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Issue 128 **February 2018** USA \$12.99 · CAD \$13.99 · AUS \$12.95 **UK £4.50**

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## magazine

### REVIEWED



Dapol 'OO' gauge Class 121  
plus all the latest releases

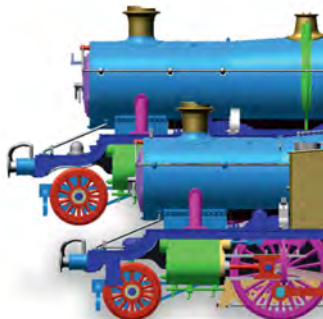
### WE SHOW YOU HOW PAINTING EXPLAINED



We reveal how to improve  
your painting with simple  
techniques and top tips

### NEW PRODUCTS!

### DAPOL GWR DUO



All-new GWR Churchward  
'Mogul' and 'Large Prairie'  
planned for 2019 in 'OO'

# Preservation ICON

The Bluebell  
Railway  
built at  
home in  
'OO' gauge



### ALSO INSIDE

### ST ANN'S DEPOT

A compact 1980s diesel depot in 'OO' gauge

### MARSH CHIPPING

The Cotswolds in the 1960s modelled in 'N' gauge

# PLUS

- Decoder sockets explained
- Recreating stone
- Modifying Oxford's 'Radial'
- Layout planning

KEY



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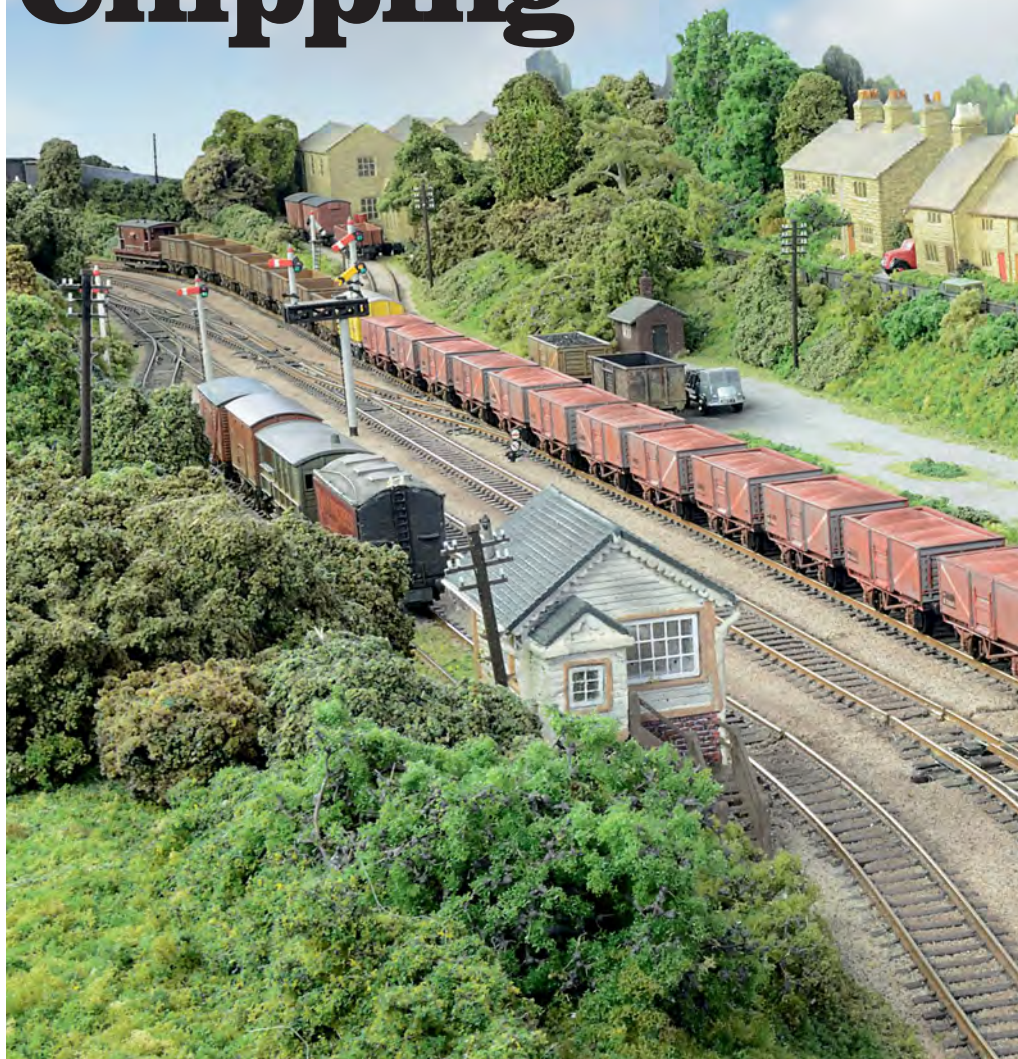
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# HORNBY

**magazine**

**LATEST OFFERS**  
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## UPDATE

Hornby's new 2018 catalogue range is revealed, Dapol announces two new 'OO' gauge steam locomotives and a new British outline model railway manufacturer prepares to launch. Plus, you could win a Hornby 'OO' Class 71 Bo-Bo electric locomotive and BR Mk 1 carriages worth over £400 in our exclusive competition.

