR Mk1 SK Second Corridor Coach Sealink.....£34.95

30-050G Mk1 SO Second Open E5057 BR Blue & Grey.....£34.95

30-051J Mk1 SO Second Open E4059 BR Maroon.....£34.95

30-052E BR Mk1 SO Second Open Crimson & Cream.....£34.95

30-053F BR Mk1 SO Second Open Coach No. 3384B.....£34.95

30-058A BR Mk1 TSO Tourist Second Open No. 4854.....£46.99

30-058 Mk1 SO Second Open Coach Network SouthEast.....£34.95

30-075C BR Mk1 BSK Brake Second Corridor Blue & Grey.....£34.95

30-076H Mk1 BSK Brake 2nd Corridor Coach No. E33083.....£34.95

30-077F Mk1 BSK Brake 2nd Corridor Coach BR.....£34.95

30-079C Mk1 BSK Brake 2nd Corridor Coach BR (WR) weathered.....£34.95

30-082B Mk1 BSK Brake 2nd Corridor Coach No. 35329.....£34.95

30-106 BR Mk1 RFO Restaurant Car Crimson & Cream.....£34.95

30-125C BR Mk1 CK Composite Corridor Blue & Grey.....£34.95

30-126 BR Mk1 CK Composite Corridor Maroon.....£34.95

30-127B Mk1 CK Composite Corridor E15055 BR.....£34.95

30-127E Mk1 CK Composite Corridor Coach BR weathered.....£34.95

30-129C Mk1 CK Composite Corridor Coach BR (WR).....£34.95

30-131 Mk1 CK Composite Corridor Network SouthEast.....£34.95

30-150D Mk1 FK First Open Coach BR Blue & Grey.....£34.95

30-151F Mk1 FK First Corridor E13103 BR Maroon.....£34.95

30-152B BR Mk1 FK Corridor 1st Crimson & Cream.....£34.95

30-152C BR Mk1 FK Corridor Coach No. S13006.....£34.95

30-154C Mk1 FK First Corridor Coach BR (WR) weathered.....£34.95

30-186 Mk1 BG Full Brake Departmental weathered.....£36.95

30-187 Mk1 BG Full Brake Blue.....£34.95

30-188 BR Mk1 BG Full Brake Coach Network SouthEast.....£34.95

30-225A BR Mk1 BCK Brake Composite Corridor Blue & Grey.....£34.95

30-226C BR Mk1 BCK Brake Composite Corridor Blue & Grey.....£34.95

30-226E BR Mk1 BCK Brake Composite Coach Maroon weathered.....£34.95

30-228D BR Mk1 BCK Brake Composite Coach S12175.....£34.95

30-240 Mk1 FO First Open Coach No. M3001 BR.....£34.95

30-241 Mk1 FO First Open Coach No. M3002 BR.....£34.95

30-242 Mk1 FO First Open Coach No. M3002 BR.....£34.95

30-250A BR Mk1 RFO Restaurant Car Blue & Grey.....£34.95

30-251D Mk1 RFO Restaurant Car BR.....£34.95

30-264A BR Mk1 RMB Minichure Buffet Car BR Blue & Grey.....£34.95

30-271D BR Mk1 GV Coach BR Maroon.....£34.95

30-273 BR Mk1 GV Coach BR.....£34.95

30-273Z BR Mk1 GV Coach No. S88804 BR (SR).....£44.95

30-274 BR Mk1 GV Intercity Motorail Blue & Grey.....£34.95

30-274A GV E93736 BR Blue & Grey - Intercity Motorail, w/whd.....£34.95

30-278 Class 101 2 Car DMU BR Blue.....£117.95

30-282 BR Mk1 FK Pullman First Parlour 'Robin'.....£59.95

30-282 BR Mk1 FK Pullman First Parlour 'Pearl'.....£59.95

30-310C BR Mk1 SP Pullman 2nd Parlour Coach No. 350.....£59.95

30-312 BR Mk1 SP Pullman 2nd Parlour Blue & Grey w/whd.....£59.95

30-363A BR Mk2A TSO Tourist 2nd Open 5354 Network SouthEast.....£38.95

30-380A Mk2A BSO Brake Second Open Coach No. E9418 BR.....£36.95

30-390Z Mk2A BSO Brake 2nd Open W4926 BR Network SouthEast.....£29.99

30-411Y Mk2A BFK Brake 1st Corridor AD897654 BR Blue & Grey.....£29.99

30-412A BR Mk2A BFK Brake 1st Corridor Network SouthEast.....£38.95

30-425 LMS 57/1 Portlough Corridor 1st Coach M1122M BR.....£34.95

30-426 LMS 57/1 Portlough Corridor Coach M13154M BR.....£34.95

30-485 LMS 60H Portlough Corridor Composite Coach.....£38.95

30-470 LMS 60H Portlough Corridor Brake 1st Coach BR.....£33.99

30-470A LMS 60H Portlough Corridor Brake 1st M5077H weathered.....£33.99

30-475 LMS 60H Portlough Open Vestibule Coach M7481M BR.....£38.95

30-475A LMS 60H Portlough Open Vestibule M7481M weathered.....£33.99

30-501 BR Mk1 SLF 1st Class Sleeper Car No. E2054.....£34.99

30-502A BR Mk1 SLF 2nd Class Sleeper Car BR.....£41.95

30-502B BR Mk1 SLF 2nd Class Sleeper Car BR.....£41.95

30-577 BR Auto Trailer BR Crimson & Cream.....£39.99

30-578 Auto Trailer No. W124 BR Crimson & Cream.....£39.95

DJ MODEL OO LOCOMOTIVES

K2056 2-4-0WT Beattie Well Tank No. 30587 BR Black L/C.....£109.99

K2108 2-4-0WT Beattie Well Tank No. 30585 BR Black E/E.....£109.99

K2108 2-4-0WT Steam Loco No. 24 'Cabotown' Black L/C.....£124.99

K2102 0-4-1 O2 Steam Loco No. 16 'Vintnor' BR Black L/C.....£124.99

K2102 0-4-1 O2 Steam Loco No. 30182 BR Black E/E.....£124.99

K2104 0-4-1 O2 Steam Loco No. 30225 BR Black L/C.....£124.99

K2105 0-4-1 O2 Steam Loco No. 325 Southern Black.....£124.99

K2106 0-4-1 O2 Steam Loco No. 30193 BR Black E/E.....£124.99

OO394-01 Class J94 0-6-0 Steam Loco 65023 BR Black E/E.....£22.99

OO394-02 Class J94 0-6-0 Steam Loco 65021 BR Black.....£22.99

OO394-03 Class J94 0-6-0 Steam Loco 8064 LNER.....£22.99

OO394-04 Class J94 0-6-0 Steam Loco 8063 LNER.....£22.99

OO394-05 Class J94 0-6-0 Steam Loco 8068 BR.....£22.99

OO71-001 Class J11 Electric Loco No. E5003 BR Green.....£139.95

OO71-002 Class J11 Electric Loco No. E5004 BR Green.....£139.95

OO71-003 Class J11 Electric Loco No. 71 009 BR Blue.....£139.95

OO71-004 Class J11 Electric Loco No. 71 013 BR Blue.....£139.95

OO71-005 Class J11 Electric Loco No. E5010 BR Green.....£139.95

OO71-006 Class J11 Electric Loco No. E5012 BR Green, w/whd.....£139.95

OO71-008 Class J11 Electric Loco No. E5019 BR Green, w/whd.....£139.95

OO71-009 Class J11 Electric Loco No. 71 008 BR Blue, w/whd.....£144.95

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1100 4 Wheel B Tank Wagon Heijan 60th Anniversary.....£21.95

1100 4 Wheel B Tank No. 250 'Roger'.....£21.95

1107 4 Wheel B Tank No. 400 'Roger'.....£21.95

1108 4 Wheel B Tank No. 249 Mobil Charrington Fuel Oil.....£21.95

1109 4 Wheel B Tank No. 201 Mobil Charrington.....£21.95

1110 4 Wheel B Tank No. UM205 United Molasses.....£21.95

1111 4 Wheel B Tank No. 48053 United Molasses.....£21.95

1154 4 Wheel A Tank Wagon No. 40272 Esso.....£21.95

1154 4 Wheel A Tank Wagon No. 3274 Esso.....£21.95

1152 4 Wheel A Tank Wagon No. 40280 Esso.....£21.95

1153 4 Wheel A Tank Wagon No. 42327 Esso.....£21.95

1154 4 Wheel A Tank Wagon No. 40282 Esso, weathered.....£21.95

1170 4 Wheel A Tank Wagon Chimney Woodcellar Pack.....£76.95

1300 1361 Steam Loco No. 1361 Works Photographic Grey.....£135.99

1301 1361 Steam Loco No. 1363 GWR Gm Shuntirun emblem.....£135.99

1302 1361 Steam Loco No. 1364 GWR Gm GWR lettering.....£135.99

1303 1361 Steam Loco No. 1365 BR Black E/E.....£135.99

1304 1361 Steam Loco No. 1365 BR Black L/C.....£135.99

1320 1366 Steam No. 1366 GWR w/whd emblem.....£135.95

1321 1366 Steam No. 1366 GWR w/whd western lettering.....£135.95

1322 1366 Steam No. 1370 GWR w/whd lettering.....£135.95

1323 1366 Steam No. 1367 BR Black E/E.....£135.99

1324 1366 Steam No. 1368 BR Black L/C.....£135.99

1509 Class 15 B-Bo No. D8204 BR Green.....£101.99

1510 Class 15 B-Bo No. D8208 BR Green.....£101.99

1511 Class 15 B-Bo No. D8234 BR Green.....£101.99

1512 Class 15 B-Bo No. D8242 BR Green.....£101.99

1513 Class 15 B-Bo No. AD8610 BR Wood Green.....£101.99

1604 Class 16 D1402 BR Green with gloss finish & grey roll.....£114.99

1605 Class 16 D1405 BR Green with small yellow panels w/whd.....£114.99

1718 Class 17 B-Bo No. D8523 BR Blue.....£101.95

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2301 Class 23 Baby Deltic No. D9500 BR Green frost grilles.....£114.99

2321 Class 23 Baby Deltic No. D9501 BR Green frost grilles.....£114.99

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2500 Class 05 Diesel Shunter No. D2574 BR Green.....£109.99

2501 Class 05 Diesel Shunter No. D2575 BR Green.....£109.99

2502 Class 05 Diesel Shunter No. D2581 BR Green.....£109.99

2503 Class 05 Diesel Shunter Coder Queen Industrial.....£109.99

2520 Class 05 Diesel Shunter No. D2592 BR Green.....£109.99

2521 Class 05 Diesel Shunter No. D2600 BR Green.....£109.99

2522 Class 05 Diesel Shunter No. D2595 BR Blue.....£109.99

2523 Class 05 Diesel Shunter No. 88 BR Green.....£109.99

2608 Class 26 B-Bo D5398 BR Green small yellow panels.....£92.99

2609 Class 26 B-Bo D5399 BR Green small yellow panels.....£92.99

2610 Class 26 B-Bo D5300 BR Green w/whd yellow ends.....£104.99

2611 Class 26 B-Bo D5301 BR Green.....£104.99

2621 Class 26 B-Bo D5309 BR Green.....£104.99

2631 Class 26 B-Bo D5317 BR Green, small yellow panels.....£104.99

2641 Class 26 B-Bo D5302 BR Green, small yellow panels.....£104.99

2651 Class 26 B-Bo D5312 BR Green, weathered finish.....£114.99

2711 Class 27 Diesel 5373 BR Blue with full yellow ends.....£101.95

2712 Class 27 Diesel D5404 BR Green w/whd yellow ends.....£101.95

2713 Class 27 Diesel 5370 BR Green w/whd small yellow ends.....£101.95

2725 Class 27 Diesel D5349 BR Green.....£101.95

2726 Class 27 Diesel D5347 BR Green w/whd yellow panels.....£101.95

2727 Class 27 Diesel 5363 BR Blue w/whd yellow panels.....£101.95

3327 Class 33/2 Diesel 33 206 BR Civil Engineers Dutch.....£101.95

3328 Class 33/2 Diesel 6593 BR Blue w/whd yellow ends.....£101.95

3329 Class 33/2 Diesel 33 206 BR Blue w/whd yellow ends.....£101.95

3336 Class 33/2 Diesel 33 202 'The Burma Star' BR.....£101.95

3337 Class 33/2 Diesel 33 206 'Rainforest' Distribution.....£101.95

3343 Class 33/2 Diesel 33 206 BR Blue w/whd yellow ends.....£101.95

3356 Class 33/1 Diesel 33 102 BR Blue w/whd yellow ends.....£101.95

3357 Class 33/1 Diesel 33 116 BR Green.....£101.95

3414 Class 34/1 Diesel D6570 BR Green w/whd yellow ends.....£101.95

3430 Class 34/1 Diesel D6566 BR Blue w/whd yellow ends.....£101.95

3431 Class 34/1 Diesel D6544 BR Blue w/whd yellow ends.....£101.95

3436 Class 33 Diesel 33 047 'Splitter' BR Civil Engineers.....£101.95

3522 Class 35 Hymek Diesel No. D7012 BR Green.....£109.99

3523 Class 35 Hymek Diesel No. D7014 BR Green.....£109.99

3524 Class 35 Hymek Diesel No. D7015 BR Green.....£109.99

3525 Class 35 Hymek Diesel No. 7011 BR Green.....£109.99

3910 Tango O2 Steam No. 3965 LNER w/stepped tender.....£156.99

3911 Tango O2 Steam No. 3954 BR w/stepped tender.....£156.99

3912 Tango O2 Steam No. 63948 BR E/E with stepped tender.....£156.99

3913 Tango O2 Steam No. 63952 BR L/C with stepped tender.....£156.99

3920 Tango O2 Steam No. 3962 LNER with flush tender.....£156.99

3921 Tango O2 Steam No. 63983 BR E/E flush tender.....£156.99

3922 Tango O2 Steam No. 63975 BR L/C with flush tender.....£156.99

3923 Tango O2 Steam No. 63982 BR L/C with flush tender.....£156.99

8801 AC Cars Railbus W79978 BR Green with push whiskers.....£104.99

8803 AC Cars Railbus W79978 BR Green with push whiskers.....£104.99

8802 Class 128 W55991 BR w/whd cab roof & gangway cover.....£104.99

8802 Class 128 Diesel Parcels Unit No. 55991 BR Blue.....£101.99

8821 Class 128 Diesel Parcels Unit 55992 Royal Mail Letters.....£101.99

8822 Class 128 Diesel Parcels Unit W55992 BR Blue, weathered.....£109.99

8823 Class 128 Diesel Parcels Unit 55991 Royal Mail Letters.....£101.99

8842 Class 128 Diesel Parcels Unit 55993 Express Parcels Blue.....£109.99

8843 Class 128 Diesel Parcels Unit 55994 Express Parcels Blue.....£109.99

8844 Class 128 Diesel Parcels Unit 55997 BR Green.....£101.99

8845 Class 128 Diesel Parcels Unit 55998 BR Blue.....£101.99

8846 Class 128 Diesel Parcels Unit 55999 BR Blue.....£101.99

8847 Class 128 Diesel Parcels Unit 55999 BR Blue.....£101.99

8848 Class 128 Diesel Parcels Unit 55999 BR Blue.....£101.99

9005 Metropolitan B208 Electric Loco No. 1, Wartime Grey.....£118.99

9005 Metropolitan B208 Electric Loco No. 1 Metropolitan Railway.....£118.99

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30-430 Capital Compressor Train Pack.....£189.95

31-031 Class 35011 Desiro 4 car EMU 500 238 London Midland.....£159.95

31-032 Class 419 Motor Luggage Van No. 82028 Jaffa Cake.....£89.95

31-579 2EPB 2 Car Set 5771 BR with small yellow panel.....£178.99

31-030 Class 416 2EPB 2 Car EMU Set No. 6262 BR.....£178.99

31-426B 4 CEP 4 Car EMU 7122 BR (SR) Green.....£254.99

31-426C 4 CEP 4 Car EMU 7106 BR Blue & Grey.....£254.99

31-679 Class 85 A5 Electric No. E3095 Electric Blue.....£114.95

BACHMANN OO FITTED & SOUND OO LOCOMOTIVES

30-049 The Permanent Way Train Set DCC Sound.....£249.99

31-167CZ L&YR 2-4-2 Steam 50795 BR Black E/E weathered.....£98.99

31-120S Robinson Class J11 (GCR SJ) 84377 DCC Sound.....£203.99

31-341D Ivatt Class 2MT 2-4-2 No. 41291 BR Black L/C.....£131.99

31-650DZ Class 47 No. D1670 'Mammoth' BR Two Tons Green.....£189.99

31-650DS Class 47 No. D1670 'Mammoth' BR Two Tons Green.....£189.99

31-650DZ Class 47 Diesel Loco No. 47 829 Police.....£149.99

31-651ZDZ Class 47 Diesel 'Midland Counties Railway 150 1839-1989'.....£169.99

31-651ZDZ Class 47 Diesel 'Midland Counties Railway 150 1839-1989'.....£169.99

31-652ZDZ Class 47 Diesel No. 47 706 ScootRail NSE branding, w/whd.....£179.99

31-653ZDZ Class 47 Diesel No. 47 706 ScootRail NSE branding, w/whd.....£179.99

31-653ZDZ Class 47/3 No. 47 346 BR Blue DCC Sound.....£203.99

32-066ZDZ Class 43 Warship Diesel 43 'Sprightly' BR Green.....£184.95

32-066ZDZ Class 43 Warship Diesel 43 'Sprightly' BR Green.....£184.95

32-290DS Class 101 2 Car DMU Network SouthEast.....£229.95

32-391DS Class 37/0 No. 37 796 Trainload Coal.....£203.95

32-750DS Class 57/6 No. 57 007 'Freightliner Bond' DCC Sound.....£203.99

32-762ZDZ Class 57/6 No. 57 305 Network Rail known as 'Sand Castle'.....£189.95

32-777ZDZ Class 57/6 No. 57 304 Network Rail known as 'Yorkshire Network'.....£149.95

32-777ZDZ Class 57/6 No. 57 304 Network Rail known as 'Yorkshire Network'.....£149.95

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9006 Metropolitan BoBo Electric 6 'William Penn' Metropolitan	£118.99	R0476 Class 153 Single Car DMU Set No. 153 327 Ariva Trains	£79.99	R4756 Railroad Pullman Parlour Coach 'Phoenix'	£20.99
9007 Metropolitan BoBo Electric 6 'William Penn' Metropolitan	£118.99	R3477 Class 153 Single Car DMU Set No. 153 321 Regional Railways	£79.99	R4758 GWR Collett Corridor 3rd Class Coach No. 5098 GWR	£38.99
9008 Metropolitan BoBo 12 'Sarah Siddons' London Transport	£118.99	R3478 Class 43 HST Pack First Great Western	£149.99	R4759 GWR Collett Corridor Brake 3rd LH Coach No. 5089 GWR	£38.99
9009 Metropolitan BoBo 12 'Sarah Siddons' London Transport	£118.99	R3479 Class 60 Diesel Loco No. 60 066 DM	£119.99	R4759 GWR Collett Corridor Brake 3rd LH Coach No. 5090 GWR	£38.99
K4101 Dogfish BR Black weathered Pack of 4	£99.99	R3480 Class 92 Electric 92 016 'Barnhams' Railraight Distribution	£49.99	R4761 GWR Collett Corridor Composite LH Coach No. 5630 GWR	£38.99
K4102 Dogfish BR Olive weathered Pack of 4	£99.99	R3481 Class 67 Diesel No. 67 025 'Western Star' EWS	£137.99	R4763 GWR Collett Corridor Composite RH Coach No. 5631 GWR	£38.99
K4103 Dogfish BR CV Engineers weathered Pack of 4	£99.99	R3482 Sentinel 4D Diesel Locomotive No. D116 MSC	£356.99	R4764 Collett Corridor Coach 3rd Class No. W5147W BR	£38.99
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H1169 Tornado Pullman Express Train Pack	£89.99	R3483 Sentinel Diesel Locomotive Crossley and Evans	£356.99	R4765 Collett Corridor Brake 3rd Class Coach LH W4935W BR	£38.99
R1172 The Maestic Train Set with Digital Link System	£299.99	R3484 Class 66 No. 66 010 'James Hamilton' GCR EWS	£84.99	R4767 Collett Corridor Composite Coach LH W6137W BR	£38.99
R1177 Gloucester City Pullman Express Train Set	£119.99	R3485 Railroad GWR Freight Train Pack	£47.49	R4812 Railroad BR Mk1 Corridor Composite Coach E15303 BR	£19.99
R1163 Master of the Giants Train Set	£169.99	R3486 Railroad Class 08 Diesel No. 08 673 'Piccadilly' Intercity	£38.99	R4813 Railroad BR Mk1 Corridor 2nd Coach E25002 BR	£19.99
R2670 Railroad GWR Steam Freight Train Pack	£54.99	R3487 Railroad Class 42 Waship Diesel Loco No. D605	£47.99	R4814 Railroad BR Mk1 Corridor Brake 2nd E3473A BR	£19.99
R3004 Class B1 6183 'BR Green' E/E weathered	£39.99	R3489 Railroad 4900 Hall Class No. 6947 BR Green L/C	£79.99	HORNBY OO WAGONS/BOXES/VANS/TRUCKS/CRANES	
R3010 King Arthur N15 Class 771 'Sir Sargamore'	£39.99	R3284TTS Railroad Class A1 No. 4472 'Flying Scotsman' LNER			
R3062 A1 No. 60183 Tornado BR Green	£59.99	R3284TTS Castle Class 5050 'Earl of St Germans' LNER	£169.99	R8388 Railroad Brake Van	£7.99
R3064 Railroad 0-4-0 No. 56025 'Smoke Joy' BR Black	£24.99	R3284TTS 6000 King Class 6006 'King George I' TTS Sound	£179.99	R6778 LMS Horse Box 4213 LMS	£15.99
R3086 Railroad Class A1 No. 4472 'Flying Scotsman' LNER GM	£29.99	R3284TTS Class 67 Diesel No. 67 004 'Calm Gorm'	£161.99	R67125 LMS Horse Open Wagon Triple Pack BR Bauxite	£19.99
R3115 West Country Class 34001 'Exeter' BR Green/E	£79.99	R3284TTS Class 42 Virgin Class 42 013 'East Coast' TTS Sound	£241.99	R6712A5 LMS Flat Open Wagon Triple Pack BR Bauxite	£19.99
R3173 Railroad A4 No. 4468 'Mallard' LNER Garter Blue	£119.99	R3282TTS Railroad Class 40 Diesel No. 40 164 BR Blue	£85.99	R6713A Vented Van Wagon Triple Pack BR Bauxite	£21.99
R3187 Class H2 No. 2445 LNER	£89.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	R6828 HFA Hopper Wagons Trainload Coal Pack of 3	£49.99
R3204 Class M7 No. 1745 LSWR - NRM Special Edition	£139.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	GRAHAM FARISH N LOCOMOTIVES	
R3205 Class 92 Electric 92 016 'Barnhams' Railraight Distribution	£49.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	370-185 A Day at the Races Train Set	£179.99
R3228 Star Class No. 4021 'Britannia' Monarch BR Green/E	£134.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	370-400 Longmoor Military Railway Train Pack	£124.99
R3232 Class J15 No. 65445 BR Black L/C	£109.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	370-430 Capital Construction Train Pack	£179.99
R3235 Class D16 3 No. 2524 BRITISH RAILWAYS	£65.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-021 Class 37 Diesel Loco No. 37 035	£104.99
R3236 Class 70 No. 0-60 No. 30315 BR Black L/C	£79.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-023 Class 08 Diesel Shunter No. 08 000 'Ivor'	£80.99
R3240 Class 70 No. 0-60 No. 30693 BR Black L/C	£79.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-024 Class 08 Diesel Shunter No. 08 007 'Duff Schenker'	£80.99
R3243 Class K1 No. 82064 BR Lined Black L/C	£59.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-051 Class 04 Diesel Shunter No. D2295 BR Blue	£80.99
R3259 Class A3 4472 'Flying Scotsman' LNER Green	£169.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-054 Class 04 Diesel Shunter No. D2322	£72.99
R3277 Railroad County Class No. 3935 'County of Devon' GWR	£149.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-066 Class 251 Diesel No. D2522 BR Green, weathered	£94.99
R3278 Railroad County Class No. 3935 'County of Devon' GWR	£149.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-068 Class 252 Diesel No. 25 221 'BR Blue'	£93.99
R3288 Railroad Class 9F No. 92220 'Evening Star' BR	£87.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-146 Class 60 Diesel Loco No. 60 023 'BR Blue'	£104.99
R3297 Railroad Jolly Class No. 16440 LMS	£29.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-168 Class 37/5 Diesel No. 37 506 'British Steel Skinningport'	£103.99
R3299 Going Home 70th Anniversary of the end of WWII	£149.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-170 Class 37/4 Diesel No. 37 422 'Robert F. Faltie'	£103.99
R3320 1940 Return from Dunkirk 75th Anniversary Pack	£149.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-285 Class 55 Deltic Loco No. D9007 'Pinza' BR Green	£106.99
R3304 Drummond 700 Class No. 30316 BR Black E/E weathered	£99.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-287 55 Deltic 55 'Prince of Wales's Own Regiment' Yorkshire	£103.99
R3308 A4 Class No. 2511 'Silver King' LNER Silver	£39.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-329 Class 150/2 Car Sprinter DMU 150 247 BR	£152.99
R3310 West Country Class No. 34006 'Bude' BR Green L/C	£139.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-330 Class 150/1 2 Car Sprinter DMU 150 128 FGV	£131.99
R3311 Schools Class No. 3938 'Westminster' BR E/E	£149.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-350A Class 90 Diesel Loco No. 60 005 EWS	£106.99
R3312 A3 Class No. 60262 'BR Green' E/E & GM Tender	£124.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-371 Class 60 Diesel Loco No. 60 007	£103.99
R3313 A4 Class No. 4423 LMS Black	£99.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-382A Class 66 Diesel No. 66 101 'DB Schenker'	£106.99
R3314 A4 Class No. 4231 BR Black E/E	£99.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-384 Class 66 No. 66 209 EWS, weathered	£103.99
R3315 Fowler 2P Class No. 40602 BR Black L/C	£89.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-366 Class 66 No. 66 731 'Interhub' GBRI	£106.99
R3318 B176 Class No. 61646 'Gillwell Park' BR Green	£131.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-397 Class 66 Diesel No. 66 434 DRB Plant Blue Compas	£106.99
R3320 A4 Class No. 60023 'Golden Eagle' BR Blue/E	£124.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-456 Class 37/0 No. 37 133 BR Civil Engineers Dutch	£103.99
R3323 B3 Class No. 44694 BR Black L/C	£124.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3324 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-505 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3325 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3326 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3327 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3328 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3329 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3330 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3331 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3332 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3333 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3334 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3335 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3336 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3337 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3338 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3339 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3340 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3341 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3342 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3343 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3344 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3345 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3346 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3347 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3348 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3349 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3350 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3351 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3352 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3353 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3354 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3355 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3356 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3357 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3358 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3359 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3360 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3361 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3362 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3363 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3364 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3365 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3366 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3367 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3368 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3369 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3370 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3371 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3372 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3373 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3374 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad RID Class 47 47 033 'Railraight' Distribution	£35.99	371-504 Class 101 2 Car DMU BR Green small yellow panels	£144.99
R3375 J50 Class No. 635 LNER Black	£114.99	R3282TTS Railroad			

Westbridge

**SOUTHERN
END OF STEAM
50th
ANNIVERSARY**

JEREMY EVERETT'S fictional layout encompasses the changing railway scene of the Southern Region in the early 1960s. In this imagined account, he looks at the workings at this busy 'O' gauge terminus station and goods yard.

PHOTOGRAPHY, MIKE WILD



A Drummond 'M7'
0-4-4T leads a

Maunsell push-pull set towards
the station at Westbridge while
the new Class 07 undergoes
trials in the yard.



THE STRATEGIC importance of Southampton as a major United Kingdom port has never been in doubt. Together with London and Liverpool, the three ports

have dominated British shipping needs for at least 100 years. Built on a promontory between the mouths of the rivers Test and Itchen in Hampshire, it has been ideally placed to receive even the largest liners crossing the Atlantic. This luxury form of travel is, in the 1960s, now under threat from the modern alternative offered by the new jet airliners allowing direct access to London principally from the brand-new Pan American Boeing 707s.

The number of large and small businesses has grown rapidly on the west bank of the River Itchen where several wharf facilities have become available over the years. Small inlet berths offer

safe anchorage to coastal craft moving various goods and materials along the south coast. In addition, the London & South Western Railway built a goods only line with a single connection to the main line just north of the main docks. This enabled goods traffic from the Itchen wharfs to be integrated with the main dock traffic for onward nationwide movement. As the volume of wharf traffic grew, complete goods trains could be assembled from the wharfs alone and the Southern Railway opened a second junction with the main line further north.

A chemical company called EBA Chemicals Ltd uses both the rail network and coastal craft to move fertilisers and also other more volatile chemicals. Rail access to the factory site has been available since the late 19th century and other small local businesses were also encouraged to use the goods yard in the area known

as Westbridge which developed from the original goods branch line.

Severely damaged during bombing raids in the Second World War, many of the small businesses never recommenced trading after 1945 and the backs of their small units, backing onto the goods yard, remain derelict even after 20 years. EBA, however, continues to use the yard and it will be noticed that many barrier wagons are in use when shunting to reduce the risk from inflammable chemicals being sent over the rail network. A growing local commuter need to access the city also encouraged the Southern Railway to build a small station at Westbridge, this coinciding with the second access to the main line. The short platform at the station has since been extended to accommodate three-coach trains and to commence a limited regular timetable passenger service to the city. >>



SUMMER OF '62

Now in this summer of 1962, Westbridge continues much as before, especially from commercial traffic. EBA is still sending box vans and open wagons from its site on to BR metals using its exchange sidings. It also uses the small on-site wharf to load a waiting barge or small freighter with loose fertiliser. Today converted Clyde Puffer *Bucephalus* has been loaded and waits for the tide before departure. Other smaller local companies use the BR yard to unload and load various goods.

EBA has five industrial steam locomotives and at least three are to be seen at this north end of the yard during any given day. The BR sidings are normally operated by a 'USA' or 'B4' 'borrowed' from the main docks and even one of the very new Class 07 shunters, destined to replace the 'USA' 0-6-0Ts, is being assessed at Westbridge.

The uniquely Southern Region trip working Class 09 diesel shunter can often be found lending a hand and also the standard Class 08 version from Eastleigh. Pick-up goods locomotives vary. 'N' 2-6-0s and 'W' 2-6-4Ts are seen as is, normally, a BR '4MT' 2-6-0 heading a train of wagons



102 Clyde Puffer *Bucephalus* waits for the tide before moving away from the docks.

destined for a north London chemical company, this being a daily trip working. The occasional '9F' 2-10-0 makes a visit from the Newport area of South Wales. Even a Westbury based Western Region 'Pannier' tank has been known to make

an appearance to offer an inter-regional pick up goods service out of Westbridge.

Of course, there will always be the Class 33 diesels and that particular Southern beauty the 'Q1' 0-6-0. Only yesterday, beautifully turned out 'Schools' 30916



**A Maunsell
'N' 2-6-0**

arrives with a pick-up goods and passes the transfer shed at the EBA factory.



Whitgift made an appearance on a pick-up freight as, sadly, the use of the class on passenger traffic is now becoming scarce.

Passenger services, although now timetabled, are still infrequent but a three-car 'Hampshire' diesel unit can often be seen in the mornings and evenings taking commuters into Southampton and bringing up workers for EBA. The other principal passenger service is in the form of a 1959 push-pull set built from Maunsell passenger coaches and normally propelled by a neatly turned out 'M7' 0-4-4T, also from Eastleigh MPD.

TIMETABLED OPERATION

To give a flavour of a typical day at Westbridge, the following timetable of events are what happened on July 26 1962 - a typical day for this station.

■ **6.00am:** EBA No. 2 with its barrier wagon takes up its normal position at the end of the work's northern headshunt and No. 4 moves to the end of the siding in front of the main warehouse building.

■ **6.12am:** A 'Hampshire' three-car diesel unit, with route 11 displayed, works its way along the back of the yard to bring workers to Westbridge station.



An Atkinson eight-wheeler stands by as a Class 33 passes through the gated crossing behind.

■ **6.15am:** The same unit returns south and back to the city with the night shift workers from EBA.

■ **6.25am:** 'N' 2-6-0 31816 delivers a mixed rake of wagons to the yard and 'USA' 30071 awaits the departure of the 'N' before

sorting out those wagons destined for EBA.

■ **6.40am:** The 'USA' pushes four wagons onto EBA metals and into the headshunt occupied by works No. 2.

■ **6.45am:** The 'USA' returns to the remaining wagons in the main BR yard and takes off a couple of vans for loading.

■ **6.45am:** Works No. 2 pushes its four wagons into the siding in front of the warehouse and then returns to its position at the end of the headshunt.

■ **6.58am:** Works No. 5 pushes four loaded vans through from the south yard and onto the headshunt for the waiting No. 2. No. 5 then returns to the south yard.

■ **7.12am:** BR push-pull set 613 headed by 'M7' 30029 arrives at Westbridge station from Southampton Central.

■ **7.14am:** While his passengers are boarding, driver Stan Phillips walks the length of his train, climbs into the driving cab of his set, waits for the green light and departs for the return trip to Southampton Central.

■ **7.20am to 7.31am:** The 'USA' sorts some loose vans and open wagons.

■ **7.45am:** Brighton 'A1x' 32661 is the surprise choice to enter the yard with a couple of parcels vans and then promptly scurries off whence it came.

■ **7.50am:** The 'USA' departs to shunt the yards further south.

■ **8.03am:** The vans and open wagons in front of the warehouse are now loaded and works No. 4 pushes them into the headshunt to join those already attached to works No. 2.

■ **8.08am:** Class 33 D6506 enters the yard to wait for its train of eight wagons waiting with works No. 2.

■ **8.13am:** Now coupled, D6506 collects a brake van and departs south with its train.

■ **8.22am:** The next scheduled passenger service is not until 9.12am, so Class 09 D3665, with one van, collects some crated goods from a small goods platform at the back of the yard. It then moves onto a siding to wait for other vans to be loaded elsewhere in the yard.

■ **9.12am:** The same push-pull set seen at 7.12am arrives and departs two minutes later. >>





The Class 07 diesel shunter moves a rake of 16ton minerals out of the yard during its trial operation.



■ **9.33am:** The Class 09 moves everything including the parcel vans into Westbridge station and then departs the station and back into the yard to await its next tasks.

■ **9.35am:** 'W' 31913 arrives at the station to collect its train and one minute later gets the green light to move off.

■ **9.40am:** All early work now complete, the yard goes quiet for about half an hour as the Westbridge signalman takes the opportunity to have a cup of tea.

■ **10.04am:** 'Schools' 4-4-0 30916 *Whitgift* arrives. Having left vans at the EBA south yard, it runs light into Westbridge to take water.

■ **10.15am to 12.15pm:** A further delivery of opens and vans, this time by a 'Q1', are sorted by the Class 09 and delivered to EBA for loading/unloading. 'Q1' 33021 will shunt the south yard while it waits to depart with the same vehicles two hours later.

■ **11.12am to 11.15am:** The push-pull set and 'M7' arrive and depart to and from Westbridge.

■ **11.38am:** Cricklewood based Standard '4MT' 2-6-0 76038 has arrived for the daily trip working back to Phipps Chemicals at Willesden. It has left its empties at the south yard and will collect loaded vans from the north yard before making up the rest of its train at the BR yard a mile further south.

■ **11.52am:** The 'Mogul' moves off south with its six loaded vans.

AFTERNOON SHIFT

■ **12.17pm:** An engineer's train is 'parked' in the unused north bound platform so that any damage to the trackbed from the bomb disposal team dealing with a newly discovered bomb a mile up the line, can be swiftly sorted out.

■ **12.38pm:** Stationmaster Bill Mead tasks himself with telling the passengers waiting to travel north that there will be no trains northwards today.

■ **12.46pm:** Class 33 diesel D6514 waits on the 'wharf shute' siding while its crew has lunch. It will depart at 1.15pm with two empty hopper wagons that have emptied their loads of fertiliser into a waiting barge.

■ **1.12pm:** Push-pull set 613 repeats its 11.12am visit and departs at 1.16pm, now with some disgruntled

passengers that wished to go north.

■ **1.23pm:** The boys on the bridge eat their egg sandwiches, washed down with Tizer and discuss whether or not the new Class 07 shunter might make an appearance. They are coming back tomorrow, Friday, anyway.

■ **2.18pm:** 'B4' 0-4-0T 30096 takes over from the Class 09 for the afternoon's shunting.

■ **2.33pm:** Some limited activity involving the EBA locomotives results



The Sulzer engine of Class 33 D5614 fill the air as it moves out of the yard with a rake of ballast wagons. On the left one of EBA's industrial shunters moves wagons into the works headshunt.



in more vans moving into the headshunt.

■ **2.57pm:** The afternoon visit of Westbury based Western Region '57XX' 0-6-0PT 9612 takes place. It collects three empty minerals to start its collection for the return trip to Westbury.

■ **3.00pm:** The one the boys have been waiting for! Newport based '9F' 2-10-0 92249 runs light into the yard to take on water. It must return south and then up the line to Eastleigh MPD to wait overnight before it picks up its train and returns to South Wales about midday tomorrow.

■ **3.12pm:** The push pull set returns.

■ **3.24 to 3.44pm:** '700' 0-6-0 30316 arrives and leaves its train on the back line of the yard. It uncouples and moves into the station to take water.

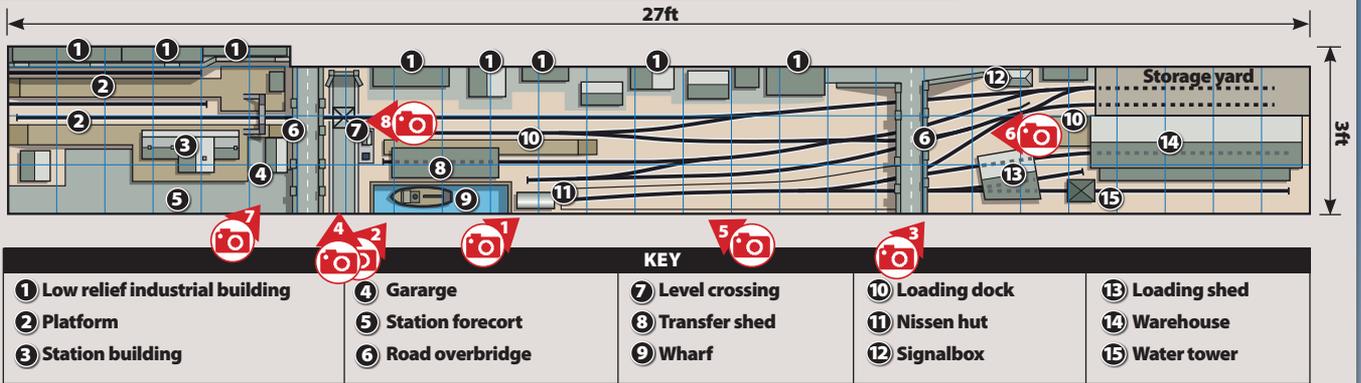
The 'B4' distributes the various vans and opens around the yard. Once the line is clear the '700' departs south.

■ **4.18pm:** Class 33 D6514 returns with two hoppers full of fertiliser and will leave these overnight to be pushed into the automatic unloader by a shunter as soon as the assigned coastal craft is in position and the tide has ebbed.

■ **4.30pm:** The 'B4' makes up a train and the 'N' returns to collect it.

■ **5.12pm:** It is once again the turn of the 'Hampshire' unit to make the stop at Westbridge station.

WESTBRIDGE TRACK DIAGRAM (Not to scale)



■ **5.30pm:** Nothing much is happening now because of the temporary closure of the northbound line. The boys are satisfied with their day and cycle off two up on their single bike.

The following day is July 27 and local garage owner Michael Howard is celebrating his first year of hiring out imported American convertible cars to American tourists that have just arrived in the UK from those huge liners such as the *Queens Mary* and *Elizabeth* and the 'United States' mentioned before. He

wanted to offer them just a little 'home from home' as he calls it. The local press has arrived to capture the scene as his daughters, their friends and other staff from the garage look on and celebrate the day.

FACT AND FICTION

It might all be made up, but I hope Westbridge gives a flavour of the Southern Region away from the glamour of the 'Pacifics' 50 years after steam really did end in the Region. It was originally built as an exhibition layout and made numerous

outings to shows in the Hertfordshire and London areas. The entire layout is made up of eight baseboards and now resides as a permanent home layout in a dedicated garage extension.

In total the layout is 27ft long starting from a hidden storage yard which is located behind the warehouse buildings of EBA before running past the numerous goods sidings and factory backs on the approach to Westbridge station itself. The station is unusual in that while it has routes arriving from »



directions, neither are through lines with all trains terminating here.

All of the plain track is Peco bullhead style combined with matching profile turnouts from the same manufacturer. This track has stood the test of time well with the layout having amassed many hours of running both at home and exhibitions. The entire layout is analogue controlled using cab control and there are two separate handheld controllers which can be used to operate separate areas of the trackplan independently. This includes separate operation of the main line and shunting yards to allow maximum activity to take place during a running session.

The buildings are all scratchbuilt from various material types including brick, stone and iron cladding effect plastic sheets. This variety of materials gives the layout a natural feel. Road vehicles are kit built to suit the period on the whole – except the American cars – while perhaps the signature of the scenic area is the miniature population. These are all hand painted by wife Claudia who has a particular talent for painting and detailing figures in small scales for which she accepts commissions too. Many, many hours have been invested in painting the figures all of which start out as bare metal castings. The results speak for themselves and I'm incredibly proud of what they add to the layout.



Howard Bros is celebrating one year of hiring American cars to visiting tourists with a special display.

THE FUTURE

Now retired from the exhibition circuit Westbridge is still fully operational and I'm enjoying that it no longer has to be packed up and despatched from the house on a regular basis to attend shows. That's not to say that I have stopped exhibiting though, in fact quite the opposite, as I regularly assist 'O' gauge modelling friends

and the Luton Model Railway Club with its exhibition layouts to keep me in touch with my inner operator.

Westbridge wouldn't be what it is without the support of my modelling friends and the team meet regularly to enjoy this busy layout and immerse ourselves in a little nostalgia for British Railways' popular Southern Region in 1962. [View](#)



At Westbridge station a Class 205 three-car DEMU waits noisily for its departure time. Note the figures in period dress, all hand painted for the layout.

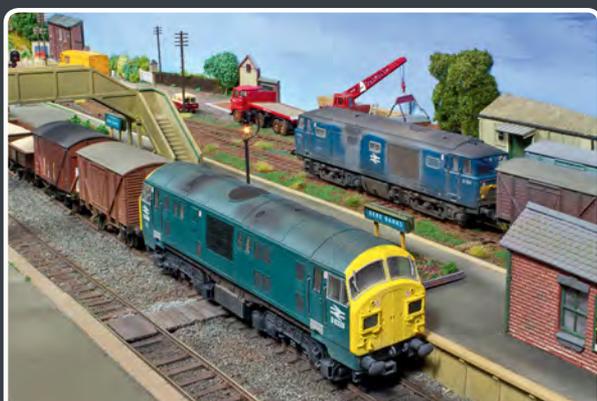


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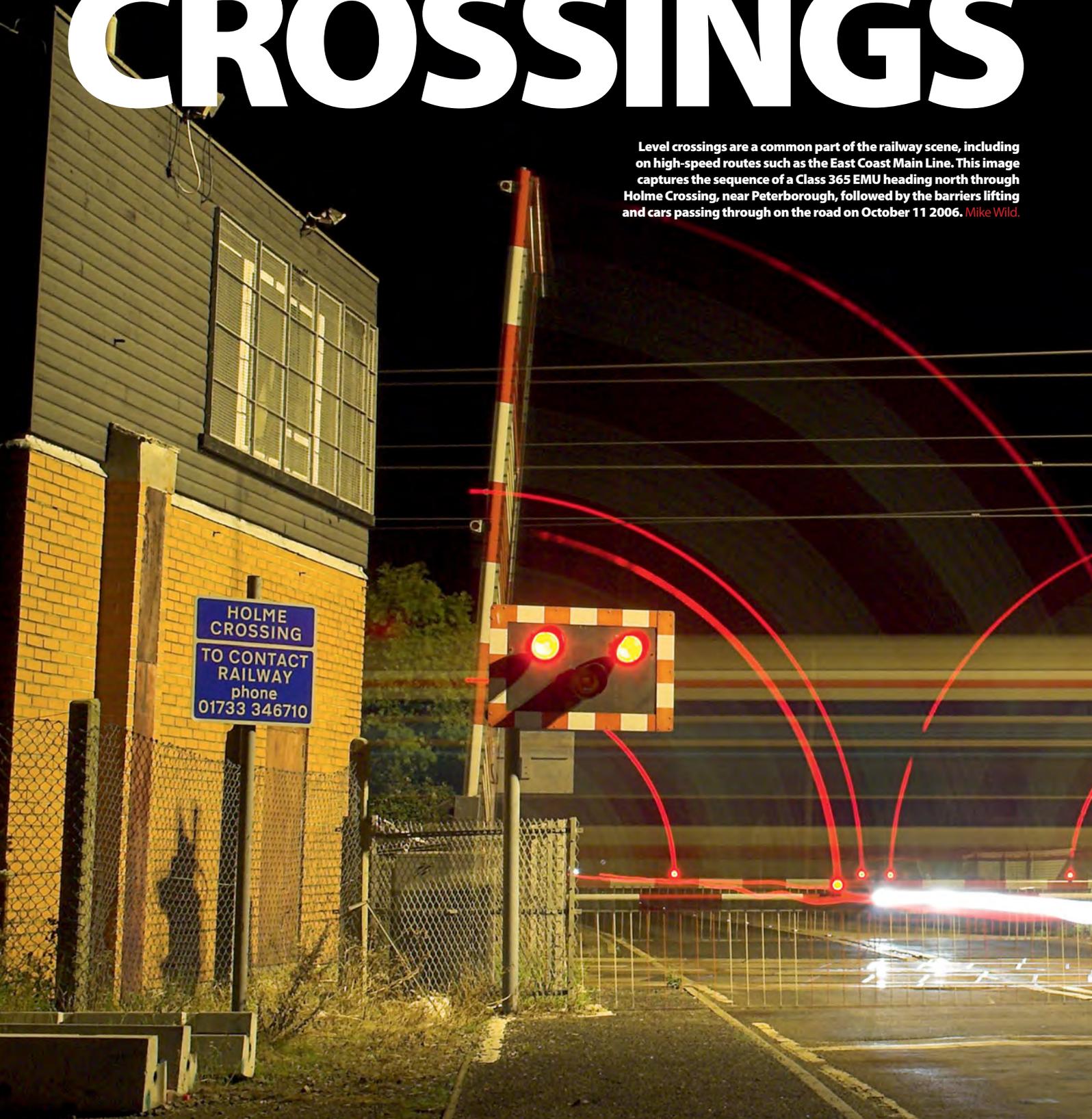
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Modelling LEVEL CROSSINGS

A level crossing makes a brilliant scenic feature. **ALEX FISHER** explains how they work – and what needs to be considered when modelling them.

Level crossings are a common part of the railway scene, including on high-speed routes such as the East Coast Main Line. This image captures the sequence of a Class 365 EMU heading north through Holme Crossing, near Peterborough, followed by the barriers lifting and cars passing through on the road on October 11 2006. *Mike Wild.*



AS RAILWAY MODELLERS, we derive our pleasures from many different aspects of the real railway, recreating an exact replica, or bringing together the railway features we find interesting and for many, that may include a level crossing.

Even with Network Rail's drive to close and reduce the number of crossings, in 2010 there were still more than 7,600 level crossings on public and private land. A large proportion are footpaths, but the vehicular crossing still comes in a wide variety of styles and designs.

As early as 1839 the Railway Level Crossing Act stipulated that where public roads crossed railways on the level, railway companies had to provide gates under the control of gate keepers. Three years later the Regulation of Railways Act reinforced this requirement, adding that gates should normally be closed across the road and opened only when necessary, although the Board of Trade had the power to make exemptions and over the years as road traffic grew a more common-sense approach of leaving the gates open to road users and closed across the railway was adopted.

A DESIRE FOR CHANGE

At the start of the 1950s the cost of manning BR's roughly 2,400 level crossings had risen past £1 million per annum and measures to

reduce this huge cost had to be found. The experimental introduction of lifting barriers at Warthill level crossing in late 1952 saw BR finally obtain permission to replace gates with lifting barriers in 1954 and although it was still obliged to provide on-the-spot supervision, it paved the way for modernisation and the replacement of gated level crossings.

Three years later - and after visits to Holland, Belgium and France by the Ministry of Transport and British Transport Commission - a further Act allowed for the automatic lifting of barriers by track circuits or by remote control, finally removing the need for gate keepers/signallers at crossings.

It wasn't long until their use proved controversial and to remedy some of the problems identified new standards for road signs and flashing lights at barriers were incorporated into the Ministry of Transport's requirements in 1960. One of the first to conform to these new requirements was at Ware during the summer of 1960. Each barrier was 28ft long, painted red and white with suspended fringes or 'skirts' to prevent animals or children accessing the railway under the barrier. The crossing had the mandatory two red flashing lights to warn motorists and after five seconds the entrance barriers would descend followed by the exit barriers on the opposite side of each lane of the road. »

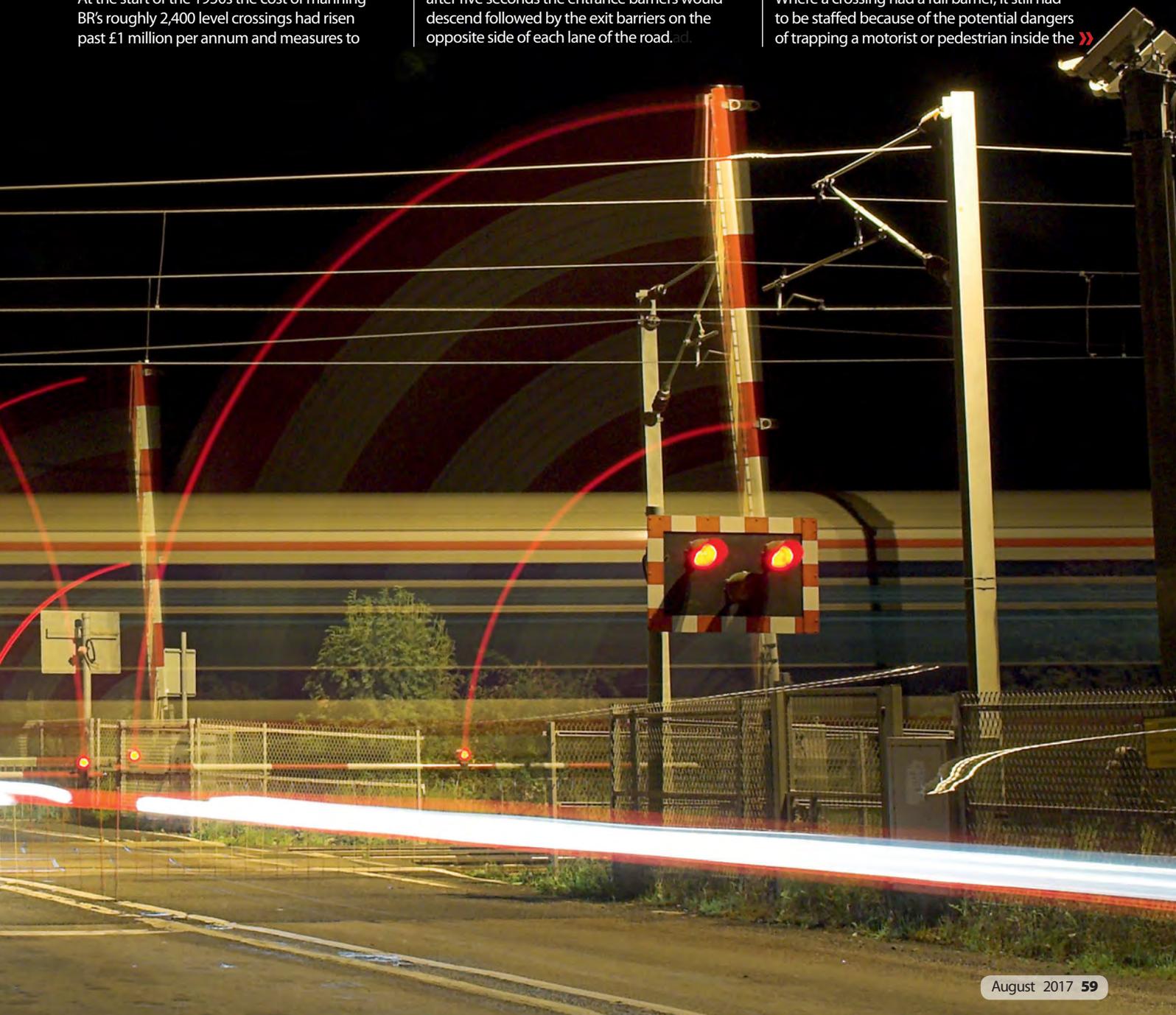
AHB CROSSINGS

The Automatic Half Barrier (AHB) is perhaps the most common type of level crossing encountered today. This only has barriers in front of the carriageway in the direction of travel, allowing vehicles to escape should the barriers come down while crossing. Initial requirements to allow an AHB installation was that the railway must have had a maximum speed of 60mph and that no more than 1,000 vehicles a day were to use the crossing. Initial installations of AHBs also included a second train coming notification and after modifications to the basic design a standard one was approved in 1964. There were 15 in use by the end of the year.

Changes for the modeller to note are that after the Hixon enquiry, recommendations from 1969 saw new and improved warning signs. They informed drivers of large or slow vehicles that they should telephone the signalman for permission to cross the line, an amber warning light showing a few seconds before the red lights was also introduced along with better road profiles and increased sighting distances either side of the crossing.

FULL BARRIER CROSSINGS

Where a crossing had a full barrier, it still had to be staffed because of the potential dangers of trapping a motorist or pedestrian inside the »



crossing. A great technological advancement took place in 1971 when closed circuit television (CCTV) was used to monitor a crossing from Kings Dyke signalbox near Peterborough.

Throughout the 1970s the use of full barriers operated either directly from a signalbox or CCTV monitored became more common and they increased in number from 29 in 1973 to 233 by 1979. There was also a steady drive to replace gates worked from a wheel inside the signalbox to lifting barriers operated from a pedestal and from 1975 to 1985 the number of crossings protected by gates fell from 1,269 to 576, while those protected by barriers rose from 394 to 583. In the 10 years from 1969 to 1979 the number of manned barrier crossings fell from 1,896 to 998.

Throughout the 1980s a combination of railway closures and alterations to either open, AHB or CCTV crossings saw the number of manned barrier crossings diminish until in 1988 there were just 321 manned crossings and for the first time AHB crossings outnumbered them with 357 in use.

OPEN CROSSING

Another type of crossing which became more widespread was the Open Crossing. These had neither gates or barriers and where rail and road traffic levels were light trains were allowed to approach at 10mph and pass over without stopping if the road was clear. By 1977 there were 110 such crossings and in a note for the modeller, post 1981 the stop sign on the road approaching the crossing was replaced by a 'Give Way' sign.

21ST CENTURY DESIGN

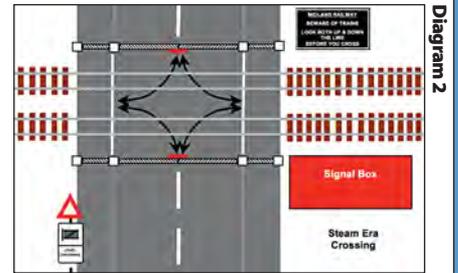
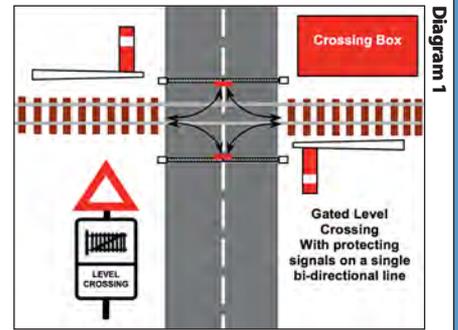
Moving into the 21st century, it's perhaps surprising that even on busy passenger lines, there were still many crossing gates opened and closed by hand and there are still gates closed by a capstan wheel within the 'box'.

In 2006 there were 213 and 238 level crossings controlled by gates and barriers respectively. These types of level crossing are fast dying out however as Network Rail closes signalboxes and in some cases, the road crossing itself. By this time, the AHB and CCTV crossing

Modelling crossings

The choice of signage and gates on a steam era level crossing are a subtle method of portraying the layout's era and location well before a train even approaches them. Starting with footpath crossings, the railways were only obliged to provide either a stile or gate and a reasonable surface for the pedestrian to cross the line, and whilst safety was essentially up to the individual, most railway companies provided warning signs and where appropriate 'whistle boards' for the trains to remind the driver to whistle and give advance warning to the public at the crossing.

From the turn of 20th century the familiar triangular sign and steam train began to appear: they lasted until the introduction of the new style road signs in the 1960s, although on many a rural backwater these signs could be seen well into the 1970s. The descriptive signs, warning pedestrians to 'stop look and listen' usually carried the original railway company's name into the grouping era and often well into BR days – Diagram 1 and 2.



accounted for the most common types of crossing with 451 and 377 examples respectively.

Bringing the story of level crossings right up to date are the radar equipped level crossings which can detect obstacles on the road and ensure that the barriers are not lowered around an obstructing vehicle. Teething troubles aside, they have settled down and look to be equipping many level crossings in the future where a bridge or closure of the road is not an option.

Uffington crossing on the Peterborough-Leicester line was something of a timewarp in August 2005: it is a manually operated gated crossing which even includes BR period 'Beware of Trains' signage. Mike Wild.

User worked crossings

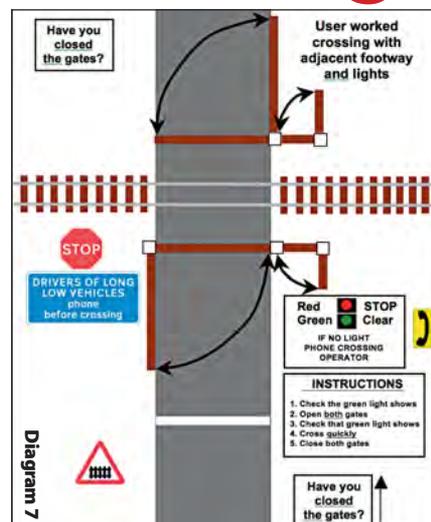
There are a few other types of crossing that don't quite fit in the above categories including user worked crossings. These can carry a myriad of signs and instructions and not all may be present at any one time – Diagram 7. For example, many crossings haven't got the miniature warning lights and instead rely upon the user phoning the signalbox by means of the direct line for permission to cross.

The gates on these sorts of crossings would have originally been similar to the white crossing gates found at level crossings, but in more recent years they tended to have been replaced by utilitarian farm style metal gates.

Stop

Always telephone before crossing with vehicles or animals to find out if there is time to cross. Tell the signalman if the vehicle is large or slow moving.

- 1 Open far gate before crossing with vehicles or animals.
- 2 Cross quickly
- 3 Close and secure gates after use.



Note also that they open away from the railway and do not close it off to the passage of trains as per the requirement for public crossings.



Modern crossings

When including a level crossing on any layout it's worth giving a few moments' thought to what type of crossing would be most appropriate and how it can be modelled simply or as detailed as one requires.

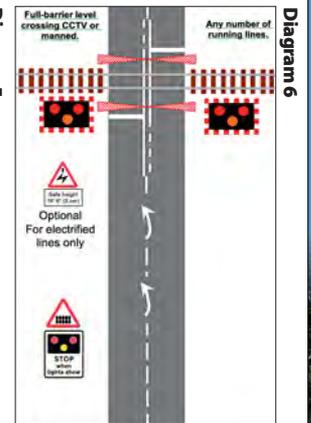
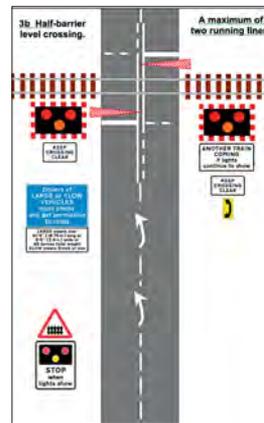
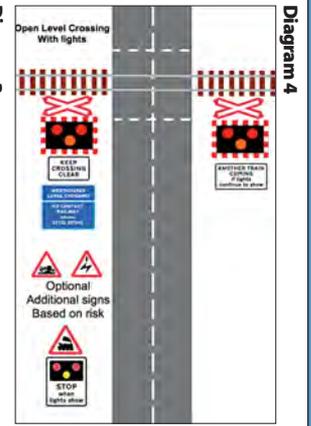
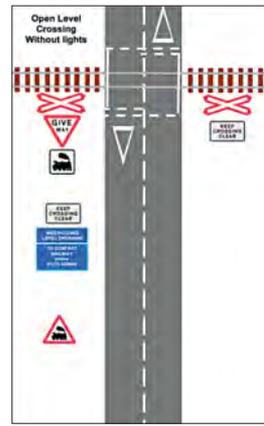
Starting with the most basic of crossing, the open crossing, they have no gates or barriers to protect them but in many cases they do have some quite conspicuous signage – Diagram 3.