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Evan Green-Hughes recalls British Rail's ubiquitous Class 47 Co-Co diesel locomotives, and the detail differences that existed between sub-classes.

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Max Fowler guides us round his compact 'OO' gauge BR diesel depot, set in Eastern England during the 1980s, now sadly consigned to history.

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Another bumper selection of new model releases from Absolute Aspects, Bachmann, Dapol, DCC Concepts, Hornby, Oxford Rail and more.



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# WELCOME

## THE EDITOR'S PAGE



**HAPPY NEW YEAR** - and welcome to the first issue of 2018. This time of year is when we expectantly wait to hear what the ready-to-run manufacturers are going to be making next

with January being a traditional announcement time for Hornby Hobbies.

There must be something in the air this time though, as Dapol revealed plans for two new Great Western Railway steam locomotives - the Churchward 'Mogul' and Collett '5101' 2-6-2T - in the final weeks of December adding further to the excitement of Hornby's announcements which were due to take place on January 8.

Proudly we are able to bring you full coverage of Hornby's 2018 catalogue in this issue with a dedicated six pages of news covering all the information and new 'OO' gauge product details that you need to know.

The headlines are three new steam locomotives - the Maunsell 'Lord Nelson' 4-6-0, Holmes 'J36' 0-6-0 and LMS streamlined 'Princess Coronation' - along

with a Maunsell Kitchen First and a pair of LNER 'Toad' 20ton brakevans. Of course there is a list of reliveries covering steam, diesel, electric, carriages and wagons together with an increase in the range of Twin Track Sound decoders being made available as separate items.

Picking a highlight from all of this is always going to be swayed by regional interests - suffice to say that we can't wait to see the finished results from all of these product announcements - although, just maybe, I might have my eyes set more on the 'Lord Nelson' with my Southern leanings.

Another exciting component of the new Hornby 2018 catalogue is the introduction of an era system to assist modellers in understanding which locomotives and rolling stock can be used together. *Hornby Magazine* will be adopting this version of the era system as well and it includes division of the privatisation period into three separate eras which will make identifying the suitability of the colourful array of colour schemes now available much more accurate.

We've got plenty more to offer in this issue too including first reviews of Dapol's new Class 121 railcar for 'OO' gauge, Absolute Aspects' impressive banner repeater signal, DCC Concepts' new ground signals as well

as the latest products from Bachmann, Irish Railway Models, Oxford Rail and more.

Our feature layouts are headlined by Matt Wickham's model of Horsted Keynes on the famous Bluebell Railway in East Sussex while we also take a trip to the Cotswolds in 'N' gauge with Dave Westwood's Marsh Chipping and indulge in 1980s BR diesels at St Ann's Depot in 'OO' by Max Fowler.

The team has been busy developing modelling projects to inspire you too, including a trackplan taking inspiration from Bescot Yard, painting models, fettling ready-to-run rolling stock and bringing new life to kit-built units in the Staff Projects section.

We hope you enjoy the issue and all that it has to offer - and don't forget that next month we will be bringing you the full run down on the Bachmann, Graham Farish and Oxford Rail product announcements for 2018 too.

Happy modelling!

*Mike Wild*

**Mike Wild**  
Editor, *Hornby Magazine*

## IN YOUR MAGAZINE THIS ISSUE

### HORNBY 2018 CATALOGUE

**08** We bring you the all the highlights and new product announcements from Hornby's new 2018 catalogue for 'OO' gauge.

### REVIEWED

**66** Dapol's new Class 121 for 'OO' gauge leads a busy reviews section alongside all the latest releases from around the scene.

### WE SHOW YOU HOW

**56** Tim Shackleton sets out to take away the mystery of model painting with simple techniques and tips.

### REVEALED

**14** Dapol sets out impressive specifications for a pair of new GWR steam locomotives in 'OO' gauge together with all the latest model railway news.