Where road and or rail traffic is busier, flashing lights may be used on crossings known as automatic open crossings – Diagram 4. This sort of crossing is again only really suitable for lower speed lines and sparse road traffic. Note the anachronistic steam train image on the sign. The large 'X' is supposed to signify to the car driver that the crossing is open. Earlier crossings of this type tended to have a second half-X above the main one to denote a second track, although this was of little meaning to most motorists and didn't last long.

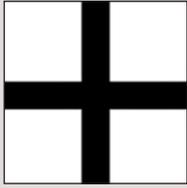
AHBs – Diagram 5 - rely upon either track circuit occupation or a treadle near the track being struck in order to start the lowering sequence. This

is usually 27 seconds of warning time for trains travelling at full line speed. All AHBs are monitored by a signaller. Alarms are positioned within the signalbox to tell the signaller about any faults such as the telephones or the lights failing. AHBs can only be used on lines where there are no more than two running lines. The maximum speed of trains travelling over them must not exceed 100mph for AHBs and 75mph for AOCs. In modelling terms, an AHB is fine for most two track lines, providing you're not basing your layout where over 100mph running is authorised. If the road is particularly busy, there are more than two running lines or the line speed is over 100mph, a full barrier crossing will almost certainly be used – Diagram 6.

Even though lifting barriers might be installed, the sign shows a gate to denote that an obstacle may be across the road. This type of crossing is suitable for all types of railways except the next generation of high speed lines such as High Speed 1 (which has none), and nor are there too many level crossings on dual carriageways or exceptionally busy roads.



Railway operation



Level crossing warning sign. Used at automatic barrier crossings, locally monitored, automatic open crossings locally monitored and open crossings. Actual size usually 900mm x 900mm.

For those wishing to add even greater realism to their model railway, there are a couple of points worth bearing in mind as to how the signalling and operation of the crossing should work. Starting with open crossings, these have no signal protection - the train driver is however usually made aware of the presence of a level crossing by various means and towards the end of the 1960s a new standard form of level crossing board had been introduced to replace worded notice boards. The black St George's cross on a white board is placed at full braking distance to the crossing and can now be used at any type of level crossing that is operated or monitored by the traincrew.

A nice sign to include where a train is required to stop at a level crossing and perform a task is the large STOP board. These signs can request the train to stop and open the gates or plunge/wait for a white light as authority to proceed

over an automatic open crossing.

Up until the late 1970s an additional sign could be found on the approach to these stop boards (normally 200 metres) that looked similar to the Banner repeater. They acted as an 'advance stop board', latterly being known as an 'intermediate board'.

An intricate detail to add to an open crossing would be some level crossing sighting marker boards. They are not there to assist the car drivers or train drivers, but for those who check the sighting distance from a level crossing. They are positioned facing the level crossing at a point down the track from which a person should be able to see a train coming and have time to clear the crossing. The idea is that if the person checking the crossing cannot see the board, work is required, which usually means the cutting back of vegetation.

Modern whistle boards comprise a white circular sign bearing a letter 'W'. For added variation the Great Western Railway's



Stop boards for foot crossings and unmanned crossings: 700mm x 1,300mm actual size (left), actual size 900mm x 1,650mm (right).



New style whistle board, 750mm diameter.

Pre-2003 whistle boards with combined speed restrictions.



signs had 'SW' for 'Sound Whistle', whilst in Scotland one modern variation may be found comprising a white rectangle with the 'W' below a diagonal cross indicating that the driver must sound the horn continuously on the approach to the level crossing ahead.

Modern signage differentiates open level crossings from automatic crossings and even the permitted speed during wrong direction working. For enhanced realism some crossings have speed limits as low as 5mph and on passing the speed board the driver must slow to the prescribed speed, make sure that the crossing is clear, proceed onto the crossing and as soon as the front of the train is on the crossing the driver may accelerate up to full linespeed.

As with most railway structures and points of interest, the modern approach is to name them and display the details of them. From the late 1990s experimental level crossing identification signs began appearing in the Scotland Zone. They showed the name and mileage of the



Automatic Half Barrier (AHB) crossings are still a common feature on lightly used roads. Here a Class 170 crosses an AHB site near Whittlesey, Cambridgeshire, in August 2005. Mike Wild.

X
25

An automatic level crossing speed restriction. 550mm x 925mm.

If two speeds are shown, the higher applies to passenger trains (loaded or empty), whilst the lower is for freight traffic. 550mm x 1,335mm.

X
10
20

X 25

An automatic level crossing speed restriction sign for trains working in the wrong direction, e.g. during single line working. 1,100mm x 550mm.

crossing and in 2000 identification plates were fitted at user worked level crossings with a telephone on the Cambrian Lines (Midlands Zone). The signs also displayed a unique level crossing number.

As AHBs have no specific signal protection, any signal on the associated line may show a proceed aspect irrespective of what the crossing lights are showing. Where the crossing is fully closed and monitored either directly by a signaller in an adjacent cabin or by CCTV, signal protection will be provided. On semaphore signalled routes, some signals may be found virtually adjacent to the road, thus allowing a train to draw right up to a crossing with the gates open or barriers in the air. More modern practice however is to try and site signals as far back from such dangers as reasonably practicable, although some colour lights may still be found reasonably close to the level crossings they protect.

MODEL GATES

Peco's 'OO' LK-50 four gate crossing represents a typical steam era crossing before any modernisation. These types of gates are operated by the signaller or crossing keeper by turning a large wheel inside the signalbox in order to close the gates. Dapol's C015 also represents this type of working and would be more suited to a smaller road and/or less busy lines. There is also the Ratio RAT234 which is slightly finer in detail but essentially for the same purpose. For those looking for a more modern application Hornby's R636 uses gates but has a more modern looking road surface.

Hornby's R645 crossing uses lowering booms and is meant for a single track. However, as the booms block the whole of the road they ought to be either used in conjunction with a signal or crossing box or have CCTV coverage. Alternatively, the crossing could be used as an AHB by placing the lights either side of a road and allowing the barrier to only block the entrance side of one road on each side of the track. This sort of crossing would be suitable for up to a two-track railway.

Peco's LK-51 allows the booms to be placed correctly on the entrance sides of the roads only and for the other side of the road to be free. These can be used to create a convincing AHB. Ratio's RAT235 also depicts lowering booms and again blocks all entrances/exits from the railway. There ought to be a protective skirt that forms part of the boom which prevents children/animals from accessing the railway once the booms have lowered.

Perhaps the ultimate representation of an AHB crossing may be seen with the Bachmann

Scenecraft 44-038 crossing and Express Models automatic crossings. The former accurately depicts the half barriers, concrete panels and cattle/trespass grids whilst the latter has lights actuated by the approaching train and they correctly show a single amber warning light and audible warning siren. There is also a motorising kit for the lifting barrier arms and these items are most suited to depicting an AHB style crossing.

The recently introduced Wills level crossing kit is a very good representation of a full barrier crossing either monitored from an adjacent signalbox or by CCTV. The SSm318 at £25 is also suitable for motorising by the Peco servo motor control system.

New to the scene is Train Tech's crossing barrier set which offer pre-assembled level crossing lights with warning sounds and static Peco half barrier gates. The kits are priced at £25 for single units and £45 for pairs and are available for both 'OO' and 'N' gauge.

ROAD SURFACE

Particularly on AHBs, CCTV and manned crossings one may wonder what the concrete panels are on the level crossings. These are called Bowmacs and in the 'four foot' a single panel spans the whole width with clearance for the train's wheel flanges. Each panel is nominally 600mm long whilst those in the 'six foot' and cess are nominally 1,200mm long. The concrete panels allow relatively easy access to the track for repairs and the panels themselves may be replaced as and when required. More modern installations however have leaned towards rubber panels as they are less dangerous to trains if they foul the 'four foot' and have more give for the rigours of road traffic. Other important additions to any crossing are the cattle grids either side the road. These are there to stop animals wandering onto the track and should be included from the boundary fence to the nearest rail and then in between the rails and if there's an additional line between them as well.

SIGNALBOXES

In 1967, manned crossings outnumbered unmanned ones by around four to one and therefore if the crossing is manned, thought needs to be given to where they will be housed and there are two alternatives – a crossing box or a signalbox. The former is there solely to open and close the crossing, whilst the latter also signals trains. They are there to protect the crossing only. In terms of the buildings required, if it's a crossing box, it might be a mere portable cabin, or even a small railway hut. Many of the crossing boxes left today however are former signalboxes and one would replicate either option.

In Hornby's Skaledale range there are the beautiful brick hut and Midland Railway crossing boxes, whilst the larger signalbox would make an excellent crossing box or signalbox with accompanying level crossing. From Bachmann's Scenecraft range there's the 'OO' Hampton Hill Signalbox (Cat No. 44-010), Hampton North Signalbox (44-011) and for a Great Western Railway slant there's the 'box based on Highley (44-044). Various kit signalboxes are also available.

Network Rail's policy of closing around 100 level crossings a year has meant that there were 6,322 crossings of all types on January 19 2014. While they are steadily disappearing, in one shape or another they will probably be around for decades to come and will always prove to be a useful detailing point of model railways no matter what era we model. 



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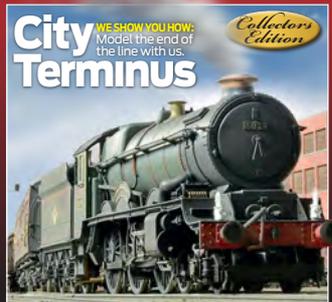
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Oxford's **FIRST REVIEW** 'DEAN GOODS'

Great Western Railway modellers have a new choice of goods motive power with the arrival of Oxford Rail's 'OO' gauge 'Dean Goods'. **MIKE WILD** inspects this new 0-6-0.



THE GREAT WESTERN RAILWAY wasn't a great user of 0-6-0 tender locomotives with its preference for 0-6-0Ts or 2-6-0 or larger motive power for freight work from the turn of the 20th century. However, one design stood the test of time – the 1883 introduced 'Dean Goods' 0-6-0.

The class was a development of the outside framed Armstrong 0-6-0 tender locomotives, redesigned by Dean with inside frames and a new boiler. The fleet went on to serve the GWR and BR as well as overseas in both the First and Second World Wars. The last wasn't withdrawn until 1957 with one preserved as part of the National Collection. Reality Check has the full story on the 'Dean Goods'.

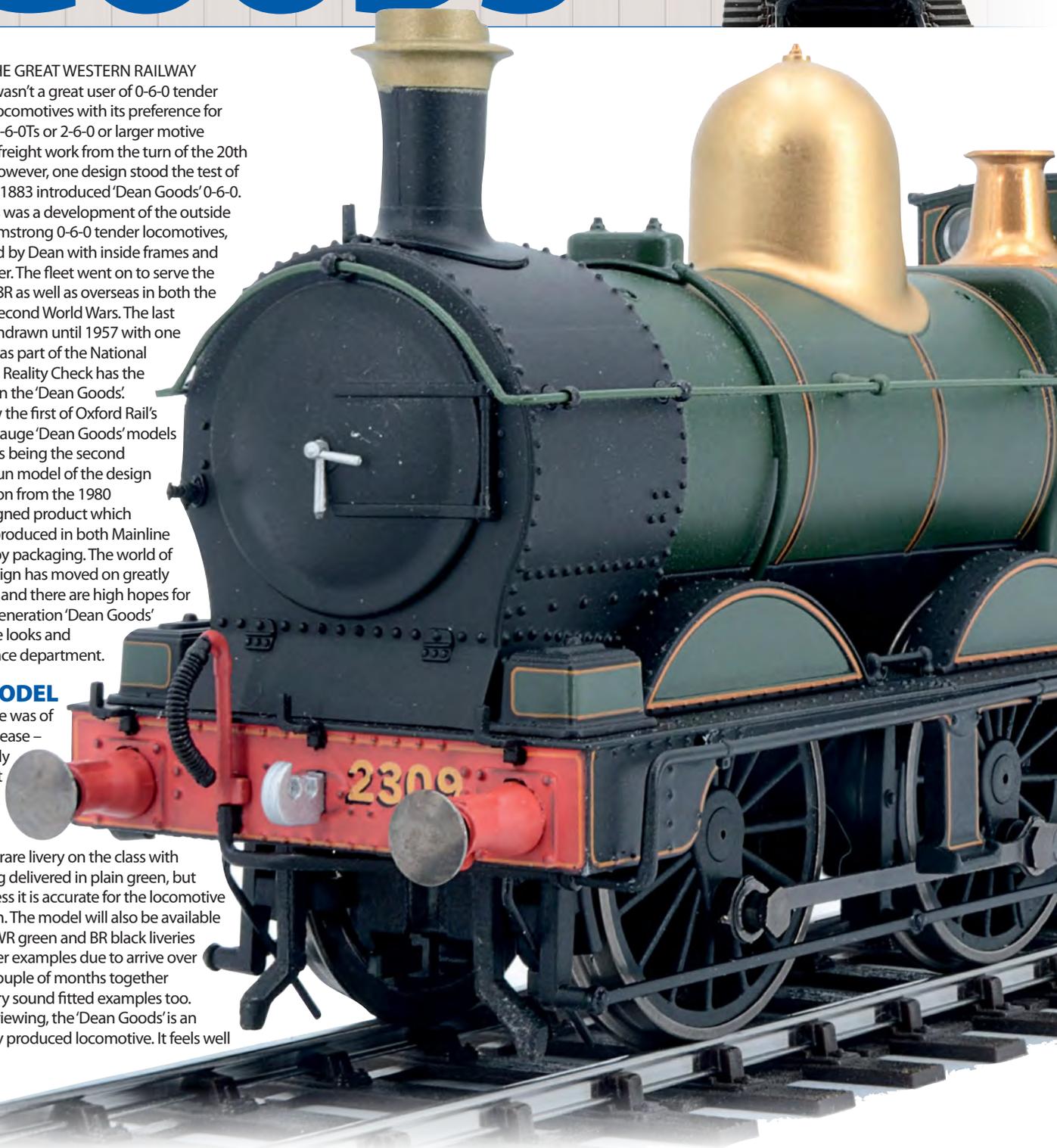
June saw the first of Oxford Rail's new 'OO' gauge 'Dean Goods' models arrive – this being the second ready-to-run model of the design following on from the 1980 Airfix designed product which was later produced in both Mainline and Hornby packaging. The world of model design has moved on greatly since then and there are high hopes for this new generation 'Dean Goods' both in the looks and performance department.

THE MODEL

Our sample was of the first release – 2309 in fully lined Great Western green livery.

This was a rare livery on the class with most being delivered in plain green, but nevertheless it is accurate for the locomotive in question. The model will also be available in plain GWR green and BR black liveries with further examples due to arrive over the next couple of months together with factory sound fitted examples too.

On first viewing, the 'Dean Goods' is an attractively produced locomotive. It feels well





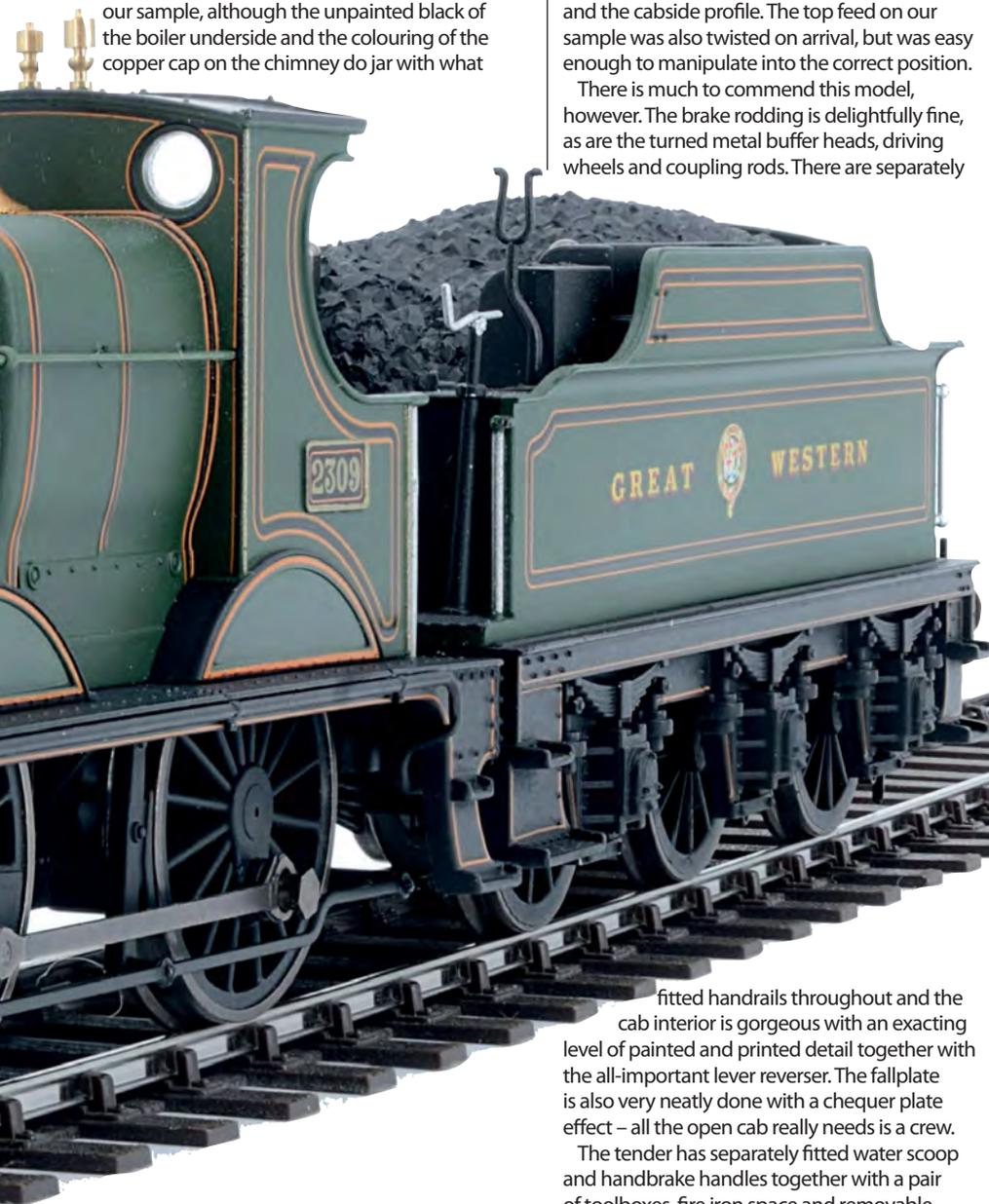
built and follows the basics of what we expect with sprung buffers, metal wheels, locomotive drive, all wheel pick-up, Digital Command Control (DCC) decoder socket in the tender and a nicely detailed cab interior. Interestingly, it is paired with a 2,500gallon tender which, while accurate, appears less common than the more usual 3,000gallon tender paired with these locomotives.

Livery application is smartly done on the whole, with excellent lining and colour definition on our sample, although the unpainted black of the boiler underside and the colouring of the copper cap on the chimney do jar with what

is an otherwise well painted model. So too do the silver painted coupling hooks - which might be correct for a factory fresh locomotive, but look strangely out of place in model form.

There are a few faults with this model – primarily the dished shape of the smokebox door, chimney shape, rivets on the splasher bases, dome height and the cabside profile. The top feed on our sample was also twisted on arrival, but was easy enough to manipulate into the correct position.

There is much to commend this model, however. The brake rodding is delightfully fine, as are the turned metal buffer heads, driving wheels and coupling rods. There are separately



fitted handrails throughout and the cab interior is gorgeous with an exacting level of painted and printed detail together with the all-important lever reverser. The fallplate is also very neatly done with a chequer plate effect – all the open cab really needs is a crew.

The tender has separately fitted water scoop and handbrake handles together with a pair of toolboxes, fire iron space and removable plastic coal load. Taking out the latter is best done by releasing the tender body first, but does reveal a full-depth coal space which could be used for installation of a speaker for digital

THE DETAILS

Manufacturer:	www.oxfordrail.com
Cat No:	OR76DG001
Description:	GWR 'Dean Goods' 0-6-0 2309, GWR lined green
Scale:	'OO'
Price:	£112.95 (DCC ready), £209.95 (DCC sound fitted)
Era:	3
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

sound. If you wish to add a real coal load you will also need to cover the connections for the wiring from the locomotive to tender as these are exposed through the tender body floor.

PERFORMANCE

This is an area where the Oxford Rail 'Dean Goods' excels – aided by its twin flywheel five-pole motor. Straight from the box our sample ran smoothly and quietly with the only negative we recorded being a necessity for a thorough cleaning of the wheels after this procedure.

That done, we set the locomotive to work on our test track for haulage and long term testing. On the haulage front, we loaded the model to 20 wagons which it handled well while also negotiating a range of curved and straight points with code 75 profile rail. It was also subjected to three days of continuous running on the test track with the same train - during which it never stalled once while running at a realistic speed with the full weight of the goods stock behind.

An 8-pin DCC decoder socket is provided in the tender and naturally, due to the body design, there is a limited amount of space inside for installing a decoder. It is possible with care and there are options for adding a speaker using Oxford's own supplied enclosure or underneath the coal load.

OVERALL

Expectations are always high for a new product and while the new Oxford Rail 'Dean Goods' isn't a definitive version of the class, it does have its strengths. If you are in the market for one of these characterful GWR 0-6-0s they come in at just over £110 at full price which keeps them at the lower end of the price scale. Whichever way you look at it, you can't fault this new arrival on its performance. Despite its faults, it's a definite improvement on older models - and I'm sure that GWR and Western Region enthusiasts will be keen to add one to their fleet. (MW)

'Dean Goods'

Although designed for everyday goods work on the Great Western system, the 'Dean Goods' was to be caught up in a sequence of world events which resulted in many examples ending up working in countries many miles from home.

EVAN GREEN-HUGHES recounts the story of these Victorian era veterans.

THE RAILWAYS OF THE Victorian era survived on the money that they made from moving freight. Every village, town and city imported its necessities by rail and exported the produce that they manufactured the same way.

Goods trains called at every one of these locations, sometimes many times a day, and there was a comprehensive network of services that ensured that goods could be collected from and delivered to anywhere in the country with the minimum of delay. To work these trains, most railways had

developed a policy of building simple two-cylinder 0-6-0 tender engines, which offered sufficient power and weight yet were cost-effective to build and simple to maintain. The Great Western Railway (GWR) was no exception to this, having by 1880 standardised on an outside-framed design from then Chief Mechanical Engineer (CME) Joseph Armstrong.

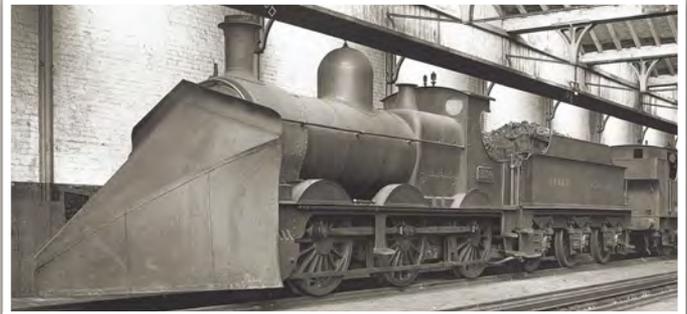
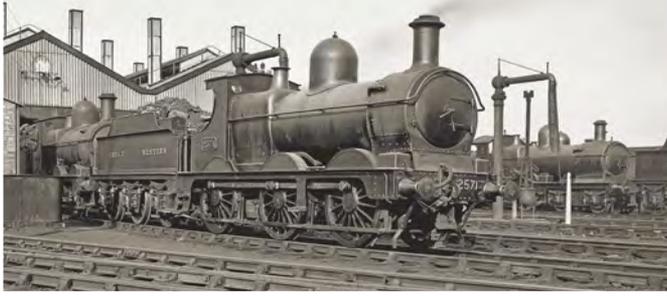
In 1877, after Armstrong suffered a fatal heart attack, William Dean became CME and at that time the GWR was well equipped with freight engines. Therefore six years were to elapse before any more needed to be built. What then emerged from Swindon

Works was known as the 'Dean Goods' or '2301' class. It was a development of the Armstrong engine, with significant improvements. The biggest difference was that Dean abandoned the outside frame arrangement, instead preferring a simple inside type. He also provided a free-steaming boiler of a completely new design, which was a big improvement.

The first 20 locomotives were constructed in 1883 and featured a domeless boiler of 4ft 3in diameter, flush smokeboxes and clack valves on the firebox side. These were followed by a further 20 in 1884 which were identical except that the boilers were



Smartly turned out 2571 poses at Didcot shed in 1936 in the company of another 'Dean Goods' and a double-framed 4-4-0 for good measure.
Colling Turner/Rail Archive Stephenson.



2534 has a large snowplough mounted on its bufferbeam inside Swindon stock shed in the mid 1930s. Early preparation for winter?
Colling Turner/Rail Archive Stephenson.

fitted with a dome on the front boiler ring.

When further locomotives were ordered, the boiler diameter was increased to 4ft 5in, with locomotives from 2381 onwards having a raised smokebox while 2451-2580 had a dome on the rear boiler ring. Extended smokeboxes later became universal on the class, and from 1913 onwards about 40 were rebuilt with boilers fitted with Belpaire fireboxes, top feeds, a dome on the middle ring and superheating. As might have been expected, many boilers were interchanged during the class' life, meaning that not all locomotives kept the style of boiler with which they were originally equipped.

WIDESPREAD OPERATION

The 'Dean Goods' were allocated to most areas of the Great Western Railway network, although of course they could not work west of Exeter until the broad gauge was abandoned there in 1892. They were not common in Cornwall or in the South Wales valleys but found particular favour with the Central Wales Division where they were ideal not only for freight but also for light passenger working. At this time they were amongst the few tender engines permitted on the Mid-Wales line from Moat Junction to Brecon. Wolverhampton was another 'hot spot' for the class with 40 shedded there in

1932 with the next biggest allocations being at Bristol and Worcester which had 32 each.

There was a rather interesting development in 1907 when there was a requirement for more locomotives for light passenger work in the Birmingham area at a time when there was a surplus of 0-6-0 goods engines. Consequently 20 'Dean Goods' - 2491-2510 - were reconstructed by Dean's successor, Churchward, to become 2-6-2Ts, at which point they were renumbered 3901-3920, although not in the original order. Several others spent some time away from home in this period commencing in 1905-1906 when 2301, 2351 >>

'Dean Goods' 0-6-0 2573 approaches Bockhampton crossing, near Lambourne, with the branch pick-up goods on August 5 1950.
David Hepburne-Scott/Rail Archive Stephenson.



and 2532 were loaned to the Manchester and Milford Railway, where they ran as 8-10 while in 1915 2408 and 2573 were loaned to the London & North Western Railway. Also loaned out, this time to the Midland and South Junction Railway in 1919, was 2409.

FOREIGN SERVICE

However it was to be the outbreak of the First World War that was to lead to some of the class travelling much further afield. During the war, the British army operated a substantial rail network in France and Belgium, but partway through the war there were increasing problems in obtaining enough motive power from the French and Belgium authorities. As a result, the army's Railway Operating Division (ROD) was allocated a number of locomotives from domestic railways, with preference being given to rugged designs that were easy to maintain.

In May 1917 62 'Dean Goods' were taken over by the ROD and after suitable modifications were sent to France where they were used for ammunition and supply trains as well as for shunting. The majority were returned to the UK in 1919, except for 16 which had been sent on to Salonika the previous year. Two (formerly 2308 and 2542) were subsequently sold to the Ottoman Railway, in Anatolia, Turkey, in 1919 where they became 110-111.

Seven were returned to the UK but seven more were written off, being then sold to the UK government. These were to remain the only losses to the class, apart from 2448 which had been withdrawn as a result of a collision at Thingley Junction in 1907, until 1928 when 2365 of Hereford shed was taken out of service.



An unknown GWR 'Dean Goods' stands with a Railway Operating Division stores train at Liege after the First World War. Rail Archive Stephenson.

LENGTHY DISPOSALS

Disposals continued at a steady pace with later engines, numbered above 2400, beginning to be withdrawn from 1938 onwards. However on the outbreak of the Second World War in 1939, nine were brought back from the scrapline and put back into service. This was to assist with a government requisition for 100 'Dean Goods' with the intention that they should be used to bolster the capabilities of the railways of France.

All those selected had their Automatic Train Control equipment removed and were fitted with Westinghouse train brakes while 10 locomotives received more drastic alterations, being fitted with pannier tanks and condensing apparatus. A total of 79 had been shipped to France by the time of the German invasion and all then fell into

enemy hands, at which point they were written off the GWR's books and sold to the government. By this time another eight had been requisitioned for use in this country.

Although some of the engines left behind in France were lost in the retreat to Dunkirk, others continued in use by the French railways under the occupation. After the hostilities, a large number of these were sent to China while 27 came back to England, although these were so worn out they were only fit for scrap. Two others are known to have ended up in Eastern Europe. Those remaining in the UK worked in army depots as far afield as Kent and Scotland, although six of these were ultimately shipped to Tunisia in 1943.

Obviously with so many engines employed on the war effort and the subsequent shortages it was to be the end of 1945



FACTS AND FIGURES

Designer:	William Dean
Built:	1883-1899
Withdrawn:	1907-1957
Builder:	Swindon Works
Purpose:	Goods
BR power classification:	'2MT'
Wheel arrangement:	0-6-0
Weight (locomotive):	36tons 16cwt
Weight (tender):	34tons 5cwt
Brakes:	Steam (locomotive) Vacuum (locomotive and train)
Driving wheel diameter:	5ft 2in
Length (including tender):	52ft 0in
Boiler:	GWR SO/S2 or S4
Boiler diameter:	4ft 3in (original) 4ft 5in (subsequent)
Boiler pressure:	180psi
Cylinders:	Two, inside
Cylinder dimensions:	17in x 24in (original) 17½in x 24in (later)
Tractive effort:	17,120lbs or 18,140lbs (later)
Number in class:	260
Number in BR service:	54
Number series:	2301-2360 2381-2580
Note: 2361-2380 were outside-framed 0-6-0 goods locomotives of the 2361 class.	

before there were any more withdrawals. There were still 54 on the books when the railways were nationalised in 1948, although 2356 had gone from Portmadoc shed before Ian Allan was able to record its number in that year's Combined Volume.

Losses remained low until 1952 when BR Standard '2MT' 2-6-0s, together with their London Midland & Scottish Railway designed counterparts, were sent to the Western Region, and this began a steady

decline in which the only 'Dean Goods' to survive were retained for working branch lines that had particularly low weight limits. By 1955 only four remained in service, these being based at Reading, Brecon and Oswestry which was home to the final example 2538. This was taken out of service in May 1957.

Fortunately, someone in authority had recognised the historical significance of the class and in 1956 one example,

GWR 'Dean Goods' 0-6-0 2573 heads a lengthy down goods on Goring water troughs in 1937.
Colling Turner/Rail Archive Stephenson.

Proving that it wasn't all goods traffic for the 'Dean Goods' class, 2532 heads a Lambourne branch train near East Garston on July 21 1951.

David Hepburne-Scott/Rail Archive Stephenson.



1897-built 2516, was claimed for the National Collection when it was withdrawn, also from Oswestry. Displayed for many years at the GWR Museum at Swindon, it was moved to the Steam exhibition centre in 2000 where it is currently on display, rather oddly with the tender split from the locomotive so that visitors can get a better view of the footplate. Not so lucky was WD 70195, formerly GWR 2531, which had been called up during both wars and was one of the locomotives fitted with pannier tanks during the Second World War. It eventually ended up on the Longmoor Military Railway, having been converted back to standard form, where it was used for re-railing practice and survived intact until 1959.

During their lifetimes, the 'Dean Goods' sported a number of liveries. The majority spent their GWR years in plain green but some received fully lined green too. BR chose to paint them in unlined black, even though they were still used on a number of passenger turns in mid-Wales, with the exception of 2579 which was for some reason fully lined out. During war service they carried various liveries with khaki being the most predominant.

If it had not been for their remarkable efforts in two world wars, the 'Dean Goods' would perhaps have not become as well known as they have done. For much of their lives they spent their time working workaday trains in everyday circumstances, often ignored, with much of this work being carried out on obscure lines which were not much visited by enthusiasts. Their simple design and workmanlike construction were a fine testament to both their designer and to the workmen who built them and it is therefore fitting that a new model has been introduced that will finally enable modellers to appreciate the simple beauty and usefulness of this class. [Huma](#)



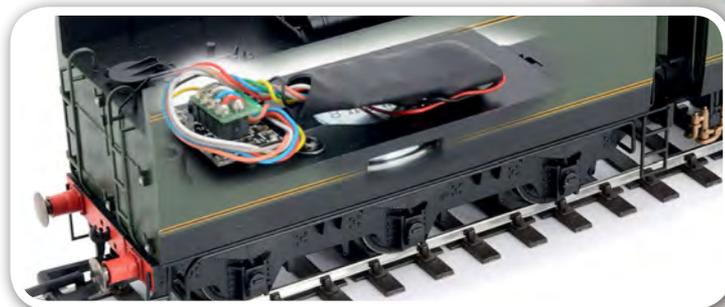
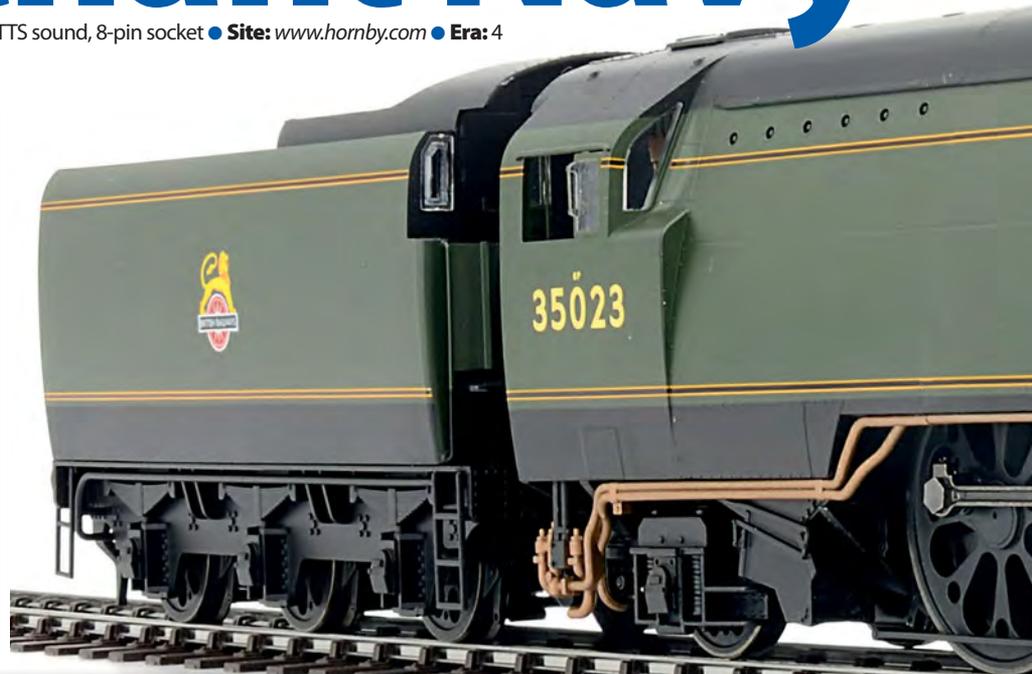
Hornby TTS Treatment for 'Merchant Navy'

● Price: £209.99 ● Cat No: R3382TTS ● DCC: TTS sound, 8-pin socket ● Site: www.hornby.com ● Era: 4

HORNBY'S newly-tooled 'OO' gauge Bulleid air-smoothed 'Merchant Navy' 4-6-2 (HM116) gains the manufacturer's Twin Track Sound (TTS) digital decoder for this latest release. Finished as 35023 *Holland-Afrika Line* in BR lined green with early crests, the model represents the Exmouth Junction allocated prototype during the 1950s prior to rebuilding in February 1957.

Brimming with fine detail including lamp irons, separate smokebox door dart, sprung metal buffers and delightfully decorated cab interior, this release stands out from the crowd thanks to its onboard digital sounds including eight different whistles, injector and blower sounds, safety valve, guard's whistle, coal shovelling, wheel slip and more.

Located within the locomotive's tender, Hornby's 8-pin TTS decoder boasts 19 sound functions for this release plus the ability to toggle



The 8-pin Twin Track Sound decoder is mounted in the tender together with a 28mm round speaker.

between exhaust and coasting audio. Each of the onboard sounds are generally very good, although the exhaust beat to wheel revolution ratio doesn't match as it should for the complex 'Merchant Navy' sound. That said, the decoder is responsive, demonstrating smooth running characteristics under Digital Command Control

British Railways 'BB' from Hornby

● Price: £164.99 ● Cat No: R3525
 ● DCC: DCC ready, 8-pin socket
 ● Site: www.hornby.com ● Era: 4

A second Malachite green liveried Bulleid air-smoothed 'Battle of Britain' 4-6-2 has been introduced by Hornby as a follow up to its Southern Railway liveried model of 21C168 *Kenley* (HM121), only this time it is finished with British Railways lettering on the tender as s21C159 *Sir Archibald Sinclair*.

Built at the Southern Railway's Brighton Works in 1947, the prototype was named after the British politician in February 1948 and unveiled in a ceremony at London Waterloo station, in recognition of Sir Archibald Sinclair's role as Secretary of State for Air during the Second World War. Allocated to Nine Elms motive power depot at the time, it is in this condition that Hornby has modelled the locomotive, prior to its renumbering to 34059 a year or so later.

Whilst the air-smoothed 'Pacific' has previously appeared as 21C159 in Southern Railway (SR)



malachite green as part of a 'Bournemouth Belle' train pack (Cat No. R2661M – released in 2009), this latest release differs in that it now carries British Railways lettering, 's' prefix to its number and *Sir Archibald Sinclair* nameplates. The distinctive Southern smokebox door ring has been retained, as has Bulleid 'sunshine' lettering and numbers.

Application of the colour scheme is very good with an evenly-applied SR malachite green and black paint finish and crisply printed yellow lining. Bodyside plaques are

superbly reproduced, although the lettering to the blue-backed nameplates on our review sample appeared slightly skewed.

An 8-pin Digital Command Control (DCC) decoder socket is housed within the semi-permanently coupled tender together with a speaker mount for digital sound installations to accommodate a 28mm round speaker. Small tension lock couplings, NEM coupling pockets and a separate detailing pack.

Another useful livery variant, spanning the transition to nationalisation. (MC)

The fourth of Hornby's new air-smoothed 'Merchant Navy' 4-6-2s is 35023 Holland-Afrika Line in BR lined green with early crests.



(DCC) and you can play two sounds at the same time – effectively the main locomotive steam sound plus one other effect such as whistle or coupling clank, for example. However, the sounds will not operate if running under analogue (DC) control, although the model will operate on analogue control with the decoder fitted. Full

details are included in the instruction manual. Decoration is excellent with a high-quality paint finish, exquisite nameplates and crisply printed lining, numbers and 72A (Exmouth Junction) shed plate.

As with previous releases, the model comes with factory-fitted brake rods and a separate

pack containing cylinder drain cocks, bufferbeam pipes, steps and a small tension lock coupling for the front NEM pocket, if required.

At just a small premium over the standard models, this sound fitted version represents excellent value for money, but be quick, as this TTS-fitted release is sure to prove popular. (MC)

TTS for *Earl of St Germans*



Collett 'Castle' 5050 *Earl of St Germans* is the latest recipient of Hornby's Twin Track Sound decoder. It offers a value for money introduction to the world of digital sound inside the well respected Hornby GWR 4-6-0 which, with a high-end sound decoder fitted, would cost in the region of £75 more.

Externally, 5050 matches the high standard of production that we expect for a Hornby 'Castle' with crisp application of all colours including BR lining over the BR green base

colours. Add to this a copper capped chimney, brass safety valve bonnet and brass painted finishing around the splashers and cab and it all adds up to the epitome of a Great Western locomotive in the BR era. It is modelled with large early crests on the tender sides making it ideal for the 1950-1956 period, although the 89A (Oswestry) shedcode on the smokebox doesn't appear in our data for 5050.

On the track, the sample performed smoothly and quietly without the sound switched on on both analogue and digital control while the decoder offers an array of 15 sound functions



- Price: £199.99 ● Cat No: R3383TTS
- DCC: TTS sound, 8-pin socket
- Site: www.hornby.com ● Era: 5

including boiler, exhaust and coasting, a selection of whistles, safety valves, guard's whistle and more. The only downside is that the decoder doesn't allow the exhaust beat to match the revolution of the wheels.

This is an attractive package and a great way to test the water of digital sound. Plus, if you decided to upgrade in the future, you could simply connect a high end decoder into the 8-pin socket and use the pre-fitted speaker as the 40hm design included is suitable for use with the current LokSound and Zimo sound decoders. (MW)

'OO' GAUGE

Hatton's brings forward its 'Warwells'

FIRST REVIEW

● Price: £33 ● Cat No: Various ● Site: www.hattons.co.uk ● Era: 3-9

THE NEW 'OO' gauge model of the 1942-introduced 'Warwell' 50ton bogie well wagon has been brought forward by Hatton's allowing it to make its debut some three months ahead of schedule.

This all-new product is the first Hatton's has produced entirely by itself without working with a third-party manufacturer to liaise with the factory. And impressive it is too. Hatton's is delivering a range of vehicle types on the 'Warwell'

frame covering original pattern vehicles with diamond bogies, those converted as rail carriers, bolster deck wagons and post-1970s vehicles with Gloucester GPS bogies.

For review we received a selection of four vehicles to examine which cover the main body and bogie variations: London and North Eastern Railway grey 'Warwell' with diamond frame bogies (Cat No. H4-WW-003), 'Warwell' with steel/rail carriers in BR weathered bauxite (H4-WW-010), 'Warwell' in BR grey with bolster deck conversion (H4-WW-011) and 'Warwell' in MOD 1970s olive green with Gloucester GPS bogies (H4-WW-014). On opening the box you are presented with a nicely weighted wagon, thanks to its die-cast body, fitted out with free running turned metal wheels, NEM coupling pockets with small tension lock couplings and even sprung metal buffers – a rarity on a ready-to-run wagon.

The die-cast body is impressively fine with intricate rivet head patterns on the side and plates to

support the deck. On top there are plated track routes on the curve into the well while the central deck models the wooden finish of the real vehicles together with correctly located handwheels for early and

late wagons. The stabilising jacks are modelled on the early and late 'Warwells', while the repurposed wagons correctly omit these details. Also noteworthy are the round head buffers on the early vehicles with the top edge cut straight while the later post-

1970s 'Warwell' has oval buffers.

Underneath, Hatton's has done a superb job of replicating the under-body equipment – and perhaps better than we expected. You will find vacuum and air tanks, brake rigging and even full length piping. Plus, with the included detail pack you can add a full set of brake pipes and dummy screw link couplings to each bufferbeam.

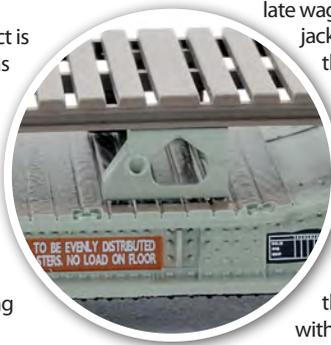
The bogies, as stated, have turned metal wheels set inside plastic sideframes of the correct design for



each vehicle's era. One small point here is that the small tension lock couplings are quite long and lead to a 15mm gap between buffers when two vehicles are coupled

together, although shortening this will be a simple modelling process to reduce both the pocket and coupling shank length.

All in all, Hatton's has delivered a





superb model of a vehicle which has plenty of potential for 'OO' scale modellers, whether in block trains of tank movements or as part of engineering trains in their converted

forms. With their long lifespan and wide sphere of operation, virtually any layout owner can indulge in these new wagons. Excellent and available now. (MW)

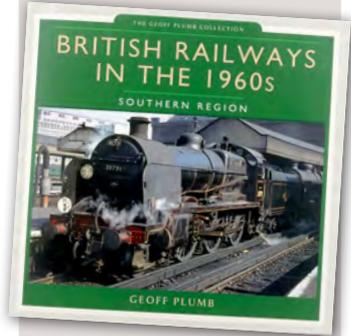


RECOMMENDED READING

BRITISH RAILWAYS IN THE 1960s

SOUTHERN REGION

Author: Geoff Plumb
Publisher: www.pen-and-sword.co.uk
Title: British Railways in the 1960s – Southern Region
ISBN: 978-1-4738-2393-8
Price: £25.00
Spec: 168 pages, hardback



WITH REGULAR steam operation on British Rail's (BR) Southern Region coming to an end 50 years ago on July 9 1967, this timely release from Pen and Sword is most welcome.

Featuring a superb collection of photographs of BR Southern Region operations in the 1960s through the lens of its author, Geoff Plumb, the volume also captures many images of the final years of steam on the South Western Main Line out of London Waterloo.

Whilst the transformation to newer electric and diesel traction was underway, the general decay of steam depots and yards abounded and this has been captured well throughout with work-wear and weather-beaten locomotives captured at rest and withdrawn examples awaiting their final call to the scrapyard.

The volume is presented in landscape format with more than 150 colour and black and white photographs on high-quality paper and follows the format of one image per page throughout.

Reproduction is superb, with clear detail and key colour differences visible, as well as useful 'in-service' weathering inspiration – perfect for modellers. (MC)

SCENIC SETS FROM LIFECOLOR

● Price: £17.99 ● Cat No: Various ● Site: www.airbrushes.com



Three new sets of high-quality acrylic paint have arrived from LifeColor, each containing six 22ml plastic jars with enormous potential for the scenic modeller. With shades ranging from a deep blue-grey to a soft sandstone,

Stone Grey shows just how diverse the colour of stone can be. White Wood confirms that bare wood, once weathered, isn't brown at all, but an infinite variety of silver-grey shades found on everything from wagon interiors to lineside

structures of all kinds. Leaking & Stains, meanwhile, enables you to add the final touches to urban and rural buildings with a selection of damp, mouldy-looking tones that perfectly capture everyday reality. (TS)

'OO' GAUGE

Oxford Rail release BR 57ft Carflat

● Price: £29.95 ● Cat No: OR76CAR001 ● Site: www.oxfordrail.com ● Era: 5-6



THE latest addition to the Oxford Rail rolling stock portfolio is the BR 57ft Carflat for 'OO' gauge. It touched down in BR bauxite livery during June and models the vehicles built using ex-LMS 57ft underframes as opposed to Bachmann's planned version which will model the 63ft Mk 1 based Carflats.

Oxford's Carflat is delivered with a pristine finish in this case and models the vehicle at the start of its career – this particular flat, B748747, being built at Horwich works in 1964 to diagram 1/088. Hallmarks included LMS pattern bogies, large round buffers and underframe trusses to the outside. While the mouldings are to a high standard throughout, close inspection during photography revealed flash on the side rails in a couple of places.

Even so, the Carflat models the real vehicles well and, while at first glance the buffers looked too big, prototype images suggest that they are the correct size for those used on these flats. Also worthy of note is that the bogie

springs are separately fitted parts (one on our sample had worked loose in transit, so beware on opening the box) while there are also NEM coupling pockets, small tension lock couplings



'OO' GAUGE

Sankey Motorail signs

● Price: £3.20 per pack ● Cat No: Various ● Site: www.sankeyscenics.co.uk ● Era: 6-8

New to the Sankey Scenics range of accessories are these 'OO' gauge packs of British Rail Motorail signage.

With suitable 'OO' gauge BR Mk 1 General Utility Vans (GUVs) and forthcoming models of Motorail Carflat car-carrying vehicles imminent from Oxford Rail and in development by Bachmann, these packs are perfectly timed for modelling this traffic source.

Sankey's new range consists of 16 route specific packs containing either BR Western Region style destination panels or BR carriage roof boards and a useful Motorail terminal detailing pack. Destinations include Aberdeen, Bristol, Carmarthen, Edinburgh, Exeter, Fishguard, Inverness, Newcastle, Newton Abbott, Swansea and more.

For review, we received three packs encompassing Birmingham to St Austell, Kensington to Penzance and London to Perth services, together with the terminal detailing pack. Destination packs contain either 32 white/black 7mm x 6mm bodyside

panels or 24 blue/white 38.5mm x 2mm carriage roof boards together with ten white/black 43.5mm x 8mm Motorail panels for use with Carflat or Cartic 4 car-carrying wagons. In addition, a smart set of 24 blue 18mm x 7mm Motorail branded windscreen protectors are also included.

Rail alphabet typeface and red BR double-arrow devices are neatly printed to a high resolution on A5 photographic paper, while each element simply requires cutting from the sheet with a sharp knife or pair of scissors.

The Motorail terminal detailing pack contains a wide selection of platform indicator boards, directional and informational signage, temporary ground signs, speed limits, poster and timetable panels and is representative of the type used at Motorail's Kensington Olympia terminal until its closure in the early 1980s.

Full instructions are included and bespoke packs can be supplied too. (MC)





Oxford Rail's new BR 57ft Carflat is an attractive new addition suitable for use with passenger stock as well as in mixed goods and block formations.

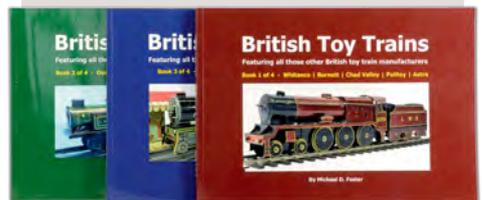
and turned metal wheels too. The coupling pockets are body, rather than bogie, mounted. Presentation of the livery artwork is smart with fine lettering on the data boards on each side together with neatly printed 'No Loose Shunting' warnings on the wagon end doors. The bump stops used to support the drop gates at each end are also modelled.

The new Carflat is an unusually attractive vehicle for what is essentially a flat wagon. Loaded with cars and running at the back of a passenger train - or in a block train loaded with new cars - it will add a new flavour of traffic for model railway layouts set from the early 1960s into the 1980s. Available now and perfect for loading with Oxford Diecast vehicles. (MW)

RECOMMENDED READING

BRITISH TOY TRAINS VOLUMES ONE-THREE

Author: Michael D. Foster
Publisher: Michael D. Foster
Title: *British Toy Trains* Volume 1, 2 and 3
ISBN: Vol 1: 978-0-9932047-0-8
 Vol 2: 978-0-9932047-1-5
 Vol 3: 978-0-9932047-2-2
Price: £18-£24 each
Spec: 132/144/208 pages respectively, softback



TODAY'S HIGHLY DETAILED model railways owe a lot to the foresight of toy manufacturers a century ago. Whilst they may bear little resemblance to the models of today, the brightly-coloured tinplate toy trains of yesteryear have become highly collectable and sought after in their own right, and so began a fascinating journey of inspiration and railway modelling.

With his recently-released third volume of *British Toy Trains* now available, Michael D. Foster has spent the past 30 years meticulously tracking and tracing the history of these desirable models and covers lesser-known brands including A Wells, Brimtoy, British Marx, Burnett, Chad Valley, Palitoy and more.

Each of the three volumes features a history of the respective manufacturers and includes advertising literature, price lists, instruction leaflets, factory location maps, catalogue illustrations, archive images and even patent applications and adverts explaining production delays to potential customers during the Second World War.

Richly illustrated with images of standard production models, rare releases and novelty items, such as a Mickey Mouse handcart and circus train, each chapter charts the progress of clockwork, battery and electrically operated tinplate toy trains throughout the first half of the 20th century.

Clearly more than a historical record, the passion of the author for his subject shines through with many questions posed and some wonderful insights to the characters behind the companies too, such as the Palitoy designer who went on to develop Action Man and a well-known branded lemon-juice squeezer...

Engaging text and delightful images of a bygone era, these three volumes present an outstanding history of British tinplate toy trains, some of which may have been forgotten – until now. (MC)

'HO' GAUGE

Busch's road is flexible

● **Price:** £4.10 ● **Cat No:** 9750 ● **Site:** www.goldenvalleyhobbies.com ● **Era:** Any

A recent addition to the Busch 'HO' scale range of detailing materials is this metre-long strip of asphalt road. Manufactured from a flexible grey synthetic material, its textured appearance features a solid white line along either side of its length together with a broken white line through the centre.

Measuring 1,000mm x 79mm, the self-adhesive backing paper can be peeled away and the road material fixed in place. It can be gently curved to create corners. Although produced primarily for 'HO' scale, it can also be used in conjunction with 'OO' vehicles. Quick and easy-to-use. (MC)



Golden Valley 'Janus'

IMPRESSES FOR INDUSTRY

A new industrial diesel has landed in 'OO' – but how has the maker dealt with myriad detail differences between prototypes?

MARK CHIVERS finds out.

THE DETAILS

Manufacturer:	www.goldenvalleyhobbies.com
Cat No:	GV2012
Description:	Yorkshire Engine Company 'Janus' 0-6-0, No.6 Roger H Bennett, NCB blue
Scale:	'OO'
Price:	£89.99
Era:	9
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

**FIRST
REVIEW**



INDUSTRIAL PROTOTYPES are popular right now, as manufacturers cast a glance at alternatives to main line locomotive classes. Indeed, many industrial locomotive types complemented their larger main line counterparts at exchange sidings and industrial complexes, and these subjects are now increasingly popular to model. New to 'OO' gauge from Golden Valley Hobbies (GVH) is the Yorkshire Engine Company (YEC) 'Janus' 0-6-0 diesel shunter commissioned from Oxford Rail.

Built between 1956 and 1965, more than 100 diesel-electric 'Janus' 0-6-0s were constructed at the company's Meadowhall Works in Sheffield, predominantly for use within the steel industry

as well as mining, quarry, refinery and port applications. As might be expected, there were variations across the build, particularly regarding lighting positions together with a large number of modifications during the locomotives' careers. A handful were exported abroad.

Powered by a pair of Rolls Royce C series C6SFL six cylinder engines (a small number featured Cummins prime movers) with British Thomson-Houston (BTH) traction motors, these 48ton shunting locomotives proved capable and reliable, with examples at Scunthorpe steelworks clocking up around 60 years in regular use. With a top speed of 23mph and 30,000lbs tractive effort, they were ideal for their intended use.

THE MODEL

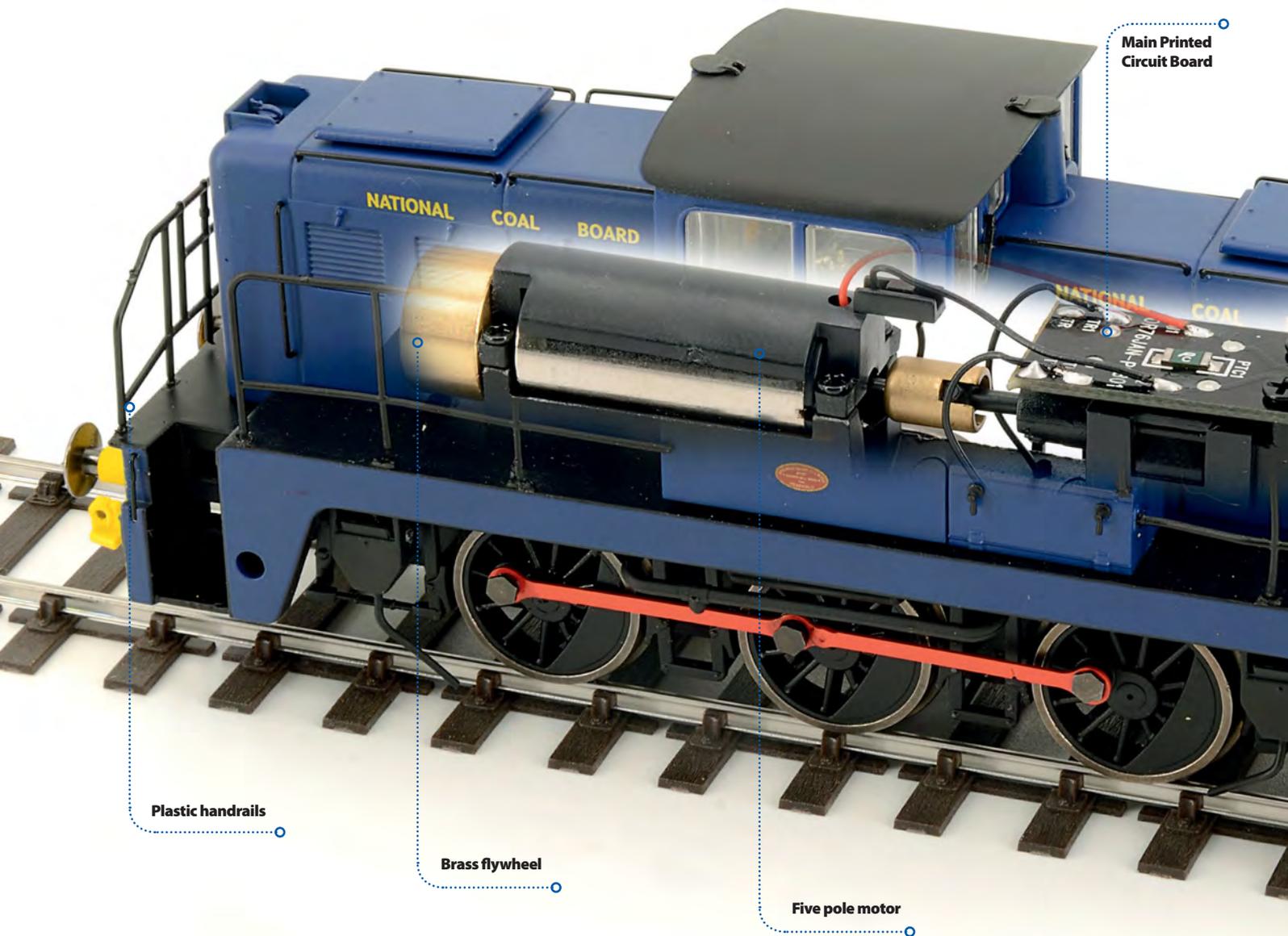
Announced at the Warley National Model Railway Exhibition in November 2015 (HM103), four versions of the 'Janus' have been produced for GVH in National Coal Board (Cat No. GV2012), British Steel Corporation (GV2013), British Petroleum (GV2014) and Port

of London Authority (GV2015) liveries, and represent Oxford Rail's 'OO' gauge diesel debut. First to arrive for review is YEC 'Janus' 0-6-0 No.6 *Roger H Bennett* in National Coal Board (NCB) blue, depicting the prototype in as-preserved condition at the Churnet Valley Railway (CVR) in Staffordshire. One of seven built for the NCB, it was completed in 1959 and allocated to the nearby Littleton Colliery. It was named *Roger H Bennett* shortly after its arrival at the CVR in 2008.

Oxford Rail has certainly captured the look of the prototype well with its symmetrical design, elegant curves and a delightful cab interior. Separately applied details include cab windscreen wipers, fine etched metal exhaust covers, bonnet mounted grab handles, sandboxes, sandpipes, brake gear, fixed metal buffers and moulded plastic handrails/stanchions along the running plate and over the bufferbeam at each end. However, these latter elements are quite delicate and appeared slightly distorted with a tendency to 'lean' on our review sample. Closer inspection also revealed a few moulding 'pips', presumably from where the parts have been removed from sprues during manufacture.

Moulded detail in general is well-crafted with good definition to bonnet panels, vents, battery boxes, radiators and cab windows while the die-cast metal running plate and underframe are also superbly rendered with steps, bufferbeam bolt head detail, filler caps, brake >>





Main Printed Circuit Board

Plastic handrails

Brass flywheel

Five pole motor



gear, cylinders and pipework in place. Brake shoes sit in line with the 12-spoke wheels.

Inevitably, detail differences exist between 'Janus' 0-6-0 prototypes and, given that it has not been possible to tool for every instance, a few compromises have crept in with this release. These include the small circular hole to the lower left of the running plate on each side, which isn't present on its preserved counterpart, lack of bonnet-mounted headlights and omission of running plate equipment cabinets and air brake pipes, which appear to have been later modifications on the real locomotive. The metal buffers, lovely as they are, also appear slightly undersized compared with images of the prototype, while the bufferbeam bolt head arrangement also appears different.

Decoration is impressive - with an evenly-applied NCB blue paint finish, black walkways and yellow bufferbeams. Printed detail is equally accomplished with crisp yellow NCB lettering, nameplates, builder's plates, numbers and legible fuel gauges. YORKSHIRE plates and BTH plaques are also neatly printed at each end. However, the icing-on-the-cake has to be the exquisitely detailed cab interior with finely printed gauges, dials, control handles and small details picked out. Flush glazing throughout affords good views of the cab interior.

PERFORMANCE

A powerful five-pole skew wound motor with brass flywheel is fitted under the bonnet to one end, with power collected through all-wheel brass wiper pick-ups, while an 8-pin Digital Command Control (DCC) decoder socket is located at the opposite end. Space is available for digital speaker installations and DCC sound-fitted examples are also being produced, employing ESU V4.0 Loksound technology and a sound project by Ian Bishop (Legomanbiffo). There are no lights fitted to the 'Janus'. Access to the motor is straightforward, with four body retaining screws located at each corner of the chassis. To complete the body removal, you simply unclip both small tension lock couplings from their NEM coupler pockets, hidden behind slots in the bufferbeam.

On test our review sample displayed smooth, positive and quiet running characteristics, aided by its die-cast metal chassis, hauling a rake of 20 wagons with ease through a series of curves and turnouts on *Hornby Magazine's* 'OO' gauge office test layout Topley Dale.

Incidentally, if you're looking for some appropriate rolling stock, GVH has commissioned Oxford Rail to produce four triple-packs of seven-plank open wagons in appropriate liveries including British Steel



8-pin DCC decoder socket

Corporation (GVH6013), White May and Royal Standard BP Lamp Oils (GVH6014) and Port of London Authority (GVH6015) liveries.