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**REVIEWED** **Preservation ICON** The Bluebell Railway built at home in 'OO' gauge

**WE SHOW YOU HOW PAINTING EXPLAINED**

**NEW PRODUCTS!** **DAPOL GWR DUO**

**PLUS** Decoder sockets explained • Recreating stone • Modifying Oxford's 'Radial' • Layout planning

**ALSO INSIDE** **ST ANN'S DEPOT** A compact 1980s diesel depot in 'OO' gauge. **MARSH CHIPPING** The Cotswolds in the 1980s modelled in 'N' gauge.

### WIN A CLASS 71 AND COACHES

Our exclusive competition with a total value of more than £400 offers the chance to win a Hornby Class 71 in BR blue and six BR Mk 1 carriages in 'OO' gauge.

**TURN TO PAGE 16 FOR FULL DETAILS.**

### LAYOUT FEATURES

**18 Marsh Chipping** Dave Westwood used childhood memories as the inspiration for this 'N' gauge layout.

**48 Horsted Keynes** Matt Wickham models the preservation era at the Bluebell Railway's main station in 'OO'.

**92 St Ann's Depot** Trainspotting in the 1980s brought Max Fowler to develop this maintenance depot in 'OO'.

### PLUS

- Digital decoder sockets explained
- How to recreate realistic stone colours
- Modifying Oxford's Adams 'Radial' 4-4-2T
- Planning a layout based on a freight yard



# Hornby reveals SCOTTISH, SOUTHERN MIDLAND STEAM

**T**HREE NEW STEAM LOCOMOTIVES are headlining Hornby's 2018 catalogue launch covering subjects from the Scottish, Southern and London Midland regions offering a diverse portfolio.

New for the year ahead, and currently in development, are the North British Railway (NBR) Holmes 'J36' 0-6-0, the Southern Railway (SR) Maunsell 'Lord Nelson' 4-6-0 and the London Midland & Scottish Railway (LMS) streamlined 'Princess Coronation' 4-6-2. They are to be joined by a selection of 14 further steam locomotive reliveries using Hornby's extensive catalogue of ready-to-run motive power.

The 'J36' is Hornby's first all new ready-to-run Scottish outline locomotive since introduction of the Gresley 'D49' 4-4-0 in the 1980s. The fleet of 168 'J36s', originally NBR 'C' class, was designed by Matthew Holmes in 1888. The class was mainly built at Cowslairs Works, but was later rebuilt under the direction of Reid – Holmes' replacement as Locomotive Superintendent at the NBR – from 1913. The first 108



**Holmes 'J36' 0-6-0 65237 heads a permanent way train on the Mallaig Extension beside Loch Nan Uamh between Arisaig and Lochailort in June 1955. These 1887 introduced 0-6-0s are being produced in 'OO' by Hornby in 2018.**

W.J. Verden Anderson/Keith Verden-Anderson

were completed by 1920, but it took until the mid-1920s following the grouping for all to be rebuilt.

Some of the early rebuilds were requisitioned to work in France for the Railway Operating Division in the First World War, departing in 1917 and returning in 1919 following which they received names of

famous battles, Allied commanders and fictional characters.

The class continued in service through LNER ownership and 123 went on into BR service following nationalisation of the railways in 1948. Six survived in service in Scotland until 1966 with the final two being withdrawn in 1967. One

– 673 *Maude* – has been preserved.

Hornby's new model will cover the 'J36s' following rebuilding by Reid with three being selected for the first year. They are 673 *Maude* in as preserved North British Railway lined black with Twin Track Sound (Cat No. R3600TTS), 722 in LNER lined black (R3621) and 65311

**Maunsell 'Lord Nelson' 4-6-0 30857 Lord Howe passes Farnborough with a down express from Waterloo on July 7 1950. These powerful 4-6-0s are being produced as a new ready-to-run model by Hornby in 2018. E.C. Griffith/Rail Archive Stephenson**





# THERN AND M FOR 2018!



*Haig* in BR black with early crests (R3622). All will feature a tender mounted 8-pin DCC decoder socket, locomotive mounted motor, sprung buffers and NEM coupling pockets. Release is anticipated in the third quarter of 2018.

## THE 'NELSON'

Joining Hornby's already extensive range of Southern Railway designed and operated motive power is the imposing Maunsell 'Lord Nelson' 4-6-0. Billed as the most powerful steam express locomotive in Britain by the Southern Railway at its introduction in 1926, the class featured a unique eight-cylinder exhaust beat due to the arrangement of the four-cylinder motion. They were a development of the Maunsell 'King Arthur' class designed to maximise the potential of the 4-6-0 chassis on the Southern Region.