Our review pack of National Coal Board liveried examples (GVH6012) were neatly decorated with NCB bauxite exteriors, darker brown interiors, white NCB lettering and individually numbered as vehicles 84, 99 and 127. Turned metal wheels, small tension lock couplings in NEM pockets and metal buffers complete the package. Each of the four triple-packs is priced at £29.99 with 500 of each being produced.

OVERALL

Golden Valley Hobbies' YEC 'Janus' 0-6-0 is a super new addition to 'OO' and it looks good and runs well. Whilst there are no lighting functions on the model, it is perhaps understandable when considering the variation of light fittings on the real locomotives. Not only that, the associated costs would likely increase the price above the £100 mark. As it is, this model represents excellent value at a smidgeon under £90. Yes, there are a few detail compromises with this particular release, but it certainly doesn't detract from an exciting and enticing package that is sure to inspire some industrial installations. It deserves to be popular. (MC)

'JANUS' LIVERY CHOICES



Brisith Steel No. 5 in BSC yellow and white (Cat No. GV2013).



Port of London blue 201 (Cat No. GV2015).



BR operated 'Janus' in light blue (Cat No. GV2014).

'OO' GAUGE

Latest 'Jubilee' curries



BACHMANN'S 'OO' gauge Stanier 'Jubilee' 4-6-0 receives early British Railways

lined black livery for its latest outing as 45575 *Madras*. Built by the North British Locomotive Company, the prototype entered traffic with the London, Midland & Scottish Railway (LMS) in 1934. Following just over 28 years in front-line passenger service, *Madras* was withdrawn in 1963.

This latest release depicts 45575 following its renumbering in August 1948, allocated to Glasgow Cokerhill depot and paired with a Stanier 4,000 gallon tender with riveted sides. Refinements include single chimney smokebox, BR style smokebox numberplate, separate



smokebox door dart, sprung metal buffers, safety valves, whistle, lamp irons and a set of fine wire sand pipes. In addition, the 'Jubilee' also features an opening smokebox door, sliding cab roof ventilator hatch and removable coal load in the tender, with residual load underneath.

Application of the adapted LMS black livery is superb and features a rich satin paint finish, relieved with impressive maroon and straw lining, crisply printed BRITISH RAILWAYS lettering, numbers, nameplates and 30A shed plaque.

Decoration is extended to the cab interior too with pipework and levers painted appropriately.

The tender is semi-permanently coupled with a metal drawbar and Bachmann's four-wire plug and socket arrangement while the locomotive has a five-pole motor and the tender contains the 21-pin Digital Command Control (DCC) decoder socket and space for a digital sound installation with a 28mm round speaker.

Factory-fitted small tension lock couplings

'N' GAUGE

Farish VTG grey JGA bogie hopper

- Price: £34.95
- Cat No: 377-103
- Site: www.bachmann.co.uk
- Era: 9



favour

- Price: £164.95
- Cat No: 31-190
- Control: DCC ready, 21-pin
- Site: www.bachmann.co.uk
- Era: 4



in NEM coupling pockets and a separate pack of detail parts including brake rodding, front steps, cylinder drain cocks, cab doors and windows complete this elegant release. (MC)

wagon

Bachmann's 'N' gauge Graham Farish range has seen the arrival of this new livery on the JGA bogie hopper wagon in plain VTG grey.

Finished as JGA 19214, it is representative of freight rolling stock used on aggregate traffic, such as that to and from the Peak District. Bachmann's suite of tooling caters for detail differences between wagons and this release comes with flush access doors at each end but correctly omits the top canopy as well as the ladder, steps and walkway which appear at one end on some examples.

Capturing the shape of the prototype well, the model includes smart moulded underframe discharge doors, distinctive white disc handbrake wheels, rectangular buffers, Y25 bogies, metal wheels and Rapido couplings in NEM pockets.

A handy release of a capable and contemporary prototype. (MC)

'OO' GAUGE

Bachmann releases early BR 'E4'

● Price: £119.95 ● Cat No: 35-079 ● Control: DCC ready, 6-pin ● Site: www.bachmann.co.uk ● Era: 4



Bachmann's 'OO' gauge London Brighton & South Coast Railway (LBSCR) 'E4' 0-6-2T returns for its first appearance in BR lined black with early crests, as 32494.

Built at Brighton Works in the late 1890s, 32494 represents the prototype following its renumbering in 1949, allocated to Newhaven in East Sussex, a sub-shed of Brighton. Its eventual withdrawal followed ten years later.

This latest release correctly carries 75A (Brighton) shedplates and plenty of separately applied details including wire handrails, smokebox door dart, full complement of lamp irons, metal buffers and cab roof mounted whistle. Closer inspection reveals raised rivet detail to

the smokebox door, steam injector, side clacks and closed coal rails with removable coal load.

Decoration is evenly applied, with a high-quality black satin paint finish with crisply printed boiler bands and fine lining on the tanks together with refined numbers and British Railways crests. Cab detail is equally superb with levers and pipework picked out in appropriate colours – even the gauge glasses are depicted.

Southern Region route indicator discs, brake rodding and bufferbeam pipes are amongst the separately supplied pack of detail parts.

A useful mixed traffic engine and ideal partner for Bachmann's forthcoming South Eastern and Chatham Railway 'Birdcage' stock. (MC)

'N' GAUGE

Satlink GUV lands in 'N' gauge

● Price: £30.95 ● Cat No: 374-135 ● Site: www.bachmann.co.uk ● Era: 8



British Rail's Signal and Telecom (S&T) department's bright red and yellow colour scheme adorns Bachmann's 'N' gauge Graham Farish Mk 1 General Utility Van (GUV) for this latest release.

Together with 'Satlink' branding, the distinctive livery was applied to many wagons and vans operating under the S&T department's auspices including KDB977557. It was converted from BR Mk 1 GUV 93650 for use as a tool van in the late 1980s and allocated to the Regional S&T Engineer, Western Region.



Application of the colourful livery is superb with crisp separation between colours, neatly applied lettering and stencilled 'Satlink Western' typeface. Other small details include solebar lettering and impressive legible BR S&T logos.

Rapido couplings in NEM pockets and turned metal coach wheels are fitted as standard while a pack of additional detail parts is included with dummy buckeye couplings, coupling hooks and vacuum pipes.

Sure to add a splash of colour to an engineers' train or siding. (MC)



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Making the most of **'O' GAUGE** Sound

Many 'O' gauge models are designed with sound fitment in mind. **PAUL CHETTER** lifts the lid on a Heljan Class 25 to install Digital Command Control sound and to highlight design features intended to make this as simple as possible.

WHAT WE USED

PRODUCT	SUPPLIER	PRICE
Zimo MX699KV Sound Decoder	www.digitrains.co.uk	£185.00
80mm x 32mm DSS 236 speaker	www.digitrains.co.uk	£7.20

HELJAN'S Class 25 made its debut in August 2016 (HM112) for 'O' gauge and it offers an attractive proposition for newcomers to the scale for its all-purpose, go anywhere nature.

Today we are expecting more compatibility with digital for new locomotives in the scale, especially with the arrival of plug and play models like the Little Loco Company's PLux22 equipped Class 15 (HM117). However, not everything is quite so simple in 'O' gauge, but there are also products on the market which can – at least – begin to make it an achievable step to add sound yourself to an 'O' gauge twin motor locomotive.

The Class 25 follows Heljan's time honoured format of twin motors driving each bogie, but with the more recent arrangement of horizontally positioned motors providing drive to the bogies via cardan shafts and gear towers. This arrangement of the motors means that there is no shortage of space inside this large model as shown in the cutaway picture. Choice of decoder and speaker are not, therefore, tightly limited by the physical size which can be accommodated.

However, the dual high-powered motor design of this model requires the decoder to be capable of supplying 2-3Amps of continuous current, way beyond what is possible from decoders for smaller scales. The LokSound XL (4A) and Zimo MX699KV (6A) are more than a match for the Heljan model requirements in 'O' gauge, though both companies also offer decoders with lower power outputs (3A and 4A respectively) which would be sufficient for most users. There is also ample space to accommodate a wide range of suitable speakers, either singly or in an array of two or more subject to meeting the minimum impedance required by the decoder. I decided



upon a single bass reflex type speaker mounted to the body above one of the bogie towers and a Zimo MX699KV decoder so that I could install my own custom Class 25 sound project.

The Printed Circuit Board (PCB) is designed primarily for analogue operations, allowing the main wiring to be operated correctly on DC. There are no obvious concessions to

Digital Command Control (DCC) fitting or sound installation. The most straightforward way to install a decoder is to remove the locomotive PCB entirely and wire direct to the decoder in a process called hard wiring.

Many of the decoder types suitable for this model are available with screw terminal blocks which avoid the need for soldering,

Heljan's 'O' gauge Class 25 was released in August 2016. This is the Tower Models limited edition in plain BR green. See HM112 for the full review of the '25'.



though all wiring will need to be disturbed if the decoder needs removal for any reason.

Removing the PCB will not adversely affect the locomotive lighting LEDs in this model as the lighting PCBs are equipped with resistors to protect the LEDs from excessive current. You may wish to add resistors in series to reduce the brightness of the LEDs.

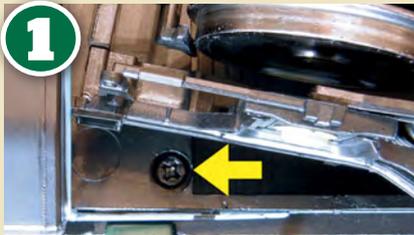
FACTORY WIRING

The track pick-up wires have been fitted so that the black from one bogie is on the same side of the model as the black from the other bogie. The same applies to the corresponding red pick-up wires. This is an improvement on earlier Heljan 'O' gauge models where, counter-intuitively, red and black wires had to be connected together.

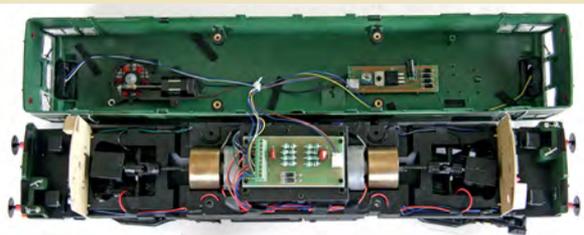
The NMRA standards state that black should be on the left and red on the right as seen with the front of the locomotive pointing away from the viewer. This was reversed in our sample. For DC running this is not a significant problem, as the Heljan PCB wiring corrects this error.

Whilst DCC operations would enable this to be corrected with CV changes, it is more >>

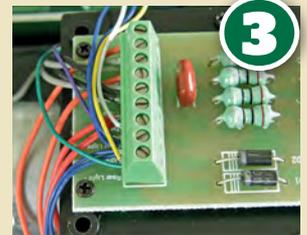
STEP BY STEP INSTALLING DCC SOUND IN A HELJAN 'O' GAUGE CLASS 25



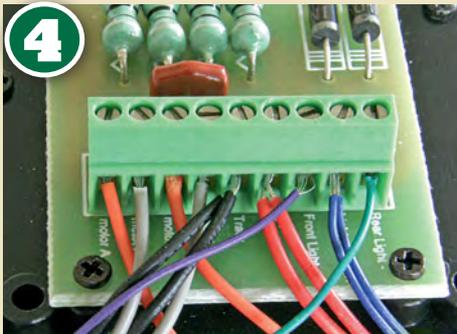
1 Removing the body is quite straightforward but their heavy weight makes these models tricky to handle. Remove four screws located near the inner ends of both bogies (one is arrowed here) and the body will lift off vertically.



2 There are wire connections between the PCB and roof fan and headcode lighting which are just long enough to allow this shot of the general deployment of components. Note the JSP plug and socket arrangement for the radiator fan connection.



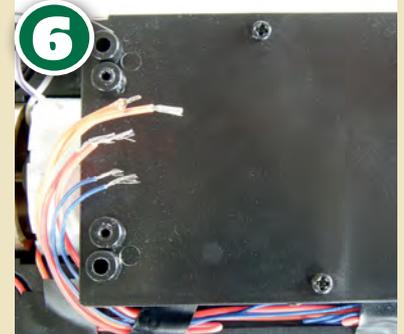
3 In close up, the wires to the headcode LEDs can be identified as yellow, white and blue. These and the JSP plug should be released to allow the body to be put aside for safety.



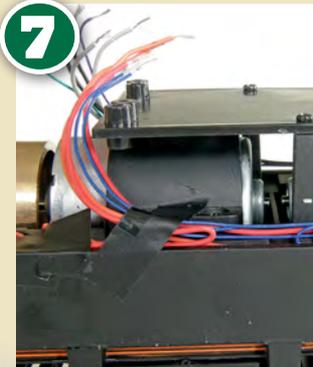
4 With the body mounted component connections removed, the track and motor connections can be seen more clearly.



5 Zimo's flagship MX699KV large scale sound decoder (left of picture) is compared with the locomotive PCB which has now been removed from the model.



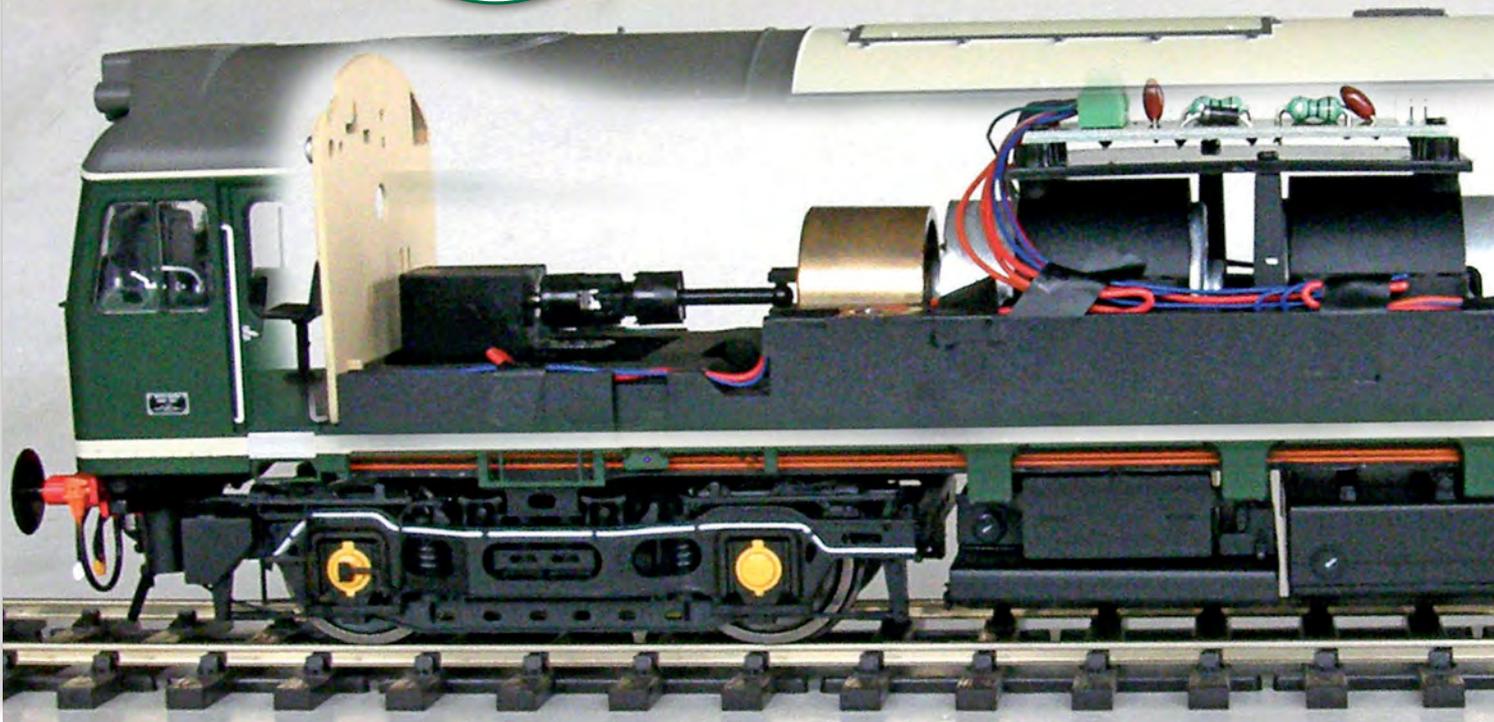
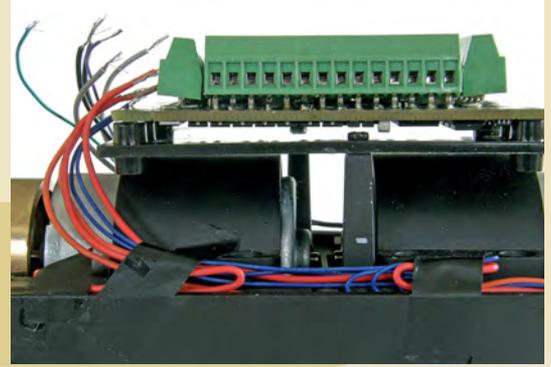
6 The plastic support provided for the PCB can be utilised in a similar role for the decoder.

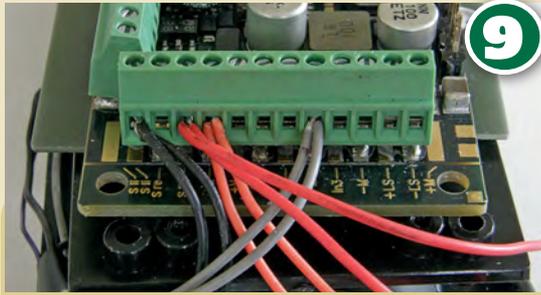


7 This support can be seen in its central position above the twin horizontally mounted motors. There is no need to lengthen any wires if the decoder is located here, though some may need uncoiling to ensure a stress-free connection.

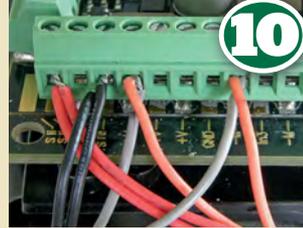
TIP
Follow factory wiring carefully and test the model stage by stage to ensure the project is going as planned - its much harder to fault find at the end.

8 This shows the general location of the decoder and the loosely coiled wires under the black tape.

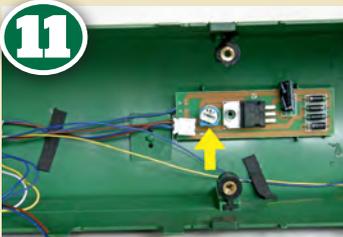




The black track wires and the red track wires from each bogie are joined together and connected to the appropriate screw terminals on the decoder. Similarly, the grey pair and the orange pair were connected together at the decoder. Unfortunately, this caused the wheels of one bogie to run in the opposite direct to those on the other on this example.



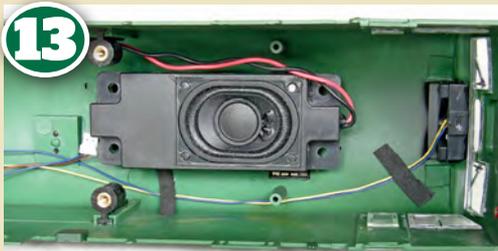
The reconfigured wiring shows how the grey from one end must be joined to the orange from the other in order to get all wheels turning in the same direction. The actual direction depends on which motor output each pair is connected to. Incorrect direction can be reversed by using a CV29 value change, but it is easy to rectify in the wiring at this stage.



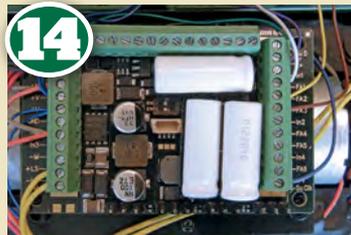
The operating radiator fan is controlled by this PCB. The potentiometer (arrowed) is a convenient way to adjust the speed of the fan so this board was retained for its functionality.



It was, however, relocated to a position close to the fan assembly to leave space for the speaker to be fitted above the other bogie tower.



This 80mm x 32mm bass reflex speaker encloses the same type of 28mm x 40mm speaker I've used in other HM projects in a 'ported enclosure' designed to enhance the volume of the lower frequencies.



The final wiring of the decoder shows that each pair of LEDs and the roof fan each have their own connection to the decoder. This allows more prototypical use of lighting possible with DCC operations.

satisfactory to wire the track pick-up to the decoder correctly at this stage to avoid incorrect directional control when running on DC with a decoder fitted. Heljan has now moved away from using red and black for the motor wires to those specified in DCC standards, grey for negative and orange for positive.

However, if orange from both bogies and grey from both bogies are connected together, the motors drive the wheels in opposite directions, so we are still in the position of making counter-intuitive connections between different coloured wires! I found that I was required to connect orange from one bogie with the grey from the first and connect to the same motor output from the decoder: likewise, connect grey from first bogie to orange from the other and then connect to the decoder's second motor output.

None of these wiring issues are insurmountable, especially for those experienced in Heljan's 'O' gauge model foibles, but they are unnecessary obstacles to straightforward conversion. They could be easily avoided during the design phase. My recommendation before undertaking any DCC conversion to Heljan 'O' gauge diesel models is for wiring to be tested for polarity before connecting to any decoder.

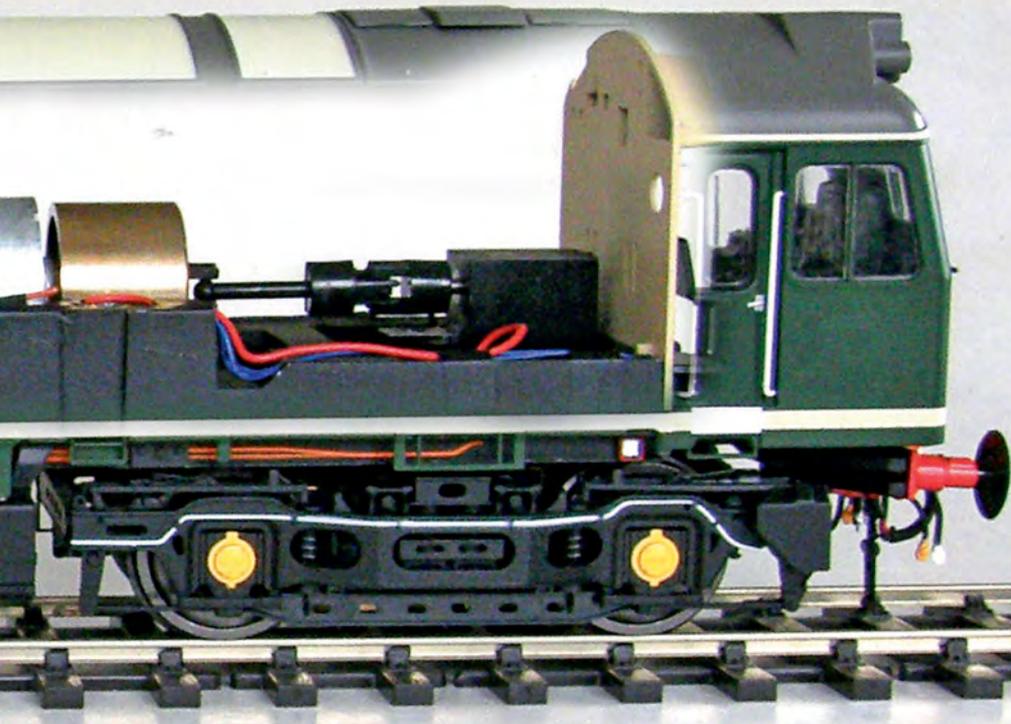
INSTALLATION

Once the pick-up and motor wiring has been investigated and understood, the physical installation is straightforward. The decoder sits on the plastic platform to which the locomotive PCB was fitted. There is a subsidiary board which controls the operation of the working roof fan. This board is fixed to the roof in the position I intended to fit the speaker. It would be possible to remove this board altogether and wire the fan directly to one of the decoder's Function Outputs (or FAs as printed on the decoder). As there is a variable resistor on the board and this is a convenient way of adjusting the fan's operating speed I decided to retain it.

I released the screws holding this board and relocated it to a position next to the roof fan, fixing it with double-sided tape. The input wires from the board were connected to the common positive and FA3. The sound project is programmed to operate the fan whenever the fan sound plays if connected to FA3, so no separate or manual control is necessary.

I modified the lighting control by connecting each pair of white markers and each pair of tail lamps to separate Function Outputs. This allows the tail lamps to be illuminated when running light engine or the last vehicle in a train, and not illuminated at all other times. Finally, the speaker was fixed to the inside roof above the bogie tower and connected to the speaker outputs on the decoder.

The popularity of 'O' gauge both for customers and manufacturers is raising its position in the ready-to-run market and they offer very tempting prospects too. With sound on board these giants are taken forward in a giant leap with enhanced 'play value' and a much more enthralling operating experience. [Hobby](#)



A cutaway view of the Class 25's interior showing the arrangement of the motors and the cavernous space available for a speaker and sound decoder.

STEP BY STEP ALTERNATIVE SOLUTIONS



In recent years some decoder manufacturers have created types with continuously rated power outputs greater than those typically employed on 'OO' gauge models, but lower than their high performance decoders. These generally give sufficient power for 'O' gauge models, but can cost significantly less than the 'fully loaded' types. Here are some examples of Zimo's alternatives. Each will provide at least 4A continuous motor power and a further 2A for ancillaries. The number of Function Outputs varies from 8 to 14 depending upon the precise decoder type within each 'family'.

A



From the left, the most economical MX696S with ribbon wiring and pin connectors, MX696KS which is a combination of MX696S decoder and LOKPL96KS adapter in a cost effective package and on the right MX699KS which provides all the power of the MX699KV but with fewer features.

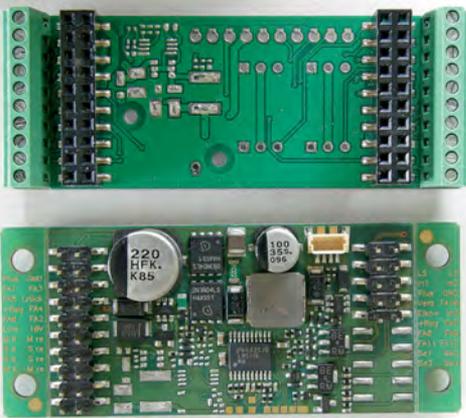
B



The MX696S with cable has the advantage of being self-contained, but the wires will need to be joined to the model's wiring by soldering or screw terminal blocks.

C

The MX696S can be mated to a push-fit adapter (top of picture) which in turn has a full complement of screw terminals. This adapter is available separately or in a specially priced combination pack with a decoder. The designation of this is MX696KS.



D

This shows the MX696S decoder in the process of fitting to the adapter.



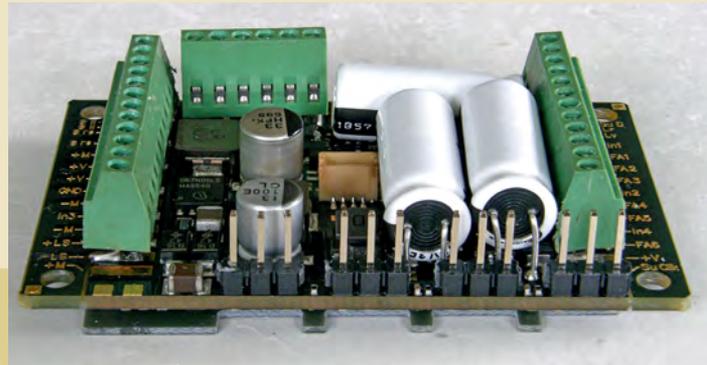
E



This shows the MX696S decoder pressed fully home into the adapter.

F

The MX699KS has many similarities with the MX699KV, including the three on-board 'stay alive' supercapacitors for exemplary running even on poor or dirty track.

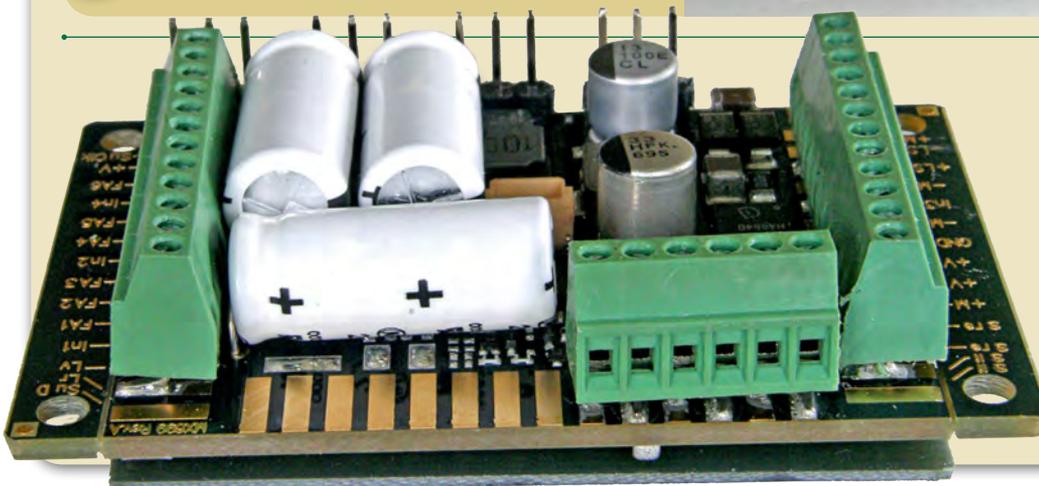


TIP

Sourcing the right sound decoder means finding a brand you like and also a sound producer too. Each has slightly different characteristics.

G

The MX699KS lacks some features of the MX699KV so there are fewer screw terminals required.



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N GAUGE

N GAUGE
Code 80 Rail  .080"

PECO

PECO N Gauge Streamline Code 80

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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  .055"

PECO

PECO N Gauge Streamline Code 55 Fine

SL-300F	Flexible Track® Wooden Sleeper Nickle Silver	£3.00
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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
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PECO

PECO OO / HO Streamline Code 100

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SL-102	Flexible Track® Concrete Sleeper Nickle Silver	£2.92
SL-102(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£68.50
SL-84	Catch Point Right Hand	£7.84
SL-85	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  .075"

PECO

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
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**LIVE
STOCK
INFO**



Elmfield

*The gritty down-at-heel atmosphere of the Black Country in the 1960s has been recreated in 'N' gauge by **DAVE WESTWOOD** in this fascinating exhibition layout.*

PHOTOGRAPHY, MIKE WILD



1 Right: Coal is bagged and weighed following its transfer from rail to road transport.

2 Below: A '57XX' 0-6-0PT draws into the goods loop at Elmfield with an arriving pick up goods.



ELMFIELD is a small town in north Worcestershire on the edge of the Black Country, which kept itself very much to itself until coal was discovered in the early 19th century. It was then dragged kicking and screaming into the industrial revolution by the arrival first of the canal, and then by the railway in the 1880s by way of a branch from the Oxford, Worcester and Wolverhampton (OWW).