On release to traffic, the fleet of 16 locomotives was used on the Western Section operating from Nine Elms shed where they could be found on the routes to Bournemouth, Portsmouth and



The streamlined 'Princess Coronation' is being made afresh by Hornby in 2018. In 1938 Caledonian blue 6222 Queen Mary stands at Shrewsbury. Rail Archive Stephenson.

Exeter. Later they were allocated to Battersea shed from where they were trialled on Dover boat trains.

A number of modifications were made to the class during their careers including the addition of smoke deflectors, chimney design, bogie frames and cylinders. Most were paired with 5,000gallon bogie tenders, but they could also be seen with modified Urie 'S15' style 5,000gallon tenders as well as 4,000gallon six-wheel tenders.

The first was withdrawn in 1961 with the last bowing out of main line service in October 1962. One has been preserved: National Collection owned 30850 *Lord Nelson* which is currently under overhaul at the Mid Hants Railway.

The all-new Hornby 'Lord Nelson' will include the ability to model early and late locomotives including those with original chimneys

as well as later Bulleid modified designs. Planned for release in the first year are 851 *Sir Francis Drake* in Southern Railway olive green without smoke deflectors and with its original chimney (R3634) together with 30850 *Lord Nelson* in BR lined green with late crests, smoke deflectors, Bulleid chimney and a high sided tender with Twin Track Sound (R3600TTS), and 30863 *Lord Rodney* in BR lined green with early crests, a high sided tender and Bulleid style chimney (R3635).

Release is expected in the second quarter of 2018 with the first engineering sample having been received by Hornby during late 2017. As with the 'J36', the 'Nelsons' will have a tender mounted 8-pin DCC decoder socket, provision for installation of a speaker in the tender chassis, a locomotive mounted five-pole motor, NEM

coupling pockets, sprung buffers and turned metal wheels.

## STREAMLINED 'CORONATION'

The attention grabbing LMS streamlined 'Princess Coronation' 4-6-2s have been selected for release in 2018 as a follow up to Hornby's 2017 launched 'Duchess' 4-6-2s (HM125). The new streamlined version will use the same chassis as the newly released conventional locomotive, but with an all new body.

The streamlined locomotives were introduced in 1937 to haul the LMS's high profile expresses on the West Coast Main Line. 6220 *Coronation* also went on to set a speed record of 114mph on June 29 1937, although this was soon eclipsed by the LNER's record run with Gresley 'A4' 4-6-2 4468 *Mallard* in July 1938.

The Hornby 'J36' is progressing through the design process. This is the first stereo 3D printed sample of the new model.





The first batch of locomotives, 6220-6224, were turned out in LMS Caledonian Blue with silver stripes which was matched by three sets of specially turned out Stanier Period III carriages for the 'Coronation Scot' train service. These were followed by five further locomotives, 6225-6229, which were delivered in LMS crimson lake with gold lining. The final batch of streamlined 'Coronations', 6235-6248, were built with draughting modifications.

The class ultimately lost its streamlined casing in the late 1940s leading to a more conventional appearance for the class which they retained until withdrawal in the 1960s.

Hornby's new model incorporates options for single and double chimney locomotives in the brand new tooling for these high profile locomotives. In addition each model will be supplied with full size and undersize pony truck wheels – the latter to allow them to be operated on second radius curves while modelling the full front valance around the bufferbeam and cylinders together with an 8-pin DCC decoder socket, space for a 28mm round speaker, sprung buffers and a powerful five-pole motor.

The first releases will be 6221 *Queen Elizabeth* in LMS Caledonian Blue with silver stripes (R3623), 6244 *King George VI* in LMS crimson lake with gold lining (R3639) and 6229 *Duchess of Hamilton* in LMS crimson lake with gold lining in original condition (R3677). Delivery is expected in the fourth quarter of 2018.

## SUPPORTING CAST

Together with the brand new locomotives, Hornby is serving up a selection of reliveries on its existing



The 'Lord Nelson' is currently expected to be released in the second quarter of 2018. This is the first engineering sample of the Southern Railway 4-6-0.



Livery artwork for R3621 – LNER lined black liveried 'J36' 722.



Modelling an original condition 'Lord Nelson' is R3634 – 851 *Sir Francis Drake* in Southern Railway olive green.



30850 *Lord Nelson* is one of three 'Nelsons' being released in the model's first year. R3603TTS will be equipped with Twin Track Sound for digital operation.

product range including new versions of the GWR 'Castle' 4-6-0, SECR 'H' 0-4-4T, Bulleid 'West Country', 'Battle of Britain' and 'Merchant Navy' 4-6-2s as well as 'Royal Scots', A4s and a pair of new Peckett 'W4' 0-4-0STs.

To mark the 50<sup>th</sup> anniversary

of the end of BR main line steam operations a special train pack is being released to model train 1T57 – the final special operated on August 11 1968 and hauled by BR 'Britannia' 4-6-2 70013 *Oliver Cromwell*. The pack will contain

70013, a BR Mk 1 Brake Second Open in BR maroon and a pair of Mk 1 Tourist Open Second in BR blue and grey plus a 1T57 headboard for optional fitting to the 'Britannia'.

● To see the full list of 2018 new steam locomotive see Table 1.

TABLE 1 – HORNBY 2018 'OO' STEAM LOCOMOTIVES

CLASS	IDENTITY	LIVERY	ERA	CAT NO.	NOTES
GWR 'Castle' 4-6-0	5013 <i>Abergavenny Castle</i>	BR lined green, late crests	5	R3619	
SR 'Lord Nelson' 4-6-0	851 <i>Sir Francis Drake</i>	SR olive green	3	R3634	New tooling
SR 'Lord Nelson' 4-6-0	30850 <i>Lord Nelson</i>	BR lined green, late crests	5	R3603TTS	New tooling
SR 'Lord Nelson' 4-6-0	30863 <i>Lord Rodney</i>	BR lined green, early crests	4	R3635	New tooling
SECR 'H' 0-4-4T	31265	BR lined black, early crests	4	R3631	
SR 'West Country' 4-6-2	34019 <i>Bideford</i>	BR lined green, late crests	5	R3638	Cut down tender
SR rebuilt 'Battle of Britain' 4-6-2	34050 <i>Royal Observer Corps</i>	BR lined green, late crests	5	R3618	
SR 'Merchant Navy' 4-6-2	35024 <i>East Asiatic Company</i>	BR lined blue, early crests	4	R3632	
SR rebuilt 'Merchant Navy' 4-6-2	35030 <i>Elder Dempster Lines</i>	BR lined green, late crests	5	R3617	
LMS 'Black Five' 4-6-0	5089	LMS lined black	3	R3616	
LMS rebuilt 'Royal Scot' 4-6-0	5521 <i>Rhyl</i>	LMS lined black	3	R3614	No smoke deflectors
LMS rebuilt 'Royal Scot' 4-6-0	45534 <i>E Tootal Broadhurst</i>	BR lined green, early crests	4	R3633	Smoke deflectors
LMS 'Princess Coronation' 4-6-2	6221 <i>Queen Elizabeth</i>	LMS Caledonian Blue	3	R3623	New tooling
LMS 'Princess Coronation' 4-6-2	6244 <i>King George VI</i>	LMS crimson lake	3	R3639	New tooling
LMS 'Princess Coronation' 4-6-2	6229 <i>Duchess of Hamilton</i>	LMS crimson lake	3	R3677	New tooling
LNER 'A4' 4-6-2	4468 <i>Mallard</i>	LNER garter blue	3	R3676	
LNER 'A4' 4-6-2	4493 <i>Woodcock</i>	LNER lined apple green	3	R3630	
NBR 'J36' 0-6-0	673 <i>Maude</i>	North British lined blue	7	R3600TTS	New tooling
NBR 'J36' 0-6-0	722	LNER lined black	3	R3621	New tooling
NBR 'J36' 0-6-0	65311 <i>Haig</i>	BR black, early crests	4	R3622	New tooling
BR 'Britannia' 4-6-2	70013 <i>Oliver Cromwell</i>	BR lined green, late crests	5	R3607	'15 Guinea' train pack
Peckett 'W4' 0-4-0ST	560	United Alkali Co Ltd green	2	R3615	
Peckett 'W4' 0-4-0ST	882 <i>Niclausse</i>	Willans and Robinson green	2	R3640	



# Multiple units lead 2018 DIESEL AND ELECTRIC RANGE



**E**LECTRIC POWER is at the head of Hornby's new introductions for 2018 with the return of the 'Brighton Belle' five-car Electric Multiple Unit (EMU) as well as new versions of the 2017 range Class 87 and Class 800.

The 'Brighton Belle' is making its return to the range, as exclusively revealed in HM125, and will be produced in late-1960s Pullman livery with later crests and small yellow warning panels on the unit ends. It will be presented as unit 3053, but will now be released in separate packs for the driving and trailer cars (Cat Nos. R3606/R4871).

It will feature interior lighting powered from the track in each coach together with NEM couplings between cars and a single 8-pin decoder socket to operate the full unit.

The soon to be released Class 800 Intercity Express Programme (IEP) unit is due for a second outing in 2018 as unit 800003 *Queen Elizabeth* in GWR green livery and, as per the 5-BEL, it will be issued as separate packs for driving and centre cars (R3609/R4870). Features include interior and exterior lighting and a pair of 8-pin decoders will be required for conversion to digital operation.