The coal ran out in the 1920s, but by then large deposits of fireclay had been found, and the production of firebricks and pipes became the main industry. Other businesses began to move to the town and as its population grew and as the town expanded it became absorbed into the greater Black Country area. Regular passenger services ran to Birmingham and Wolverhampton via Stourbridge and there was a healthy amount of varied goods traffic as well as the firebricks and pipes.

The model depicts the station and exchange sidings in the early 1960s before the Beeching axe removed passenger services in 1964. The use of firebricks and clay pipes was also in severe decline and goods traffic ceased completely on the closure of the works in 1967. As one of my colleagues at Syston Model Railway Society said: "If you believe that little lot, you will believe anything", but even fictional layouts deserve a little history.

The station track plan is based on Shipston-on-Stour with the addition of the works exchange sidings, and the history on what actually happened in large parts of the Black Country, but not anywhere specific.

Elmfield was built to replace Claydon (HM7) which was coming to the end of its life as an exhibition layout. I had the idea to model something of the Black Country railway scene as I remembered it from my childhood, but not with rose tinted glasses. The general air of »



3 Above: A '64XX' slows for the end of the line as the Ruston 48DS shunts loaded wagons in the exchange sidings.

4 Right: A Class 121 ticks over in the single platform waiting to travel back along the branch towards Birmingham.

dereliction as old industries, mining, brickmaking and iron founding slowly but irrevocably disappeared was all around the area where I grew up.

I started researching the various industries I might include. Mining had gone by the period I wanted to model and so had most of the ironworks, but a chance discovery of a book called *Brickyards of the Black Country – A Forgotten History* by John Cooksey provided the answer. This had a wealth of information and photographs of them in their heyday and, more importantly to me, of their decline.

BASEBOARDS AND TRACK

The layout is made up of two 4ft x 1ft 8in baseboards constructed of 50mm foam insulation board with a softwood frame topped with wood fibre insulation, and is very light but solid. Boards are aligned with brass dowels and sockets and held together by captive screws. Legs are integral to the boards and are fitted with height adjusters.

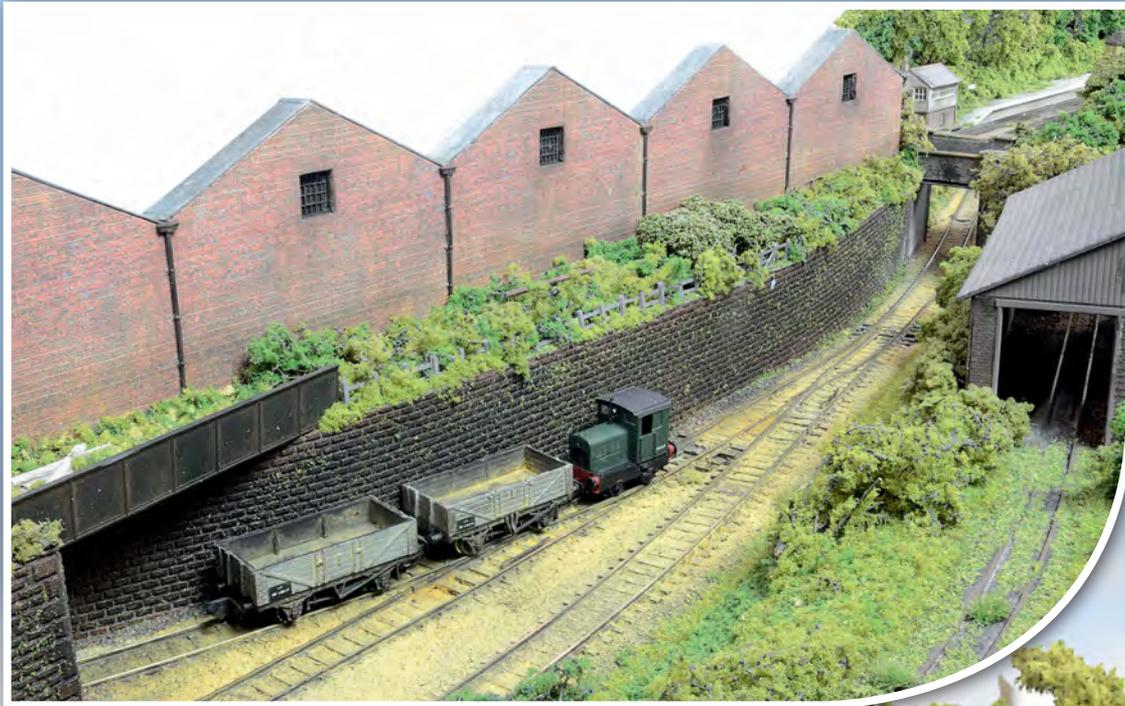
Track is Peco code 55 ballasted with granite chippings and fixed in the usual manner with 50/50 PVA and water solution, having been previously dampened with a fine spray. A word of warning if you use real stone as ballast - make sure that if it has not been pre-washed, you wash it well, because the dust it contains will cause any liquid to just run off and not penetrate. Rails have been painted with a rust colour and the ballast given a wash of grot and weathered where locomotives would stand. The exchange sidings were sprayed with soot black weathering dye and powders brushed in where spillages from the wagons would have happened.

Points are operated by the wire in tube method with mini slider switches to change frog polarity so as not to rely on the point blades for electrical continuity.

The layout is analogue controlled with one Modelux controller on each board >>







 **Left: The factory's Ruston 48DS propels a pair of five plank open wagons into the loading sidings.**



 Right: An Ivatt '2MT' 2-6-0 ready for departure from the pipe and firebrick factory exchange sidings.

 Below: With the signal 'off', a work stained 'Manor' 4-6-0 gets away from Elmfield with a three-coach stopper.



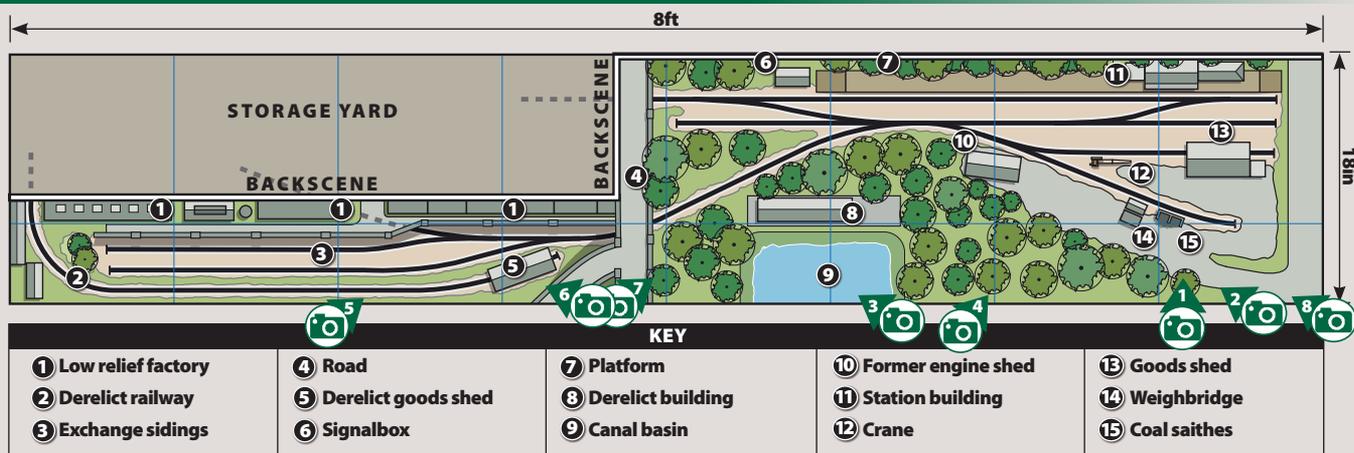
wired for cab control so that either can operate the whole layout or two locomotives can be in operation at the same time. The layout is divided up into several sections controlled by two-way centre-off switches with dead sections at the end of all the storage yard roads to enable locomotives to be isolated while another is brought on to the train. This avoids unnecessary handling of the stock.

SCENERY

One of the things that I always remember was the amount of undergrowth and scrubby bushes that covered the derelict areas, because that's where we went blackberry picking, so I have tried to include some of that as well as an abandoned canal basin. These were always a magnet for children to play around, so I decided to include a group along with all the usual detritus that ended up there - a sunken barge, tyres, barrel, old bike and so on. The trees and bushes are mainly Woodland Scenics Fine Leaf Foliage, with the same company's foliage clusters and lichen covered with various scatters. Woodland Scenics also provided the majority of the other scenic materials except for the assorted grass tufts and the reeds in the canal which are from Howards Scenic Supplies.

The landscape is created from the same foam as the baseboards and can be cut with a craft knife or a saw without making an awful mess. It is then covered by Polyfilla which has been mixed with brown emulsion, (so if you miss a bit with the scatter material it looks like soil) and then various scatters applied using PVA. All scenery is covered with >>

ELMFIELD TRACK DIAGRAM (Not to scale)



scatter materials, including trees, are then given a good spray of the cheapest, stickiest hairspray I can find.

Roads are mainly made from card, painted black gloss, and scouring powder (or talcum) sprinkled on while still wet and then brushed off almost immediately. With a bit of practice, you can replicate the variations you get in real road surfaces and using weathering powders will further enhance the look.

The station building, platform, old engine shed and signalbox are Scalescenes kits and its excellent products were also used to make the bridges and the scratchbuilt low relief factories. Except for the goods shed, which is from the Bachmann Scenecraft range,

the rest have been picked up second-hand from exhibitions over the years and finally found a home. All have been weathered and distressed to fit in with the general air of neglect.

ROLLING STOCK

Locomotives, carriages and wagons are from the usual suspects - Dapol, Farish and Peco - plus N Gauge Society kits. The notable exception is the Ruston 48DS shunter which was built by one of my regular operators, Hugh Griffiths, from a B H Enterprises kit. All the stock has been weathered, after first getting a coat of matt varnish, with either acrylics and/or weathering powders.

One of the most common questions I

get asked at exhibitions is about the MBD magnetic couplings on the goods wagons. These have a delay feature meaning you can uncouple and then a latch drops down and prevents recoupling while you push the wagon to where you want it. This cuts down on the number of electromagnets needed and these are placed in strategic positions around the layout.

I have really enjoyed trying to recreate a part of my childhood memories and, hopefully, the atmosphere of a railway and area at the end of an era. I would like to thank those members of Syston Model Railway Society who have helped me at exhibitions, John Malpus, Mike Collins, Mike Cattell, Hugh Griffiths and Chris Leach. [Hobby](#)



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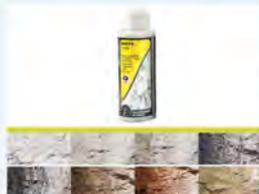
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LIVE
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INFO



THE END OF SOUTHERN STEAM

Despite extensive electrification, British Railways' Southern Region remained a Mecca for steam enthusiasts right into the late 1960s, with some crack express workings surviving until the very end in July 1967, as EVAN GREEN-HUGHES explains.

IN THE LATE EVENING of July 9 1967 BR Standard '3MT' 2-6-0 77014 shuffled off from Bournemouth with its usual load of mixed vans just as it had on many occasions before. Few were there to mark the occasion - but in fact the working was the very last movement of any steam train on the Southern Region, bringing to an end an era which had lasted for more than 130 years.

There had been a great deal more attention paid to 'Merchant Navy' 35030 *Elder Dempster Lines* earlier that day when it rolled into Waterloo with the last steam-hauled passenger working from Weymouth; this at the end of a weekend that had also seen the final London to Southampton boat train, worked by 'West Country' 34037 *Clovelly*, and the last 'Channel Islands Boat Express' that had been in the charge of 'Merchant Navy' 35023 *Holland-Afrika Line*. Enthusiasts were devastated, many railwaymen lost their jobs and famous depots such as Nine Elms, Guildford, Salisbury, Bournemouth Central and Weymouth closed their doors for the last time.

Given the Southern Railway's propensity for electrifying railways it was perhaps surprising that steam hung on as long as it did. Electrification had after all begun with the London Brighton and South Coast Railway in 1903 and the third-rail system had first been used on some of the routes of the London & South Western Railway in 1913. These systems were designed for the intense commuter traffic in the areas around London but so great were the efficiencies that the network of electrified lines spread steadily, with Dorking reached by 1925, Epsom and others in 1929, Dartford-Gravesend and Windsor in 1930, Woking in 1939 and outlying areas such as the Kent coast being completed by 1962.

THE NEED FOR STEAM

Despite all this, the region still had a requirement for steam traction on its prestige routes from Waterloo to the South Coast, in its Western areas into Devon and for goods and parcels traffic for which electric locomotives had not been provided. Also hanging on as a bastion of steam was the unique and self-contained system of the Isle of Wight, which boasted some of the oldest engines still to be seen in daily service and which was eventually to fall to 'modernisation' in the form of pensioned-off tube stock after a portion of its dramatically-reduced system was electrified.

Such was the demand for steam traction that the Southern Region had 1,100 steam locomotives available in 1961 but five years later this figure had dwindled to just over 200, mainly due to the availability of diesels in the west. However, the future of the remainder was sealed with the announcement that the London to Southampton and Bournemouth route was to receive the third-

rail power system with the installation work eventually being completed in 1967. This would mean the end for the 70 Bulleid 'Pacifics' still on the books, 16 of which were 'Merchant Navys', 14 original 'Battle of Britains' and 40 of the rebuilt 'Light Pacifics'.

It was these 70 locomotives that were to provide particular interest for enthusiasts because in most of the other regions modernisation had been applied first to express and long-distance services, leading to the loss of crack West Coast Main Line trains to electric traction and the East Coast Main Line ones to diesels. What steam remained was usually confined to secondary duties or more mundane tasks such as freight meaning that there were few opportunities to enjoy express locomotives at full cry. On the Southern it >>

**SOUTHERN
END OF STEAM
50th
ANNIVERSARY**



The Southern Region was the last to host express steam workings on the British railway network. On March 19 1967, four months before the end, Bulleid rebuilt 'West Country' 34013 *Okehampton* approaches Southampton Central under its distinctive gantry with the 2.25pm Bournemouth-Waterloo. [David Rostance/Railphotoprints.co.uk](#)





Above: The end of steam on the Southern: unkempt and unnamed 'Merchant Navy' 35013 *Blue Funnel* takes water at Southampton as it heads a Waterloo-Bournemouth service in June 1967. Though its external appearance was grubby, these locomotives were maintained in fine mechanical order and regularly achieved 100mph running in the final months. Railphotoprints.co.uk.

Left: It's 3am on a fresh night in April 1967 and 34087 *145 Squadron* and another rebuilt Bulleid 'West Country' simmer in the darkness at Bournemouth depot. [Brian Robbins/Railphotoprints.co.uk](http://BrianRobbins/Railphotoprints.co.uk).

Right: Right to the end Bournemouth Central had a proper station pilot, invariably Ivatt '2MT' 2-6-2T 41224. On May 9 1967 it was tucked away in the up platform bay with a selection of parcels vans. [Tim Shackleton](http://TimShackleton).

Far right: The new order on the Bournemouth line – on May 9 1967 gleaming 34093 *Saunton* blows out its cylinders prior to leaving for London while blue-liveried 'JB' (later class 73) electro-diesel E6020 comes to a halt with a 12-coach set of 4-TC units from Waterloo. [Tim Shackleton](http://TimShackleton).





was quite the opposite and express steam working was still an everyday occurrence. The difference was that the predominance of electric suburban services in the south had led to a different replacement policy which left expresses in the hands of steam right until the whole route was handed over to more modern traction.

Services from Waterloo to Southampton, Bournemouth and Weymouth therefore remained wholly in charge of steam traction, even during the period that steam was being eliminated from other routes by diesels. The region's drivers knew that this was their swansong and with the track recently improved to allow for 100mph running by electric trains, three-figure speeds became quite common for steam also. It is said that during the last 100 days of steam operation on the route there wasn't one day that the magic 'ton' was not attempted, if not actually achieved. 35006 *Royal Mail* is said to have achieved 100mph no less than six times and also to have achieved 106mph on one occasion, the highest speed ever recorded by a Southern Railway engine.

Although most of the attention, and publicity, centred round the activities of the magnificent Bulleid 'Pacifics', and indeed the locomotives had been used for most of the region's 'last steam' specials, the region was home to a diverse collection of other engines towards the end. In the final months it was dominated by its allocation of BR Standards, including '5MT' and '4MT' 4-6-0s, '4MT' 2-6-0s, '4MT' 2-6-4Ts and '3MT' 2-6-2Ts. A total of 120 were left in the final months and they made appearances on the more mundane duties, including the now-preserved Swanage branch and also the Lymington branch where they shared duties with Ivatt '2MT' 2-6-2Ts. Steam also worked goods and parcels between Plymouth and Brighton while empty stock trains in the London area still occupied some tank locomotives.

Also hanging on until just into 1966 and therefore not quite making the final swansong were some examples of the rather peculiar-looking 'Q1' 0-6-0 designed by Bulleid during the Second World War and produced in such a fashion as to use the »





minimum quantities of materials as possible during construction. Most of the work that these engines had been designed to do had been passed over to the Birmingham Railway Carriage and Wagon Company's Type 3 diesels. The final three were based at Guildford which also had ten 'Moguls' of the 'N' and 'U' classes. Making it to the actual end were three 'USA' 0-6-0Ts, originally intended for Southampton Docks and which had become pilots at Guildford, Southampton and Eastleigh.

FINAL DAYS

Despite all the euphoria from steam fans, the reality of the last days of Southern steam was that the remaining locomotives were thoroughly unkempt and filthy, although most were still in fine mechanical fettle. All the 'Pacifics' had lost their nameplates as management had ordered they be removed due to some having been stolen but many had embellishments added by enthusiasts.

Perhaps people's memories of those final days are tinted by the fact that the weather was unusually good throughout a summer that saw steam diagrams progressively reduced until from April 3 1967 only eight departures from Waterloo per day remained on Mondays to Thursdays with a further two operating on a Friday. Steam was removed from the Lymington branch and Weymouth was reduced to a stabling point, losing its allocation of eight 'Merchant Navys' in the process. Electric working had started to Bournemouth but steam was often used as a substitute and also sometimes to stand in for the Class 47s which had been allocated to prestige services such as the 'Bournemouth Belle'.

The last day for steam on the Southern Region was planned to be somewhat earlier than actually happened, with June 11 being the anticipated date. However not enough of the new electric units were available and so there was a final reprieve of three more weeks. In the final days

"There wasn't one day that the magic 'ton' was not attempted, if not actually achieved."

Above: Eastleigh station in the throes of rebuilding, ready for the start of the full electric service that by now was only weeks away. An unidentified Light Pacific with a heavy load of perishables waits for a passenger train to cross over from the Romsey line in June 1967. Tim Shackleton.

Right: The last summer of steam on the Southern coincided with the emergence of the 'New Approach' to railway photography. Anything and everything was fair game and here a BR '3MT' 2-6-0 approaches Basingstoke with a stopping service on May 10 1967. Tim Shackleton.



there were still 41 weekday diagrams being worked and even on a Sunday 16 steam engines were still employed.

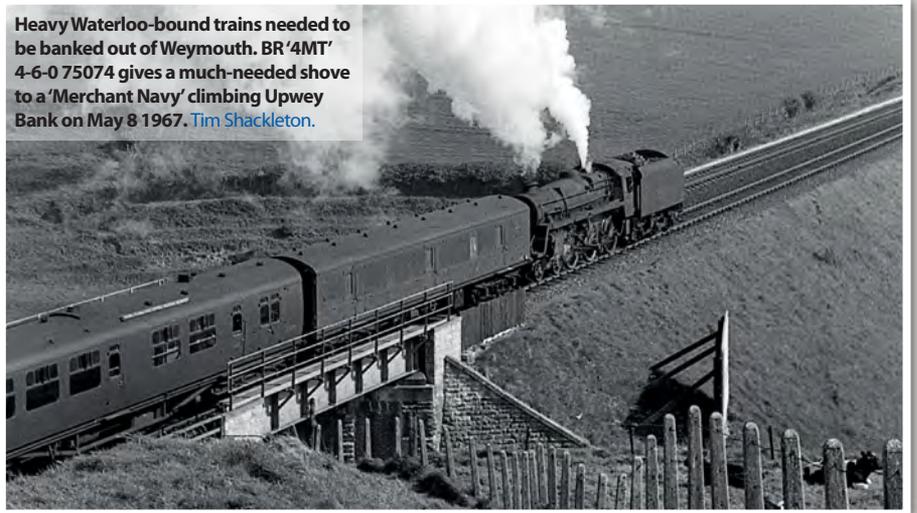
Meanwhile enthusiasts clamoured for a last look round bastions of steam such as Nine Elms shed, a veritable warren of a place which by the summer of 1967 was run down and littered with parts from broken locomotives, many of which had been cannibalised to keep the runners in working order. Pits were full of discarded parts and many of those formerly employed had already moved on to other jobs. Everyone knew that sheds such as these would disappear for ever.

The very last day found 35023 *Holland-Afrika Line* still in steam, although it had worked its last train the day before, complete with chalked legend 'The End, The Last One' on the smokebox door. In the

yard there were a few perfectly serviceable 'Pacifics' along with a Standard tank and '4MT' tender engine. Nine Elms itself was to eventually be reborn as the home of a new market but the engines went off for scrap - steam was now a thing of the past.

The Southern Region was the last part of British Railways to operate what could in any way be considered to be a main line with express steam locomotives. The locomotives might have been a bit rough on the outside but the performances were as spectacular as they ever had been. With their withdrawal went some of the romance of travelling to and from the continent by boat train but those days will never be forgotten and in many ways they will live on in photographs, videos, heritage line recreations and even in the model railways that we build. [flickr](#)

Heavy Waterloo-bound trains needed to be banked out of Weymouth. BR '4MT' 4-6-0 75074 gives a much-needed shove to a 'Merchant Navy' climbing Upwey Bank on May 8 1967. [Tim Shackleton](#).





▼ Jim Smith-Wright shared this stunning image of his Brettell Road project via the *Hornby Magazine* Facebook page. We can't wait to see it finished!

OUR PICK!



▲ Kemballhurst is Phil Self's current 'OO' gauge project with a strong Southern Region theme. A Hornby Drummond '700' 0-6-0 and 'M7' 0-4-4T simmer at the station.



▲ Edward Farms is currently developing this 'N' gauge layout after being inspired by *Hornby Magazine Yearbook No. 8* and its power station build. Much Snoreing will be set on the Great Western Railway in the 1930s when complete.



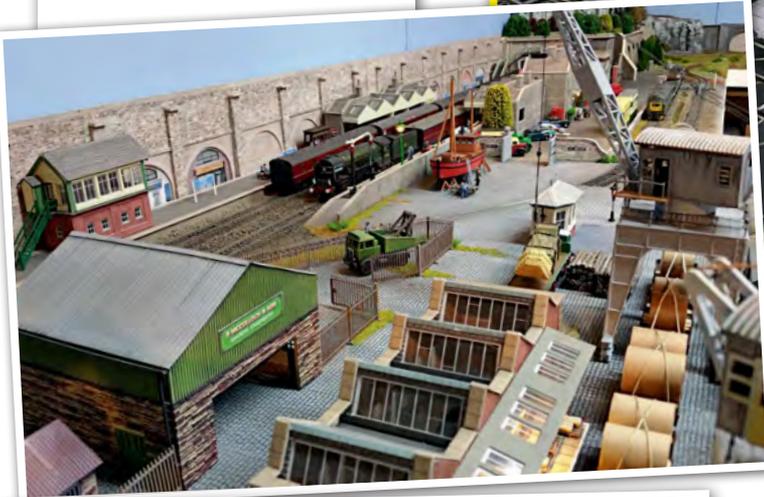
▲ Hornby 'Castle' 4-6-0 5076 Dryslwyn Castle rounds the curve on Robin Sweet's layout hauling an inter-regional working of Stanier LMS 57ft corridor stock, all from the Hornby range.



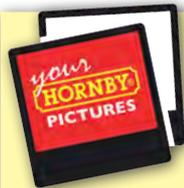
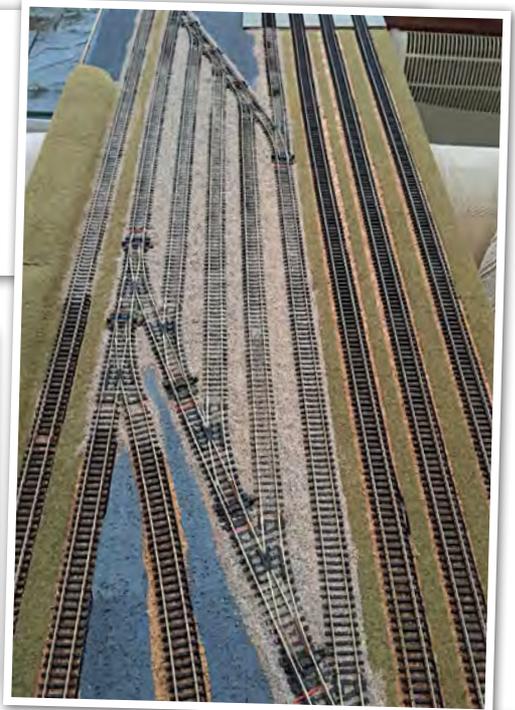
▶ David Gregory has been developing the scenic aspects of his 'OO' layout with the addition of building lighting.



▼ Brian McCulloch and his dad have been busy developing this superb scene which features a high level of detailing both on and off the railway and clever use of card kit structures.



▶ Stephen Edwards has begun the next phase of his 'N' gauge project Tetley to Twining (HM119) by developing the storage yard.



▼ The steam hauled run of the 'Golden Arrow' Pullman train is represented on Andrew Hamilton's layout.



▲ Hornby's new KFA container flat has joined Paul Dickinson's rolling stock portfolio.



▲ Andrew Hamilton has been developing his modern traction collection including Mk 4 Virgin Trains East Coast and Mk 3 DB Schenker Managers Train Driving Van Trailers (DVTs).



SHOW GUIDE

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

JULY

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, 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
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
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
Contact: 01438 715580
Features: Presentations, demos, trade support, refreshments.

15/16 CUPAR MODEL RAILWAY SHOW

Hosts: Cupar and District Model Railway Club
Location: Corn Exchange, St Catherine Street, Cupar KY15 4BT
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £2, children £2, family (2+2) £10
Website: www.freewebs.com/cuparmrc/
Features: 13 layouts, trade support, refreshments and disabled access

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
Features: Layouts and trade support.

22 PEVENSEY BAY MODEL RAILWAY CLUB EXHIBITION

Hosts: Pevensey Bay Model Railway Club
Location: Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.pevenseybaymrc.co.uk
Features: 16 layouts, trade support, refreshments, parking and disabled access.

22 SUSSEX VINTAGE MODEL RAILWAY EXHIBITION

Hosts: Sussex Vintage Model Railway Collectors
Location: Knoyle Hall, Knoyle Road, Preston Park, Brighton BN1 6RB
Times: 10am-4.30pm
Prices: Adults £3.50, accompanied children free
Website: www.sussex-transport/svmrc
Features: Layouts, trade support, displays, refreshments and disabled access.

22 TWICKENHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Twickenham and District Model Railway Club
Location: Kerswell Hall, Wills Crescent, Hounslow TW3 2JF
Times: 10am-4pm
Prices: Free
Website: www.tdmrc.org.uk
Contact: 01784 459104
Features: Six layouts, demonstrations, club stall and disabled access.

22/23 2017 FESTIVAL OF MODEL TRAMWAYS

Hosts: London Museum of Water and Steam
Location: Green Dragon Lane, Brentford TW8 0EN
Times: Sat 11am-4.30pm, Sun 11am-4.30pm
Prices: Adults £12.50, concessions £11, children £5.50, family (1+2) £18, family (2+2) £30.50
Website: www.tramwayinfo.com
Features: Model tramways, trade support, demonstrations, displays and refreshments.

22/23 GOATHLAND MODEL RAILWAY SHOW

Hosts: Whitby and District Model Railway Club
Location: Goathland Village Hall, Goathland, North Yorkshire YO22 5LN
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Admission £1
Contact: 07870 480925
Features: Layouts, trade support, refreshments, parking and disabled access.

23 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY

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

26 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerig on display and refreshments.

29 BARNSTAPLE MODEL RAILWAY EXHIBITION

Hosts: Barnstaple and District Model Railway Club
Location: Christ Church, Bear Street, Barnstaple, Devon EX32 7BU
Times: 10am-4pm

Prices: Adults £4
Website: www.barnstaplemrc.weebly.com
Contact: 01237 238872
Features: 14 layouts, trade support, refreshments and disabled access.

29 BRIDPORT MODEL RAILWAY EXHIBITION

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

29 CHINGFORD MODEL RAILWAY SHOW

Hosts: Chingford Royal British Legion
Location: Royal British Legion Hall, Hall Lane, Chingford E4 8HW
Times: 11am-4pm
Prices: Adults £3, children 50p
Contact: 020 8524 0730
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

29/30 COLWYN MODEL RAILWAY CLUB EXHIBITION

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

29/30 GREAT CENTRAL RAILWAY (NOTTINGHAM) MODEL RAIL SHOW

Hosts: Great Central Railway (Nottingham)
Location: Great Central Railway (Nottingham), Mere Way, Ruddington NG11 6JS
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £12 (£6), children £6 (£3) – show only admission price in brackets
Website: www.gcrn.co.uk
Features: Layouts, trade support, heritage steam train rides, refreshments, parking and disabled access.

29/30 RAILEX NE

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

29/30 SOUTH COAST MODEL RAILWAY CLUB EXHIBITION

Hosts: South Coast Model Railway Club
Location: Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £15
Website: www.southcoastmodelrailwayclub.co.uk
Contact: 01425 616646
Features: 17 layouts, trade support, refreshments, parking and disabled access.

29/30 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION

Hosts: St John's Primary School
Location: St John's Primary School, Wheatley Avenue, Trent Vale, Stoke on Trent ST4 6SB
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 07747 087050
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

30 THIRSK AND DISTRICT MODEL RAILWAY GROUP SHOW

Hosts: Thirsk and District Model Railway Group
Location: Thirsk Town Hall, Westgate, Thirsk, North Yorkshire YO7 1QR
Times: 10.30am-4.30pm
Prices: Adults £4, accompanied children £2, family £10
Contact: p.simmerson@btinternet.com
Features: 12 layouts, trade support, refreshments and disabled access.

AUGUST

2 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerig on display and refreshments.

5 EXMOOR RAIL

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

5 PENNINE MODEL RAILWAY SOCIETY EXHIBITION

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

5/6 REDCAR MODEL RAILWAY EXHIBITION

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland, TS10 1EZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £3.50, children £3.50, family (2+2) £12.50
Website: www.cmrc.club
Contact: 07864 880242
Features: 13 layouts, trade support, demos, displays, refreshments, parking and disabled access.