The two five-car units are being joined by new versions of the Class 43 HST power cars, Class 50, 60, 67 and 87 during the year in a modest collection of diesel and electric locomotives.

● See Table 2 to see the full range for 2018.



**TABLE 2 - HORNBY 2018 'OO' DIESEL AND ELECTRIC LOCOMOTIVES AND UNITS**

CLASS	IDENTITY	LIVERY	ERA	CAT NO.	NOTES
5-BEL Electric Multiple Unit	3053	Pullman umber and cream	5/6	R3606	Driving cars
5-BEL Electric Multiple Unit	3053	Pullman umber and cream	5/6	R4871	Trailer cars
Class 800 IEP unit	800003 <i>Queen Elizabeth</i>	GWR green	11	R3609	Driving cars
Class 800 IEP unit	800003	GWR green	11	R4870	Trailer cars
Class 43 HST power cars	43078 <i>Golowan Festival Penzance</i> and 43079	Intercity Swallow	8	R3602TTS	Twin Track Sound
Class 50	50040 <i>Leviathan</i>	BR large logo blue	7	R3653	
Class 50	50033 <i>Glorious</i>	Revised Network SouthEast	8	R3658	
Class 60	60070 <i>John Loudon McAdam</i>	Loadhaul branded triple grey	9	R3657	
Class 67	67023 <i>Stella</i>	Colas Rail Freight	11	R3659	
Class 87	87019 <i>Sir Winston Churchill</i>	Virgin Trains West Coast	9	R3656	



# CARRIAGE &



**First engineering sample of the Maunsell Kitchen First showcasing the body detail.**

**A** MAUNSELL Kitchen First and LNER 'Toad' brake vans are joining the Hornby rolling stock portfolio in 2018 together with 56 carriages and 44 wagons.

The Maunsell Kitchen First was introduced in 1926 with 20 being built to Diagram 2651 for operation on services from London to Bournemouth, Portsmouth and Exeter. They ran on 8ft bogies and used standard 59ft underframes.

Hornby's new model covers the Diagram 2651 vehicles and will initially be released in Southern

Railway olive green and BR Southern Region green to suit previously released Maunsell corridor stock by Hornby. The models will feature turned metal wheels, NEM coupling pockets and small tension lock couplings.

Joining the Kitchen First is a range of 56 further vehicles delving into Hornby's extensive roster. It includes Maunsell rebuilt 58ft ex-LSWR stock in Southern Railway olive green, BR Southern Region green Maunsell corridor stock,

Hawksworths, Collett 'bow-end' vehicles, BR Mk 1s and two rakes of Mk 3s including Virgin Trains liveried carriages to run with the new 2018 version of the Class 87 in the same colour scheme (see Table 2).

Heading the wagon range are new models of the LNER 'Toad' 20ton brake van encompassing both the 'B' and 'E' versions, the first of which were introduced in 1924. These LNER brake vans took the best of the

Great Northern and North Eastern railway types and amalgamated them into a new group standard design. 710 'Toad B' vans were built between 1924 and 1929 while 901 'Toad E' vans were constructed between 1929 and 1935.

Hornby's new models will convey the build differences between the Diagram 034 ('B') and Diagram

## UPDATED ERA SYSTEM UNVEILED



Hornby has unveiled an updated Era system in its 2018 catalogue and *Hornby Magazine* will be adopting it as a new medium to illustrate the period in which locomotives and rolling stock operated.

The new Era system extends to 11 different periods by breaking down the complex privatisation section into the three divisions while also adjusting the date ranges of earlier

periods and their descriptions.

There are several overlaps in railway history and the revised Era profiles aim to give a clear picture of when particular colour schemes and number system changes took place while also allowing modellers to understand how rolling stock from different periods can be operated side by side.

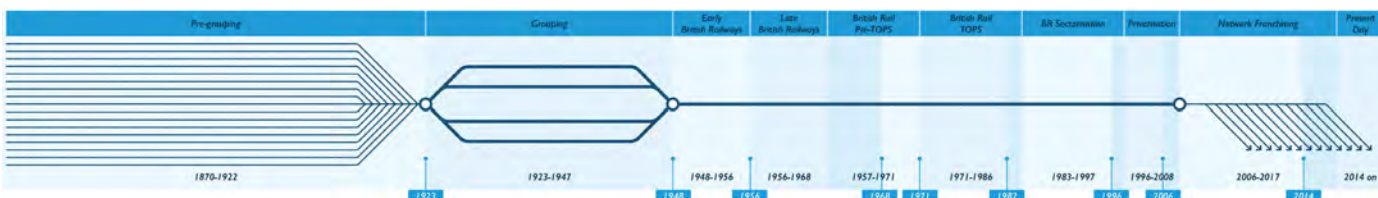
The new sections cover Network

Franchising (Era 10 – 2006-2017) and the Present Day (Era 11 – 2014 onwards). These new divisions allow accurate descriptions to accompany many of the contemporary railway liveries which would otherwise be put side by side with long gone colour schemes.

The table above lists all of the eras in the revised version and this will be published in each issue of

ERA	DESCRIPTION	DATE
1	Pioneering	1804-1869
2	Pre-Grouping	1870-1922
3	Grouping	1923-1947
4	Early British Railways	1948-1956
5	Late British Railways	1956-1968
6	British Rail pre-TOPS	1957-1971
7	British Rail TOPS	1971-1986
8	BR Sectorisation	1982-1997
9	Privatisation	1996-2008
10	Network Franchising	2006-2017
11	Present Day	2014-on

*Hornby Magazine* for reference while also being used throughout the reviews section in future issue and where required in Update news stories to give clarification on the period which items operated in.





# WAGON RANGE EXPANDS



064 ('E') vehicles including body construction methods and other details. All will feature turned metal wheels and small tension lock couplings in NEM pockets. Liveries will include LNER and BR schemes

with final details to be confirmed as *Hornby Magazine* closed for press.

In addition the 2018 wagon range comprises new private owner wagons, more 20ton coke and coal four-wheel hoppers, further versions



A first stereo 3D printed sample of the LNER 'Toad B' 20ton brake van with planked ends.



A 3D printed stereo sample of the LNER 'Toad E' 20ton brake van with modified ends and duckets.

of the 'Seacow', 'Rudd', 'Tope', 'Clam' and 'Shark' engineers wagons, fuel tankers and cattle wagons.

Another stand out addition is the promise of a Twin Track Sound (TTS) equipped ventilated

van with additional sound effects including wagon wheels, brakes, coupling clank, station announcements and more.

● Visit [www.hornby.com](http://www.hornby.com) to see the full range.



## EX-LIMA '59' AND '121' MOVE TO RAILROAD



The RailRoad range of the Hornby portfolio is being bolstered with the addition of the ex-Lima Class 59 Co-Co diesel-electric and the Class 121 single-car DMU. Both models have previously been part of Hornby's main range.

The return of the Class 59 sees it planned for release in Yeoman Aggregates blue and silver as 59004 *Paul A Hammond* (Cat No. R3666) while the Class 121 is being finished as one of Chiltern Railways' final pair – 121034 in heritage BR green

with small yellow warning panels.

Both locomotives will be equipped with 8-pin DCC decoder sockets together with the upgraded Hornby mechanisms.

● Visit [www.hornby.com](http://www.hornby.com) to see the full RailRoad range.

## New sounds for TTS

Eight new sounds are joining Hornby's collection of separate Twin Track Sound digital decoders. All are supplied with 8-pin plugs with either 28mm round (steam) or 40mm x 20mm (diesel) 8ohm speakers.

The new sound files cover the Crosti '9F' 2-10-0 (Cat No. R8113), Maunsell 'S15' 4-6-0 (R8116), Stanier 'Princess Coronation' 4-6-2 (R8117) and Bulleid 'Merchant Navy' 4-6-2 (R8115) for the steam portfolio.

New diesel sounds consist of the Class 20 (R8118), Class 40 (R8119), a twin pack of Class 43 HST power cars with MTU engines (R8120) and the Class 66 (R8121). The prices are set at £41.99 for single decoders and £69.99 for the MTU twin pack.

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

### WHAT WORKS WITH WHAT

Hornby is launching a new online service to illustrate which products can run with locomotives to create

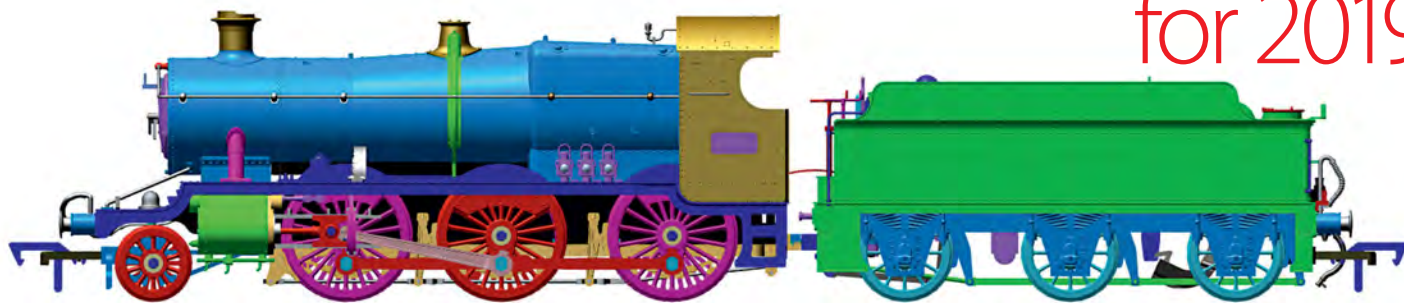
realistic train formations. The 'What Works With What' service is aimed at supporting the manufacturer's