5/6 SOUTHWOLD MODEL RAILWAY EXHIBITION

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

5/6 ST ANDREWS MODEL RAILWAY EXHIBITION

Hosts: East Neuk Model Railway Club
Location: St Andrews Town Hall, Queens Gardens, St Andrews, Fife KY16 9TA
Times: Sat 10am-5.30pm, Sun 10.30am-5pm
Prices: Adults £4, children £2.50
Contact: www.eastneukmrc.co.uk
Features: 11 layouts and trade support.

9 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerig on display and refreshments.

10 WELLING CHARITY MODEL FAIR

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

12 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St Richard's Catholic College, Ashdown Road, Bexhill-On-Sea TN40 1SE
Times: 10am-5pm
Prices: Adults £4, children £2, family £10
Website: www.bexhillmrc.org.uk
Features: Layouts, trade support, refreshments and parking.

12 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
Features: Layouts, refreshments and parking.

12 SILVERFOX DCC MODEL RAILWAY EXHIBITION

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

12/13 ISLE OF PURBECK MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Harmans Cross Village Hall, Haycrafts Lane, Swanage, Dorset BH19 3EB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

12/13 MIDLAND RAILLEX 2017

Hosts: Midland Railway Trust
Location: Midland Railway - Butterley, Butterley Station, Ripley, Derbyshire DE5 3QZ
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £15.50, concessions £14.50, children £7.75, family (2+3) £38.75
Website: www.midlandraillex.co.uk
Features: 20 layouts, trade support, refreshments, demos and parking. Ticket price includes unlimited standard gauge travel on day of issue.

12/13 RAILWELLS 2017 / SCALEFOUR SOUTHWEST

Hosts: Wells Railway Fraternity
Location: Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-4.30pm
Prices: Adults £6, children 14+ £4, accompanied children under 14 free
Website: www.railwells.com
Contact: 01749 938362
Features: Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

12/13 SKIPTON MODEL RAILWAY EXHIBITION

Hosts: Skipton and District Railway Society
Location: Skipton Academy, Gargrave Road, Skipton, North Yorkshire BD23 1UQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children free
Website: www.skiptonrailsoc.org.uk
Contact: 07714 579015
Features: Layouts, trade support, demonstrations and refreshments.

13 BROADLAND MODEL RAILWAY CLUB OPEN DAY

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

16 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerig on display and refreshments.

**19 ASTOLAT MODEL RAILWAY CIRCLE OPEN DAY**

Hosts: Astolat Model Railway Circle
Location: National Trust Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR
Times: 11am-5pm
Prices: Adults £3.95, children £2.30, family £11.50, National Trust members free
Website: www.astolatmrc.co.uk
Contact: 01483 722098
Features: Club and members' layouts, test tracks and meet club members.

19 BISHOPS STORTFORD MODEL RAILWAY EXHIBITION

Hosts: Bishops Stortford Railway Society
Location: Birchwood High School, Parsonage Lane, Bishops Stortford, Hertfordshire CM23 5NT
Times: 10.30am-4.30pm
Prices: Adults £5, children £2, family £10
Website: <http://bsrs.webplus.net>
Contact: 01279 503511
Features: 20 layouts, trade support, societies, children's activities, refreshments, parking and disabled access.

19 CRAVEN ARMS MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield, Ludlow SY8 2BT
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2
Contact: 01588 672145
Features: 12 layouts, trade support, displays, refreshments, parking and disabled access.

19 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB
Times: 10am-4.30pm
Prices: Adults £3, children £2, family (2+2) £8
Website: www.ndmrc.org
Contact: 01604 890275
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

19/20 CARNFORTH STATION MODEL RAILWAY WEEKEND

Hosts: Carnforth Heritage Centre
Location: Carnforth Heritage Centre, Warton Road, Carnforth, Lancashire LA5 9TR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £2, children free
Website: www.carnforthstation.co.uk
Contact: 07967 743126
Features: Seven layouts, trade support, societies, parking and disabled access.

19/20 CRICH MODEL TRAM, BUS AND RAILWAY EXHIBITION

Hosts: National Tramway Museum
Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £16.50, concessions £12.50, children £9.50, family (2+3) £39.50
Website: www.tramway.co.uk
Features: Layouts, trade support, displays, museum exhibits, tram rides, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

● *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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Detail variations include:

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Beilhack ZZA Snowplough

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- H4-BH-001 (ex Class 40) ZZA ADB965576 in BR yellow
- H4-BH-002 (ex Class 40) ZZA ADB965577 in BR yellow
- H4-BH-003 (ex Class 40) ZZA ADB965578 in BR yellow
- H4-BH-004 (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark"
- H4-BH-005 (ex Class 45) ZZA ADB966098 in BR yellow with NSE Branding
- H4-BH-006 (ex Class 45) ZZA ADB966099 in BR yellow with NSE Branding
- H4-BH-007 (ex Class 40) ZZA ADB965580 in Railtrack Black
- H4-BH-008 (ex Class 40) ZZA ADB965581 in Railtrack Black
- H4-BH-009 (ex Class 40) ZZA ADB965578 in Network Rail black
- H4-BH-010 (ex Class 40) ZZA ADB965579 in Network Rail black
- H4-BH-011 (ex Class 45) ZZA ADB966098 in Network Rail black
- H4-BH-012 (ex Class 45) ZZA ADB965599 in Network Rail black



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



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O Gauge Class A3, A4 and Teak coaches. Order at: www.hattons.co.uk/recordbreakers

Class A3 4-6-2

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- H7-A3-001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender
- H7-A3-002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender
- H7-A3-003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
- H7-A3-004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
- H7-A3-005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
- H7-A3-006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
- H7-A3-007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender



Class A4 4-6-2

Pre-order for £750
Due in stock Q3 2018



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- H7-A4-001 2509 "Silver Link" in LNER silver with streamlined corridor tender
- H7-A4-002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (1938 condition)
- H7-A4-003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
- H7-A4-004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined tender
- H7-A4-005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender
- H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender
- H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest
- H7-A4-008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
- H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

Gresley Teak coaches

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- H7-TC115-001 Diag. 115 Corridor Third in LNER Teak
- H7-TC115-002 Diag. 115 Corridor Third in LNER Teak
- H7-TC115-003 Diag. 115 Corridor Third in BR carmine & cream
- H7-TC115-004 Diag. 115 Corridor Third in BR carmine & cream
- H7-TC115-005 Diag. 115 Corridor Third in BR maroon
- H7-TC115-006 Diag. 115 Corridor Third in BR maroon
- H7-TC175-001 Diag. 175 Brake Corridor Comp. in LNER Teak
- H7-TC175-002 Diag. 175 Brake Corridor Comp. in LNER Teak
- H7-TC175-003 Diag. 175 Brake Corridor Comp. in BR carmine & cream
- H7-TC175-004 Diag. 175 Brake Corridor Comp. in BR carmine & cream
- H7-TC175-005 Diag. 175 Brake Corridor Comp. in BR maroon
- H7-TC175-006 Diag. 175 Brake Corridor Comp. in BR maroon
- H7-TC186-001 Diag. 186 Open Third in LNER Teak
- H7-TC186-002 Diag. 186 Open Third in LNER Teak
- H7-TC186-003 Diag. 186 Open Third in BR carmine & cream
- H7-TC186-004 Diag. 186 Open Third in BR carmine & cream
- H7-TC186-005 Diag. 186 Open Third in BR maroon
- H7-TC186-006 Diag. 186 Open Third in BR maroon

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Class 1532 Johnson 1P 0-4-4T
Pre-order for £111 (estimated)



31-740 1273 in Midland Railway crimson lake
31-741 1303 in LMS black
31-742 58072 in BR black with early emblem

Class H2 'Atlantic' 4-4-2
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Due in stock Q4 2017



31-920 2426 "St Alban's Head" in SR olive green
31-921 32424 "Beachy Head" in BR black with early emblem

Class 20/3

Pre-order for £129 (estimated)



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35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue

Class 414 2-HAP EMU

Pre-order for £186.96 (estimated)



31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

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

Warflat Bogie Flat Wagon

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38-725 WD Khaki Drab livery with tank
38-726 WD Bronze Green livery with tank
38-727 BR grey without tank



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Oxford Rail Pre-Orders

Class 8P Princess Coronation 4-6-2
Pre-order from £161
Due in stock Nov 2017



R3509TTS 46235 "City of Birmingham" in BR green -
TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Class Q1 0-6-0
Pre-order for £93
Due in stock Dec 2017



R3559 C24 in Southern Railway wartime black
R3560 33032 in BR black with late crest

Wainwright Class H 0-4-4T
Pre-order for £157
Due in stock Dec 2017



R3512 31551 in BR black with late crest - Limited
Edition train pack with Push/Pull coaches

Class 87 Electric
Pre-order for £144
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R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800
Pre-order for £229.50
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R3514 800004 in GWR green (5-car set)

Mk1 BSO/FO coaches
Pre-order for £34
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R4777 BSO brake second open W9353 in BR blue and grey
R4778 FO first open W3123 in BR blue and grey
R4788 BSO brake second open E9220 in BR maroon
R4789 FO first open E3050 in BR maroon

LNER N7 0-6-2T
Pre-order for £87
Due in stock Q4 2017



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OR76N7002 8011 in LNER black
OR76N7003 E9621 in BRITISH RAILWAYS early black

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chemicals livery
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revised suspension
OR76TKA003 Class 'A' tank 4022 in Esso livery with
original suspension
OR76TKB001 Class 'B' tank 3300 in Esso black with
original suspension
OR76TKB002 Class 'B' tank 47792 in Esso black with
revised suspension
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Sun 9am-5pm

	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	hattons.co.uk/wct	£101.96	Sep 2014							
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 45 'Peak'	hattons.co.uk/hel45	£550	Jun 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	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	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdgc	£95	Jan 2016							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

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

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

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Information correct at the time of going to press on 22/06/17.

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OO Gauge (1:76 Scale)
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H4-WW-001 Warwell wagon 50t diamond frame bogies MS.1 in WD (GWR) (Hat) **NEW** £33
H4-WW-001 Pack of 4 (Hat) **NEW** £119

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H4-WW-002 Warwell wagon 50t diamond frame bogies WW.55 in WD (LMS) (Hat) **NEW** £33
H4-WW-002 Pack of 4 (Hat) **NEW** £119

NEW
H4-WW-003 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) **NEW** £33
H4-WW-003 Pack of 4 (Hat) **NEW** £119

NEW
H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) **NEW** £33

NEW
H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95534 in MOD 1970s olive (Hat) **NEW** £33

NEW
H4-WW-006 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) **NEW** £33

NEW
H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) **NEW** £33

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H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat) **NEW** £33

NEW
H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) **NEW** £33

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H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) **NEW** £37

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H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) **NEW** £33

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H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) **NEW** £33

NEW
H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) **NEW** £33

NEW
H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) **NEW** £33

NEW
H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered (Hat) **NEW** £37

NEW
H4-WW-016 Warwell wagon 50t Gloucester GPS bogies MODA95539 in MOD 1990s olive (Hat) **NEW** £33

NEW
H4-WW-017 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered (Hat) **NEW** £37

NEW
H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) **NEW** £33

NEW
H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat) **NEW** £33

NEW
H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) **NEW** £37

Steam locos

J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) £99
OOJ94-SPI Austerity 0-6-0ST No. 65 NCB yellow - Ltd Ed for RMweb (DJ) £99

NEW
R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor) **NEW** £139.50

NEW
R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) **NEW** £140

NEW
31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) .. **BARGAIN** £79
1301 Class 1361 0-6-0ST 1363 in GWR green shirburnton emblem (Hel) £124

BARGAIN
1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) £124

1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel) £124
1321 Class 1366 0-6-0PT 1369 Great Western green - as preserved (Hel) £124
1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) £124
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99

H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green GWR lettering (DJ) £99

H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) £99

H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99

H1414 Class 14xx 0-4-2T 1450 in BR Lined green late crest (DJ) £99

H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99

H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ) £99

31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46
R3459TTS Class 2P Fowler 4-4-0 40826 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) **BARGAIN** £105
31-088 Class 32xx 4-4-0 Dukeog 9028 BR black early emblem (Bac) £118.56

BARGAIN
R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) **BARGAIN** £60

R3455 Class 4000 "Star" 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor) £127

BARGAIN
R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99) **BARGAIN** £82

BARGAIN
R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** £82
R3422 Class 415 Adams Radial 4-4-2T 3125 Southern Railway wartime black (Hor) £119

BARGAIN
R3462 Class 42xx 2-8-0 4287 in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £83

32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £93.46

H1405 Class 48xx 0-4-2T 4807 in GWR Wartime black GWR lettering - Lightly weathered (DJ) £99

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 Shirburnton logo - Lightly weathered (DJ) £99

BARGAIN
R3499 Class 49xx 4-6-0 6947 "Helmingham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £57

BARGAIN
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** £58
R3314 Class 4F 0-6-0 46341 BR Black early crest (Hor) (RRP £99.99) **BARGAIN** £58
32-381 Class 4MT Fairburn 2-6-4 tank 42109 BR lined black early emblem - weathered (Bac) £110.46
32-580A Class 4MT Ivatt 2-6-0 43014 BR black late crest - weathered (Bac) £127.46

BARGAIN
R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) **BARGAIN** £45

BARGAIN
R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £83
H1411 Class 58xx 0-4-2T 5801 in BR Unlined green GWR 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 BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) £99
32-178A Class 5MT Crab 2-6-0 13174 in LMS lined black (Bac) £123.21
31-690 Class 5P4F Stanier Mogul 2-6-0 2365 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

NEW
31-190 Class 5XP Jubilee 4-6-0 45575 "Madras" in BR black (Bac) **NEW** £144.46

NEW
31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) **NEW** £203.95

BARGAIN
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 Shirburnton 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

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31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55
 31-210K Class 6P "Patriot" 4-6-0 45506 "The Royal Pioneer Corps" in BR black - Ltd Ed for Bachmann Collectors Club (Bac) NEW £164.95



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) £64.80
 31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Rees" LMS crimson (Bac) £140.21



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
 31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac) £125.76



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor) £153



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 "Tomado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) BARGAIN £68
 Jubilees Collection (Hor) £134.25
 31-528A Class A2 4-6-2 60629 "Puffin Blower" BR lined green late crest (Bac) £144.45



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) BARGAIN £94
 R3307 Class A4 4-6-2 2510 "Quicksilver" in LNER Silver - The Silver Jubilee Collection (Hor) £134.25
 R3371 Class A4 4-6-2 4468 "Mallard" LNER garter blue - Railroad range (Hor) £174.06



R3365TTS 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 (Hor) (RRP £164.99) BARGAIN £109



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor) NEW £144



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) BARGAIN £87
 R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) £136
 R3447 Class B17 4-6-0 2842 "Kilvestone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99) BARGAIN £99
 R3523 Class B17 4-6-0 61925 "Loocherby" BR green early emblem (Hor) NEW £136



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



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) BARGAIN £99
 R3521 Class D16/3 4-4-0 8802 in LNER black (Hor) £119



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) BARGAIN £59



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) NEW £101.96



35-079 Class E4 0-6-2T Brighton tank 32494 in BR lined black early emblem (Bac) NEW £101.96
 35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (RRP £129.99) BARGAIN £80
 35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR amber (Bac) (RRP £109.95) BARGAIN £80
 31-481 Class G2A Super D 0-8-0 49106 BR black early emblem - weathered (Bac) £111.45



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 LNER Black (Hor) (RRP £106.99) BARGAIN £76



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) BARGAIN £69



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.49) BARGAIN £69
 R3406 Class J50 0-6-0T Departmental No. 14 in BR Black late crest (Hor) (RRP £93.49) BARGAIN £69
 J9403 Class J94 0-6-0ST 68012 in BR black late crest - lightly weathered - Ltd Ed of 250 (DU) £99



R3422A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN £82



R3243B Class K1 2-6-0 62064 in 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



32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) NEW £131.71



32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) NEW £131.71



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) BARGAIN £108
 R3440 Class P2 2-8-2 2001 "Cock O' The North" in LNER apple green - gloss finish (Hor) £122.50



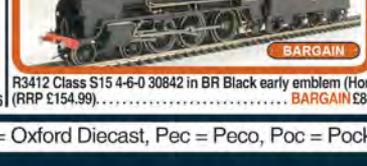
R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) (RRP £94.99) BARGAIN £68



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



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) BARGAIN £88



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) BARGAIN £86



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
 R3458 Class V Schools 4-4-0 921 "Shrewsbury" Southern wartime black (Hor) £132



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) £101.96



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £110.46
 32-353 Standard Class 4MT 2-6-4T 80136 BR green late crest (As Preserved) (Bac) £110.46
 31-119 Standard Class 4MT 4-6-0 75305 BR black late crest - weathered (Bac) £135.96



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) BARGAIN £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



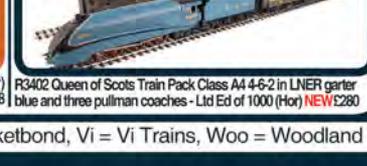
R9290 Thomas and Friends - 2-6-0 No.5 James the red engine (Hor) (RRP £82.49) BARGAIN £55



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) BARGAIN £150
 30-430 Capital Commuter train pack Class 416 in Network South-East and low relief station building (Bac) £178.45



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) BARGAIN £139
 R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) BARGAIN £30



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) NEW £280

Visit

www.hattons.co.uk/new

for all new releases



4D-022-003 Class 66 69010 in Chiltern Railways (Dap) £123.72
 4D-022-004 Class 68 68014 in Chiltern Railways - DCC Fitted (Dap) £143.17
 4D-022-004 Class 68 68014 in Chiltern Railways (Dap) £123.72
 4000 Hawker Siddeley Bush HS4000 'Kestrel' prototype diesel electric loco (Hsl) £155

Electric locos

R3376 Class 71 E5022 in BR green no yellow ends (Hor) £127.50
 7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Lid Ed for Olivias Trains (Hel) £160
 7704 Class 77 EM2 Woodhead electric 27001 'Ariadne' in BR green - Lid Ed for Olivias Trains (Hel) £165
 7702 Class 77 EM2 Woodhead electric 27004 'Juno' in BR electric blue - Lid Ed for Olivias Trains (Hel) £165
 R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** £49
 R3585 Class 90 90135 in Intercity Mailer - Railroad Range (Hor) **NEW** £76
 9007 Metropolitan Bo-Bo electric 11 'George Romney' London Transport maroon (Hel) £108



R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) **BARGAIN** £195



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



R3482 Class 40H Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



9008 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in Metropolitan (As currently preserved) (Hel) £108



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71
 30-525 The Shakespeare Express Train Pack Hall Class 4965 'Rood Ashton Hall' in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (RRP £119.95) **BARGAIN** £61



R3483 Class 40H Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40
 R3471 Class 50 50026 'Indomitable' in original Network SouthEast (Hor) £145

DMUs

32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.48



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £127
 5310 Class 53 D0280 'Falcon' original lime green and brown - Lid Ed (Hel) £125



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95) **BARGAIN** £59

Diesel locos

10001HAP 10001 BR Brunswick green orange, black & orange lining Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** £94



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19



3416 Class 33/0 D6511 in BR green small yellow panels (Hel) £94



5312 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) £125



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59
 8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59
 8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN** £69



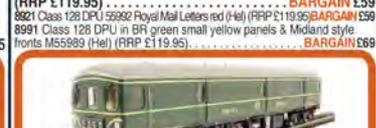
R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £101



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) (RRP £65.99) **BARGAIN** £41
 32-753DS Class 57/0 57007 'Freightliner Bond' in Freightliner green - DCC sound fitted (Bac) £203.98
 32-764 Class 57/3 57305 'Northern Princess' DRS Northern Belle (Bac) £131.71



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) **BARGAIN** £85
 32-106K Class 08 shunter 06601 'Spectre' in LMS black - Lid Ed for Bachmann Collectors Club (Bac) **NEW** £94.95
 32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £93.46
 R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac) £131.71
 5822 Class 58 58006 Railfreight Redstripe Livery (Hel) £125



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) **BARGAIN** £85



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) £132



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) (RRP £98.99) **BARGAIN** £59
 32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



32-376A Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Bac) £123.21



32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



1718 Class 17 D8523 in blue full yellow ends (Hel) £94
 32-034A Class 20 20141 BR Green Full Yellow Ends (weathered) (Bac) £106.21
 32-035K Class 20 20172 'Redmire' in BR Blue Thornaby red stripe - Lid Ed for Bachmann Collectors Club (Bac) **NEW** £109.95



32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) £101.96



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) **BARGAIN** £99



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) **BARGAIN** £94



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £59



32-484 Class 40 40159 in BR Blue (Bac) £118.96



R3481 Class 67 67025 'Western Star' in EWS (Hor) (RRP £159.99) **BARGAIN** £99



R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74
 32-482 Class 40 37407 'Aurore' in BR blue - weathered (Bac) £131.71
 32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3481 Class 67 67025 'Western Star' in EWS (Hor) (RRP £159.99) **BARGAIN** £99



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64



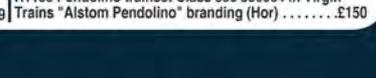
R1183 'Master of the Glen' Train Set Class P2 2-8-2 'Cook O' The North' in LNER green and three LNER teak coaches (Hor) (RRP £184.99) **BARGAIN** £145



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150



R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150



Prices valid until 10/08/17

All prices correct when going to press. Errors excepted.



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £54.99) **BARGAIN £45**
R9284 Thomas the Tank Engine train set - Percy and the Mail Train (Hor) (RRP £37.99) **BARGAIN £59**

Train sets - DCC

R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN £250**



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 £170**
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 £130**



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN £199**

Coaches



R4760 Collett corridor brake third (left hand) 5090 in GWR chocolate and cream (Hor) £38



R4765 Collett corridor brake third (left hand) W4936W in BR maroon (Hor) £38



R4759 Collett corridor brake third (right hand) 5089 in GWR chocolate and cream (Hor) £38



R4764 Collett corridor brake third (right hand) W4935W in BR maroon (Hor) £38



R4761 Collett corridor composite (left hand) 6530 in GWR chocolate and cream (Hor) £38
R4766 Collett corridor composite (left hand) W6138W in BR maroon (Hor) £38



R4762 Collett corridor composite (right hand) 6531 in GWR chocolate and cream (Hor) £38
R4767 Collett corridor composite (right hand) W6137W in BR maroon (Hor) £38



R4763 Collett corridor third class W5147W in BR maroon (Hor) £38



39-580 Hawksworth Auto-trailer in W231W in BR chocolate & cream - as preserved (Bac) £59.46
R4696 K-Type Pullman First Class Kitchen Car 'Joan' (Hor) (RRP £54.99) £44
R4697 K-Type Pullman First Class ParLOUR Car 'Ursula' (Hor) (RRP £54.99) **BARGAIN £39**
R4695 K-Type Pullman Third Class ParLOUR Brake Car 'Car No. 80' (Hor) (RRP £54.99) **BARGAIN £39**
R4694 K-Type Pullman Third Class ParLOUR Car 'Car No. 83' (Hor) (RRP £54.99) **BARGAIN £39**
R4736 Maunsell brake third 3797 SR malachite green (Hor) (RRP £44.99) **BARGAIN £31**

R4735 Maunsell corridor third 1216 SR malachite green (Hor) (RRP £44.99) **BARGAIN £31**
39-032 Mk 1 SK Second Corridor SC24859 in Sealink (Bac) £33.96
39-075K Mk1 BSK brake second corridor in Intercity Exhibitions - Ltd Ed for Bachmann Collectors Club (Bac) NEW £39.95
39-051J Mk1 SO second open E4059 in BR Maroon (Bac) £33.11
R4644A Mk1 TSO second open W4760 BR chocolate & cream (Hor) (RRP £24.99) **BARGAIN £16**
R4702A Mk2E TSO standard open 5787 in Virgin Trains red/black - lights (Hor) (RRP £39.99) **BARGAIN £27**
R4702C TSO standard open 5801 in Virgin Trains red/black - lights (Hor) (RRP £39.99) **BARGAIN £27**
R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99) **BARGAIN £26**



39-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures (Bac) £118.96



39-530 SR PMV parcels van S1151S in BR green black ends (Bac) £28.01
34-461 Thompson 3rd class brake corridor BR crimson and cream (Bac) £46.71



34-386 Thompson 3rd Class corridor in BR crimson & cream (Bac) £46.71
34-411 Thompson composite corridor in BR crimson and cream (Bac) £46.71
R4572A Thompson non-corridor composite 88426 in LNER teal (Hor) £38
R4573A Thompson non-corridor third class 82646 in LNER teal (Hor) £38

Wagons



38-032A 100 ton HHA hopper wagon in Freightliner Heavy Haul - weathered (Bac) £39.91
38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.69
33-186 10T covered Salt wagon in ICI - weathered (Bac) NEW £14.41
33-198 10T covered Salt wagon in Shaka Salt - weathered (Bac) NEW £14.41
38-329A 13T high sided steel wagon smooth sides & wooden doors in LNER grey (Bac) NEW £16.11
37-2015K 14 ton tank wagon 'Dorman Long' - Ltd Ed for Bachmann Collectors' Club 2015 (Bac) NEW £15.95



37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £13.50



R6788 20 Ton Tank Wagon, ICI - Three Wagon Pack (Hor) NEW £38
4F-038-106 20-ton steel mineral wagon 'Richard Thomas' (Dap) NEW £10
4F-038-107 20-ton steel mineral wagon 'Richard Thomas' - weathered (Dap) NEW £11
R6608 21 ton hopper wagon 'Coalite Fuels' (Hor) NEW £14
R6809 21 ton hopper wagon E304962 in BR grey (Hor) NEW £14
4F-034-021 21-ton hopper wagon E269521 in BR grey (Dap) NEW £10
4F-034-022 21-ton hopper wagon E269521 BR grey - weathered (Dap) NEW £11



R6790 40 ton Seacow YGA bogie ballast wagon in EWS maroon (Hor) NEW £24



4F-054-001 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1000 - 2 in DRS (Dap) NEW £37.36



4F-054-002 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1004 - 4 in DRS (Dap) NEW £37.36



4F-054-003 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1005 - 1 in DRS (Dap) NEW £37.36



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN £14**
R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
R6803 Falmer's Day gift open wagon (Hor) £13
4F-014-013 GWR Fruit D van 2839 in GWR (Dap) NEW £16
4F-014-014 GWR Fruit D van 2839 in GWR - weathered (Dap) NEW £17



R6794 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) NEW £28



R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) NEW £28
B8590 MRA Side Tipping Ballast Wagon 5 Car Set in Network Rail Yellow Livery (Dap) NEW £150
R6473 Pack of 3 16 ton mineral wagons in BR basalt - Railroad Range (Hor) (RRP £19.99) **BARGAIN £15**
33-99D Pack of three 5-plank china clay wagons GWR grey flat canvas hoods (Bac) £31.41
R6831 RailRoad Triple Pack - Box Vans (Hor) £19
R6832 YGB Seacow bogie ballast hopper DB980100 engineers Dutch (Hor) £25.19



R8012 HM2000 High output power & speed controller, mains supply (Hor) £97

Analog controllers

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205
R8213 DCC Select unit (boxed) (Hor) £90

Point motors



R8243 Surface Mounted point motor (Hor) £8

Lighting equipment



CL1 Standard Coach Lighting Strips - Cool White (Tra) £17
WAP5777 UK working concrete street lamps - Pack of 3 - Just Plug lighting system (Woo) £17.50

Spares



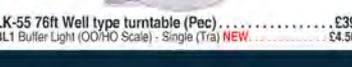
36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NE1362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) ES £10



SL-10F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £38
SL-E199 3 way Finescale medium radius point electrofrog (Pec) £28
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £37
SL-E189 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



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199



LK-55 76ft Well type turntable (Pec) £39
BL1 Buffer Light (OO/HO Scale) - Single (Tra) NEW £4.50



R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80
LC-100 Galvanery system Start-up pack 12 masts, 12 registration arms, 2 ligs and 16-page Shows You How Guide (Pec) £70
44-0054 Depot mess room and toilet (Bac) £33.11



R070 Electrically Operated Turntable (Hor) £64



D55HS One Touch four aspect distant high-speed flashing yellow (red/yellow/green/yellow) - DCC fitted (Tra) NEW £30.60
DS1R One Touch two aspect signal (red/green) - DCC fitted (Tra) £22
DS1R One Touch two aspect signal right hand feather indicator (red/green) - DCC fitted (Tra) NEW £32.40
SS1L Sensor Signal - 2 Aspect Home left hand feather indicator (Tra) NEW £45
SS1R Sensor Signal - 2 Aspect Home right hand feather indicator (Tra) NEW £45
SS4 Sensor Signal - 3 Aspect Distant (Tra) NEW £38.70
SS5 Sensor Signal - 4 Aspect Outer Distant (Tra) NEW £40.50
SSP1 Sensor Signal Starter Pack (Tra) NEW £162
44-003-006 Signal - Lattice Type SR Home Platform Starter (Dap) £26
44-001-003 Signal - Motorised Round post GWR home (Dap) £25



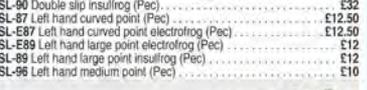
GM410 'Fordhampton' - modern Doctor's surgery (Gau) NEW £15
GM413 'Fordhampton' - nursery three greenhouses (Gau) NEW £18
GM411 'Fordhampton' - thatched farmhouse - plastic kit (Gau) NEW £15
44-040 Diesel fueling point - Sonecraft range (162 x 37 x 59mm) (Bac) £31
44-081 Portable Offices (Bac) £31.41



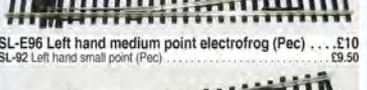
PF14 Concrete palisade fencing - 150mm (Jav) NEW £1.50
JR1 Pile of builders rubble - bricks - pack of two (Jav) NEW £1.50
PF6 Rustic weathered wooden fence - 150mm (Jav) NEW £1.50
PF7 Rustic weathered wooden fence foliage - 150mm (Jav) NEW £1.50
PF5 Rustic weathered wooden fence gate - 150mm (Jav) NEW £1.50
PF3 Rustic wooden farm gate - 38mm (Jav) NEW £0.60
PF4 Rustic wooden fence foliage - 150mm (Jav) NEW £1.50
PF2 Rustic wooden fence gate - 150mm (Jav) NEW £1.50
PF11 Sleeper-built damaged fencing - dark brown - 150mm (Jav) NEW £1.50
PF10 Sleeper-built damaged fencing - light brown - 150mm (Jav) NEW £1.50
PF9 Sleeper-built fencing - dark brown - 150mm (Jav) NEW £1.50
PF8 Sleeper-built fencing - light brown - 150mm (Jav) NEW £1.50
PF13 Wire post supporting fencing - 150mm (Jav) NEW £1.50



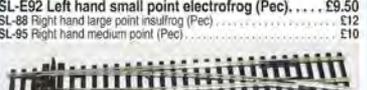
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
JR2 Pile of stone walling rubble - pack of two (Jav) NEW £1.50



36-408 12 x Sealed Coach Passengers (Bac) £11.50



ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-241 Setrack No 2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No 2 radius right handed point insulfrog (Pec) £9



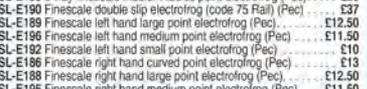
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete sleeper beam (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-E99 3 way medium radius point electrofrog (Pec) £26
SL-99 3 way 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 insulfrog (Pec) £12
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insulfrog (Pec) £12
SL-89 Left hand large point electrofrog (Pec) £12



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-E88 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

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver builthead rail flexible track (Pec) £4.50
SL-108F Box of 25 (Pec) £100

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £38
SL-E199 3 way Finescale medium radius point electrofrog (Pec) £28
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £37
SL-E189 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

Visit

www.hatttons.co.uk/preorder

for all forthcoming releases

Track & Points

- R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
- R8090 Pack of 24 (Hor) £79
- R807 2nd radius double curve track (8 make a circle) (Hor) £2.25
- R807 Circle of 8 (Hor) £1.8
- R809 3rd radius double curve track (8 make a circle) (Hor) £2.60
- R809 Circle of 8 (Hor) £20
- R8252 Double 4th radius curve (8 make a circle) (Hor) £3



- R601 Box of 24 Double Straight (Hor) £47
- R601 Single (Hor) £2.10
- R8072 Left Hand Standard Point (Hor) £9
- R603 Long Straight (Hor) £3
- 36-603 Long straight track nickel silver (same as R603) (Bag) £3
- 36-603 Box of 10 (Bag) (RRP £35) BARGAIN £24.80
- R8073 Right Hand Standard Point (Hor) £9
- R621 Single 970mm length of flexible track (Hor) £3
- R621 Pack of 24 (Hor) £66
- R600 Standard Straight (Hor) £1.35
- R600 Box of 24 (Hor) £31

Railway publications

- TTCAT17 Train Tech 2017 Catalogue (Tra) NEW £0.20

Buses

- 24329K 30' BET Leyland Leopard - Ttodmorden Joint Omnibus Committee - Ltd Ed for Bachmann Collectors club (EFE) NEW £29
- 76CA029 Bedford CA Minibus BEA (Oxf) NEW £5
- 76MW602 Bristol MW63 Hanis & Dorset (Oxf) £15.50
- 76MW601 Bristol MW63 Royal Blue (Oxf) £16

NEW



- 76DR003 Duple Roadmaster Wye Valley Motors (Oxf) NEW £15.50
- 12122 Hamilton Cavalier 'Southdown' (EFE) £29.33

Cars

- 76SET44 5 Place Land Rover Set (Oxf) NEW £21
- 76AMZ001 Aston Martin DB4GT Zagato VEV (Oxf) NEW £5
- 76AMV002 Aston Martin V8 Vantage Coupe Selene Bronze (Oxf) NEW £5
- 76LRS001 Land Rover Discovery Sport Coris Grey (Oxf) NEW £5
- 76RRE001 Range Rover Evoque Convertible Phoenix Orange (Oxf) NEW £5
- 76RRE001 Range Rover Evoque Coupe (Facelift) Firenze Red (Oxf) NEW £5

Commercial vehicles

- 23406 Bedford TK 2 Axle Flatbed 'British Railways' (EFE) NEW £26.35

NEW



- 76DXF001 DAF XF Euro 6 Combi trailer/Container Maritime Transport (Oxf) NEW £20
- DB13 Kamier Barium articulated flatbed 'British Railways' Type A container (Bas) £12

NEW



- 76SST007 Scammell Showtrac & Dodgem Trailer Arnold Bros (Oxf) NEW £16
- 76SHL015T Scania Highline Noolboom 3 Axle Semi Low Loader Slobart Rail (Oxf) £21.50
- 76SP113 Volvo FH Curtainside Lorry Brains (Oxf) NEW £14

Farming & Construction

- 76FDE011 Ford 400C Fordson Tractors (Oxf) NEW £5

Military ground vehicles

- 76DOR004 Dorchester ACV Max (Romme) North Africa 1941 (Oxf) NEW £11

N Gauge Steam locos

NEW



- 372-033DS Class 4073 4-6-0 5029 'Nunney Castle' in GWR green as preserved - DCC sound fitted (Gra) NEW £186.96



- 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) £118.96



- 372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) £118.96
- 372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46

- 372-060K Class 4F 0-6-0 58 in S&DJR prussian blue - Limited Edition for Bachmann Collectors' Club (Gra) NEW £99.95
- 372-750K Class 4MT Fairburn 2-6-4T 2085 in Caledonian Railway blue - as preserved - Ltd Ed for Bachmann Collectors' Club (Gra) NEW £119.95



- 372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95) BARGAIN £76



- 371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71
- 2S-019-002D Class 6800 4-6-0 6802 'Bampton Grange' in GWR green 'G & W' lettering - DCC Fitted (Dap) £119



- 372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR green late crest - weathered (Gra) (RRP £139.95) BARGAIN £89
- 372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £159.95) BARGAIN £94



- 372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) (RRP £159.95) BARGAIN £94
- 372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £159.95) BARGAIN £94
- 2S-008-008D Class A4 4-6-2 4468 'Mallard' in LNER garber blue valances - DCC Fitted (Dap) £150.57



- 2S-008-010D Class A4 4-6-2 4482 'Golden Eagle' in LNER apple green valances - DCC Fitted (Dap) £150.57



- 372-079 Class B1 4-6-0 1040 'Roedder' in LNER lined black (Gra) (RRP £129.95) BARGAIN £84



- 2S-002-002D Class V Schools 4-4-0 30921 'Shrewsbury' in BR Black early emblem - DCC fitted (Dap) £142.50



- 372-185 Princess Coronation Class 4-6-2 46236 'City of Bradford' in BR black early emblem (Gra) (RRP £169.95) BARGAIN £94

Train packs



- 370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46



- 2S-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



- 2S-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap) £189.90
- 2S-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



- 2S-011-004 Class A3 4-6-2 60103 'Flying Scotsman' in BR green early emblem four Gresley teak coaches in crimson & cream liver (Dap) £198.90



- 370-400 Longmoor Military Railway Train Pack WD Austerly 2-8-0 No.40 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £99

Diesel locos



- 371-051C Class 04 Shunter D2295 in BR Blue Wasp Stripes (Gra) (RRP £99.95) BARGAIN £59
- 371-015K Class 08 shunter 08973 in Intercity - Ltd Ed for Bachmann Collectors club (Gra) NEW £73
- 2D-001-003 Class 350 D6539 in BR green small yellow panels (Dap) £108.82



- 371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £119.95) BARGAIN £72



- 371-166 Class 37/4 37406 'The Saltire Society' in Railfreight Distribution (Gra) (RRP £119.95) BARGAIN £72



- 371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) £103.66
- 371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra) £89.21



- 371-167 Class 37/5 37514 in Railfreight Metal Sector Livery (Gra) (RRP £119.95) BARGAIN £69



- 371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) BARGAIN £72
- 371-828B Class 47/0 47096 in BR Blue (Gra) £101.96
- 2D-243 Class 47/1 47701 'Saint Andrew BR Blue' (Gra) (RRP £119.95) BARGAIN £79
- 2D-003-010D Class 52 diesel loco D1062 'Western Courier' in BR blue full yellow ends - weathered - DCC Fitted (Dap) £125



- 371-285 Class 55 Deltic D9007 'Pinza' in BR green (Gra) (RRP £119.95) BARGAIN £74
- 2D-007-008 Class 66/0 66114 in DB Schenker red (Dap) NEW £89.90
- 2D-007-008D Class 66/0 66114 DB Schenker red - DCC fitted (Dap) NEW £111.65
- 2D-007-007 Class 66/4 66421 in DRS (Dap) NEW £89.90
- 2D-007-007D Class 66/4 66421 in DRS - DCC fitted (Dap) NEW £111.65
- 2D-007-006 Class 66/7 66737 'Lesla' in GB Railfreight (Dap) NEW £89.90
- 2D-007-006D Class 66/7 66737 'Lesla' GB Railfreight - DCC fitted (Dap) NEW £111.65



- 371-396 Class 66/9 66731 'InterhubGB' in GB Railfreight Livery (Gra) (RRP £121.95) BARGAIN £79
- 2D-010-005 Class 67 67010 in Caledonian Sleeper blue (Dap) £104.67



- 2D-010-006 Class 67 67015 in DB Schenker red (Dap) NEW £104.67



- 371-636 Class 70 PowerHaul 70003 Freightliner (Gra) (RRP £119.95) BARGAIN £82.50

DMUs



- 371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46

EMUs



- 371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) BARGAIN £89
- 371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) BARGAIN £89

Train sets - analogue

- GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) NEW £185

Coaches

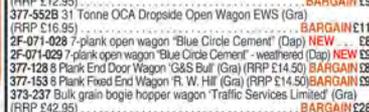
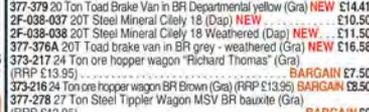
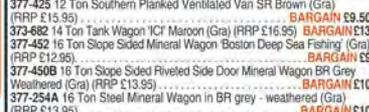
- 374-044 BR Mark 1 BG in Royal Mail Letters (Gra) £25.46



- 374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
- 374-711 BR Mk2A TSO Tourist Second Open Network South East (Gra) £24.61
- 374-313 Mk1 5711 Suburban Brake End Blue - Weathered (Gra) (RRP £23.50) BARGAIN £12.61
- 374-017 Mk1 TSO second open in Regional Railways (Gra) £25.46

Wagons

- 377-428 12 Ton Southern 2+2 Planked Ventilated Van in GWR grey (Gra) (RRP £15.95) BARGAIN £9.50
- 377-426 12 Ton Southern 2+2 Planked Ventilated Van BR Grey (Gra) (RRP £15.95) BARGAIN £9.50
- 377-425 12 Ton Southern Planked Ventilated Van SR Brown (Gra) (RRP £15.95) BARGAIN £9.50
- 373-882 14 Ton Tank Wagon 'ICF Maroon' (Gra) (RRP £16.95) BARGAIN £13
- 377-452 16 Ton Slope Sided Mineral Wagon Boston Deep Sea Fishing (Gra) (RRP £12.85) BARGAIN £9
- 377-450B 16 Ton Slope Sided Riveted Side Door Mineral Wagon BR Grey Weathered (Gra) (RRP £13.95) BARGAIN £10
- 377-254A 16 Ton Steel Mineral Wagon in BR grey - weathered (Gra) (RRP £13.95) BARGAIN £10
- 377-225D 16 Ton Steel Mineral Wagon With Top Flap Doors BR Grey (Gra) (RRP £12.95) BARGAIN £9
- 377-127D 16 Ton Steel Mineral Wagon Top Flap Doors in BR grey - weathered (Gra) (RRP £13.95) BARGAIN £10
- 377-526C 20 Ton Brake Van B951504 BR grey - weathered (Gra) (RRP £18.95) BARGAIN £14
- 377-529 20 Ton Brake Van B951767 in BR grey & yellow (Dulci) - weathered (Gra) (RRP £19.95) BARGAIN £14
- 377-379 20 Ton Toad Brake Van in BR Departmental yellow (Gra) NEW £14.41
- 2F-038-037 20T Steel Mineral Cilely 18 (Dap) NEW £10.50
- 2F-038-038 20T Steel Mineral Cilely 18 Weathered (Dap) NEW £11.50
- 377-376A 20T Toad brake van in BR grey - weathered (Gra) NEW £16.58
- 373-217 24 Ton ore hopper wagon 'Richard Thomas' (Gra) (RRP £12.95) BARGAIN £11
- 373-216 24 Ton ore hopper wagon BR Brown (Gra) (RRP £13.95) BARGAIN £7.50
- 377-278 27 Ton Steel Tippler Wagon MSV BR Baukite (Gra) (RRP £12.95) BARGAIN £9
- 377-552B 31 Tonne OCA Dropside Open Wagon EWS (Gra) (RRP £16.95) BARGAIN £11
- 2F-071-028 7-plank open wagon 'Blue Circle Cement' (Dap) NEW £11
- 2F-071-029 7-plank open wagon 'Blue Circle Cement' - weathered (Dap) NEW £9
- 377-128 8 Plank End Door Wagon 'G&S Bull' (Gra) (RRP £14.50) BARGAIN £8
- 377-153 8 Plank End Door Wagon 'R. W. Hill' (Gra) (RRP £14.50) BARGAIN £8
- 373-237 Bulk grain bogie hopper wagon 'Traffic Services Limited' (Gra) (RRP £12.95) BARGAIN £11
- 377-750 Midland 20 Ton Brake Van LMS Grey (Gra) (RRP £17.95) BARGAIN £11
- 373-665K Pack of 3 14 ton tank wagons 'War Office' - weathered - Ltd Ed for Bachmann Collectors club (Gra) NEW £35.95
- 377-337 Triple Pack Conflat Wagons BR Baukite A Containers (Gra) (RRP £39.95) BARGAIN £30



- 377-440 Triple pack of 12T Southern planked ventilated van in Express Dairies (Gra) NEW £39.91

Containers & Loads

- 379-372 45ft container Powerbox & Consent Leasing - Pack of 2 (Gra) (RRP £8.45) BARGAIN £5
- 379-391 Type A Containers BR Crimson (x4) (Gra) (RRP £8.45) BARGAIN £5

Lighting equipment

- CN21 Automatic Coach Lighting - Cool White/Flashing Tail (Tra) NEW £22.50
- CN27 Automatic Coach Lighting - Cool White/Flickering Tail (Tra) NEW £22.50
- CN1 Automatic Coach Lighting - Cool White/Standard (Tra) NEW £18
- CN26 Automatic Coach Lighting - Warm White/Flashing Tail (Tra) NEW £22.50
- CN22 Automatic Coach Lighting - Warm White/Flickering Tail (Tra) NEW £22.50

Spare

- SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.75



- SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2
- LCN10P Pair of modern level crossing barriers Light & Sound (Tra) NEW £90.50

Man-made scenic structure - railway-related

Buildings - general

- 42-197 Coal Distribution Building (91x56x99mm) (Gra) (RRP £49.95) BARGAIN £29
- 42-288 Low Relief Boiler House (186x29x157mm) (Gra) (RRP £42.95) BARGAIN £24
- 42-289 Low Relief Turbine Hall (230x45x107mm) (Gra) (RRP £74.95) BARGAIN £45
- 42-198 Power Station Chimney (30x30x40mm) (Gra) (RRP £34.95) BARGAIN £22

Track - Code 80 Setrack

- ST-6 Setrack left hand point insulfling (Pec) £9.50
- ST-5 Setrack right hand point insulfling (Pec) £8.50
- ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline

- SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
- SL-300 Single (Pec) £3
- SL-396 Left hand medium point insulfling (Pec) £9.50
- SL-395 Right hand medium point insulfling (Pec) £9.50

Want it DCC fitted?

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for more details

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £84
 SL-300F Single (Pec) ... £28
 SL-E399F 3-way finescale turnout (Pec) ... £28
 SL-E388F Finescale curved double radius right hand point electrofrog (Pec) £11
 SL-E390F Finescale double slip electrofrog (Pec) ... £35



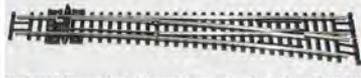
SL-E389F Finescale left hand large point electrofrog (Pec) ... £11



SL-E396F Finescale left hand medium point electrofrog (Pec) ... £10



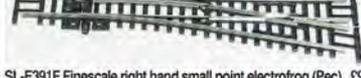
SL-E392F Finescale left hand small point electrofrog (Pec) ... £9



SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9
 SL-E383F Finescale scissors crossover electrofrog (Pec) ... £61

Buses

NNR003 New Routemaster London United (Oxf) NEW ... £7

Commercial vehicles

NFT001 Ford Transit SWB Low Roof White (Oxf) NEW ... £4.50

O Gauge (1:43 Scale)

Steam locos



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) ... £191.25
 7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh number brown (Dap) ... £191.25

Diesel locos

7D-008-000 Class 08 shunter D3043 in BR green late crest and no yellow warning panels (Dap) ... £199.95
 7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) ... £199.95
 25S1 Class 25T1 BR green small yellow warning panels (unnumbered) (Hel) ... £470
 3717 Class 37/0 in BR Railfreight speedlink triple grey centre headcode box (unnumbered) (Hel) ... £470
 4202 Class 42 Warship D869 "Zee" BR maroon small yellow panels (Hel) ... £550



4505 Class 45 'Paak' in BR early blue red bufferbeams - unnumbered (Hel) ... £550
 6000 Class 60 diesel in Railfreight triple grey (Supplied in numbered separate waterside numbers, sector emblems and a selection of nameplates.) (Hel) ... £499

Wagons



7F-058-001 14-ton Type A tank wagon in Esso silver (Dap) NEW ... £42.46



7F-058-005 14-ton Type A tank wagon in Lobitos silver (Dap) NEW ... £42.46
 7F-058-003 14-ton Type A tank wagon Regent Oil silver red lettering (Dap) NEW ... £42.46



7F-058-002 14-ton Type A tank wagon in Shell BP silver (Dap) NEW ... £42.46
 7F-058-004 14-ton Type A tank wagon Shell Motor Spirit silver (Dap) NEW ... £42.46



7F-059-005 14-ton Type B tank wagon in Berry Wiggins black (Dap) NEW ... £42.46



7F-059-004 14-ton Type B tank wagon in Esso black (Dap) NEW ... £42.46



7F-059-002 14-ton Type B tank wagon in Esso black (Dap) NEW ... £42.46



7F-059-003 14-ton Type B tank wagon in Shell - BP black (Dap) NEW ... £42.46



7F-059-001 14-ton Type B tank wagon in Shell BP black (Dap) NEW ... £42.46

1042 2000v VAA sliding door van in Railfreight red & grey (Hel) ... £33
 7F-080-021 8-plank open wagon "Stewart and Lloyd" (Dap) NEW ... £38
 7F-080-021W 8-plank open wagon "Stewart and Lloyd" - weathered (Dap) NEW ... £38

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) ... £75
 SL-700BH Single (Pec) ... £6.50
 SL-E787BH Left hand O gauge curved turnout (Pec) ... £52



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £44



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) ... £6

Cars



43SET32 Aston Martin DB2 MKII Twin Set Saloon and DHC (Oxf) NEW ... £35



43AMZ001 Aston Martin DB4GT Zagato - 2 VEV Metallic Green (Oxf) NEW ... £19.40
 VA13506 Austin Morris Mini Clubman 1100, Reynard Metallic (Cor) NEW ... £24
 VA00132 Ford Anglia 105E DeLuxe, Pompadour Blue & Stark Blue (Cor) NEW ... £24



VA12609 Ford Escort Mk2 RS1800 (Forest Arches), Diamond White (Cor) NEW ... £24



VA12510 Ford Fiesta Mk1 Supersport, Sunburst Red (Cor) NEW ... £24



VA11705 Ford Sierra RS500 Cosworth, Black (Cor) NEW ... £24
 VA10208 Leyland Princess 2200 HL, Sandglow (Cor) NEW ... £24
 VA02539 Mini Cooper S Mk1, Tartan Red & Black (Cor) NEW ... £24
 43RRP002 Rolls Royce Phantom III SoV HU Mulliner Fawn/Black (Oxf) NEW ... £20



43RRP002 Rolls Royce Phantom V James Young Burgundy/Silversand (Oxf) NEW ... £20



43EMP001 Rolls Royce Silver Cloud/Hooper Empress Brown/Cream (Oxf) NEW ... £20
 43VP003 Vauxhall Firenza Sport SL Honey Slammist (Oxf) NEW ... £19
 VA08713 Vauxhall Viva GT, Elkhart Yellow (Cor) NEW ... £24



43LAN188010 Land Rover Series 1 88" Hard Top Rover Fire Brigade (Oxf) NEW ... £10.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) ... £30



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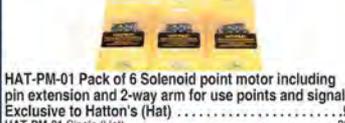
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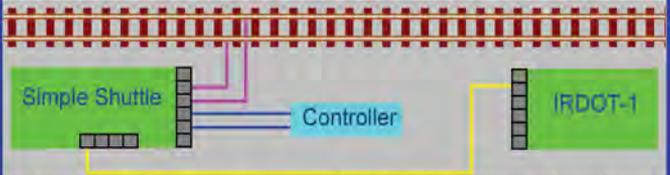
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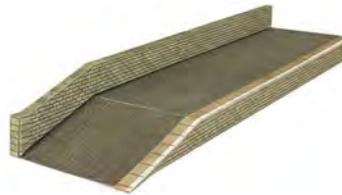
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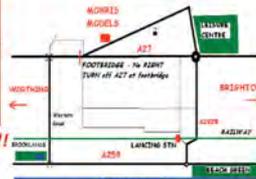
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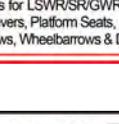
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CDP6	6 pin.....75p	CDS6	6 pin.....75p
CDP7	7 pin.....80p	CDS7	7 pin.....80p
CDP8	8 pin.....85p	CDS8	8 pin.....85p

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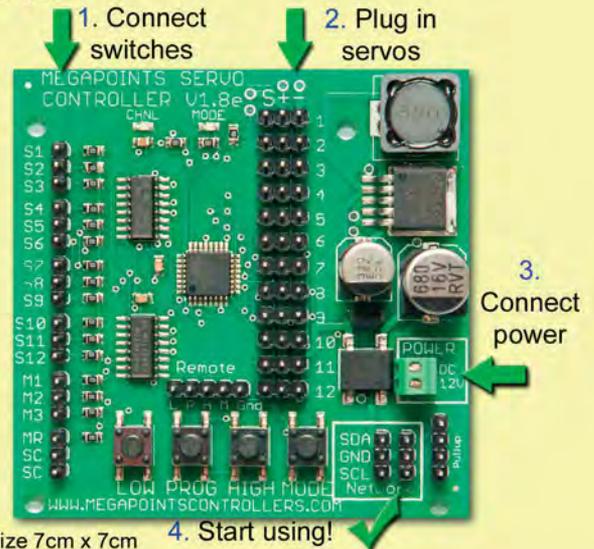
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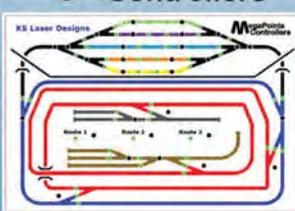
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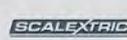
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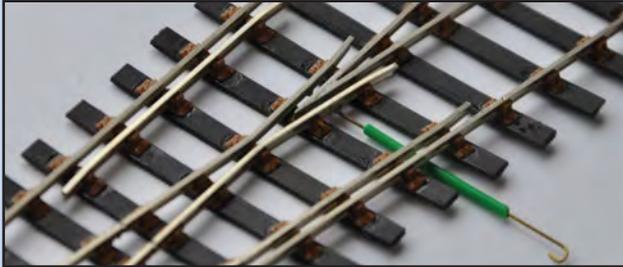
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Diary updated as bookings are confirmed

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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

Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-5, Sun 10-4. **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

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 16/17 - SHILDON Autumn Steam Gala, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. ***Free Car Parking & Free Entry to Gala & Museum - Yes that's Free Entry!*(-)**

Sept 23/24 - HALIFAX M/Rail Exh, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10 - 5.

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Oct 7/8 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. ***Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!!!!* (-)**

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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 M/Rail Ex, 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 **

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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 Mejyes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sun 10 - 4.00pm.

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 18 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. ***Free entry ALSRM Members***

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

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 Knavesmire 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.

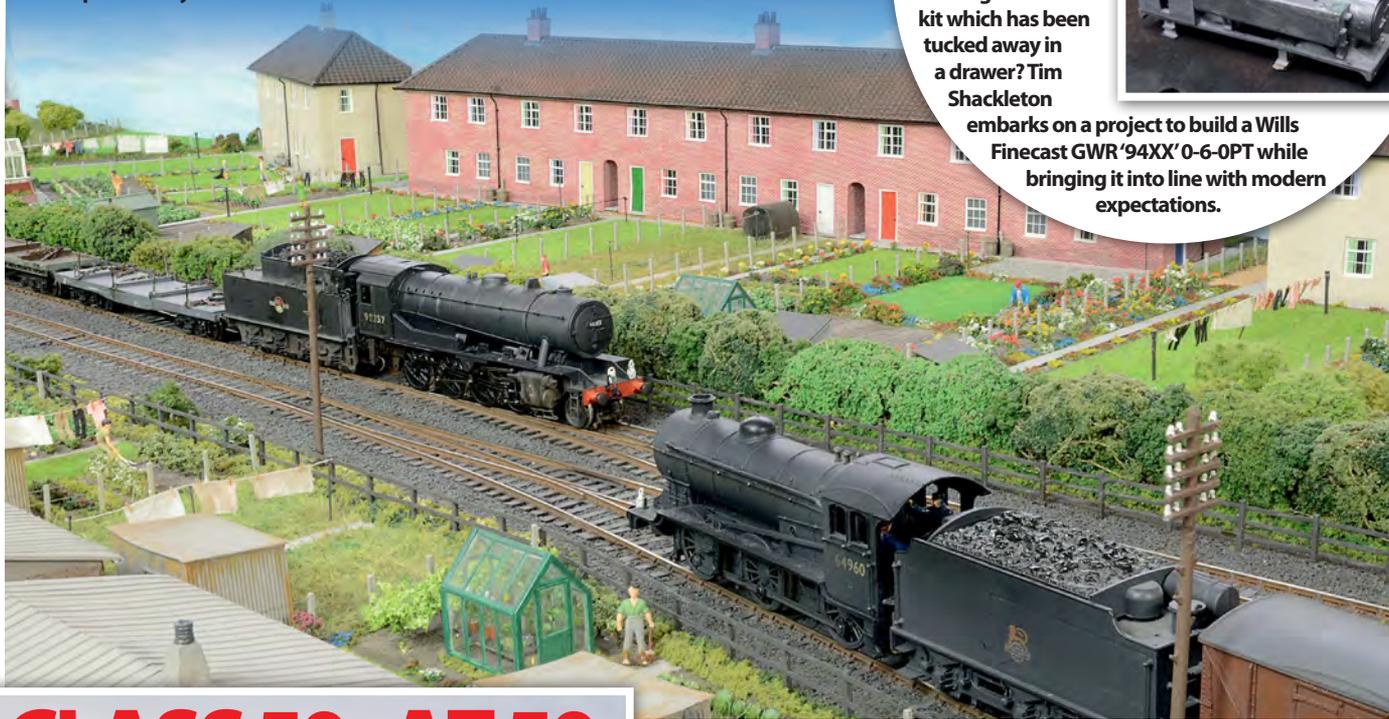
New Tools Shop Extension Now Open.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.
Exhibition Invitations always welcomed.

NEXT ISSUE

Billingham

The industrial North East is the location for Middlesbrough Model Railway Club's giant 'OO' gauge exhibition layout which models the busy junction station of Billingham near Hartlepool. Step back to the late 1950s and early 1960s next issue as we discover all that this impressive layout has to offer.



REVIVING OLD KITS

Have you been thinking about building that elusive kit which has been tucked away in a drawer? Tim Shackleton



embarks on a project to build a Wills Fincast GWR '94XX' 0-6-0PT while bringing it into line with modern expectations.

CLASS 50s AT 50

Next month, Railway Realism marks 50 years since the English Electric Class 50s made their debut on the West Coast Main Line in a special feature charting their careers.



LITTLE ALLER JUNCTION

Aller Junction, G scale and the 'Westerns' were all inspirations for Chris Morris to plan his compact 'N' gauge layout which models a small slice of the Western Region when diesel-hydraulics ruled the roost.



THE NEXT ISSUE OF
HORNBY
magazine

is on sale August 10 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.

July releases

Class 142



NEW!

This is a 1st Decorated Sample Copyright Dapol Ltd.

- ND116A/D** - Class 142 Northern Rail 142065/DCC
- ND116B/D** - Class 142 Regional Railways 142081/DCC
- ND116C/D** - Class 142 Northern Spirit 142025/DCC
- ND116D/D** - Class 142 Arriva Trains Wales 142085/DCC
- ND116E/D** - Class 142 Tyne & Wear PTE 142021/DCC

HST



Previously produced model shown for illustration purposes only.

- 2D-019-005** - Class 43 HST Blue/Grey ER 43193/E43119
- 2D-019-006** - 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-038-028 - Bulk Grain - BR B885325



2F-038-030 - Bulk Grain - BR B885325 Weathered



2F-071-022 - 7 Plank - Ton Phillip Rhondda 277



2F-071-023 - 7 Plank - Ton Phillip Rhondda 277 Weathered



7P-004-001 - Autocoach GWR Crest Chocolate & Cream



7P-004-005 - Autocoach BR Crimson

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



4F-016-023 - Banana Van - BR Red B881722



4F-016-024 - Banana Van - BR Red B881722 Weathered



4F-016-029 - Banana Van - Geest B882125



4F-016-030 - Banana Van - Geest B882125 Weathered



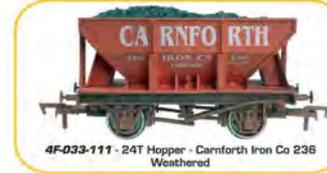
4F-030-015 - 16T Steel Mineral - BR Grey M620225



4F-030-016 - 16T Steel Mineral - BR Grey M620225 Weathered



4F-033-110 - 24T Hopper - Carnforth Iron Co 236



4F-033-111 - 24T Hopper - Carnforth Iron Co 236 Weathered

Also released this month:

All product release dates correct at time of going to press

- 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 B485971
- 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

Product Scale Key

O Gauge

OO Gauge

N Gauge

- YOUR CHOICE OF DAPOL BODY
- YOUR CHOICE OF LIVERY
- TURN AROUND IN JUST 3 MONTHS
- FROM JUST 100 IDENTICAL MODELS IN 'OO' OR 'N' 25 IN 'O'
- FOR MORE DETAILS CONTACT CLAIRE ON 01691 774455 OPTION 1 OR EMAIL studio@dapol.co.uk



372-033DS 'Nunney Castle'
Running No. 5029 GWR Lined Green
'Nunney Castle' powers through the countryside pulling MK I Pullman Coaches 374-220D & 274-200E



Celebrating Castle Class N Scale Locomotives

Our new Castle Class locomotives all feature a loco drive chassis, a coreless motor, NEM couplings, tender pickup, additional accessory pack (shown fitted below) and are equipt with our compact Next 18 decoder interface. We are also pleased to present the first N Scale steam loco in the 'Nunney Castle' (372-033DS) to be factory fitted with DCC SOUND.



372-030 'Earl of Dunraven'
Running No. 5044 GWR Lined Green



372-031 'Tiverton Castle'
Running No. 5041 BR Green Early



372-032 'Sir Daniel Gooch'
Running No. 5070 BR Green Late



Fitted Accessory Pack



Interior Cab Detailing



Sound Ready



Tender Pickup



Next 18 Decoder Ready



Preserved Prototype



1923 - 1947



1948 - 1956



1967 - 1971



1995 onwards

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