customers by providing a search engine which works on catalogue numbers. Input the number of your

locomotive or carriage and the site will list which items are suitable to run with it in the same train.



# Dapol reveals GWR 'MOGUL' AND 'PRAIRIE' for 2019



**T**HE GWR 'Mogul' 2-6-0 and 'Large Prairie' 2-6-2T are to be reborn in 'OO' gauge through brand new ready-to-run models by Dapol. The two classes were announced on December 15 2017 with release anticipated in the first quarter of 2019.

The 'Mogul' will cater for the later Churchward built locomotives from 5390-7321 together with the final eight, 6362-6369, built under Collett in 1925 and will include options for outside and inside steam pipes and detail differences in buffer shank style, vacuum pipes, safety valve covers, smokebox doors and more.

The 'Large Prairie' will focus on the '5101' class built between 1929-1939 and will also cover the '61XX' series which had higher pressure boilers for working London

suburban services. Variations within the tools include safety valve covers, bunker lamp bracket shield, smokebox top lamp bracket, smokebox door style and more.

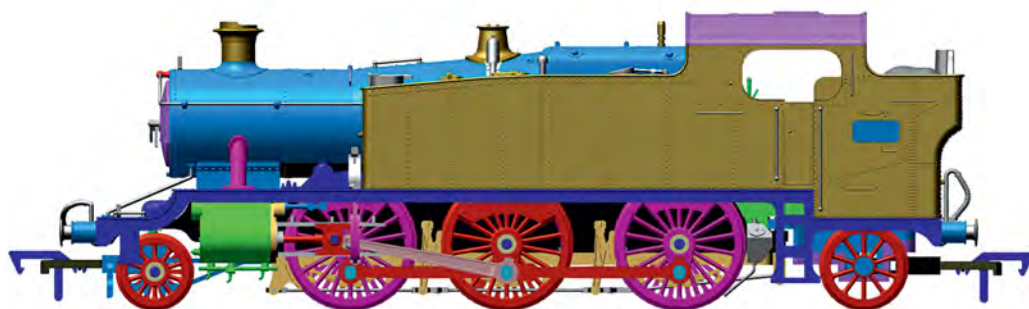
Dapol has stated that it is already at an advanced stage of CAD development and the specification includes a Next18 decoder socket offering

tool-free decoder installation, 'no-solder' speaker connection, compensated centre driving axle, sound fitted option, firebox glow, a new design of electrical close coupling between the locomotive and tender and more.

Liveries selected will cover Great Western and British Railways era locomotives with each one

being available DCC ready, DCC fitted and DCC sound fitted with Dapol's 'RealDrive' sound files. Prices start from £159.95 for the 'Mogul', rising to £309.95 for a sound fitted version, while the 'Prairie' starts at £135.95 DCC ready up to £285.95 sound fitted.

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



## Network Rail DVT for KMRC

Kernow Model Rail Centre (KMRC) has commissioned Hornby to produce a special edition of its 'OO' gauge BR Mk 3 Driving Van Trailer (DVT) in Network Rail livery.

Converted in 2013, a handful of off-lease DVTs were fitted with on-board diesel generators for use within Network Rail test trains.

Exclusive to KMRC, this latest addition to the range will appear as DVT 82124 (Cat No. R4869) in the infrastructure operator's vivid yellow colour scheme, utilising Hornby's standard model with 8-pin Digital Command



Control (DCC) decoder socket.

Priced at £69.99 each, plus postage, delivery is expected in early 2018.

● For more details visit [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)





## SLW's *Experiment* gets under way

Sutton's Locomotive Workshops (SLW) has confirmed that new variants of its 'OO' gauge Sulzer Type 2 diesel locomotive have been approved for production.

Following a customer-led survey, the first two models to appear will be D5040 in British Railways (Eastern Region) two-tone green (Cat No. 2407) and 97201 *Experiment* in British Rail

Research Department's striking red and blue colour scheme (2406).

SLW's D5040 will be finished in the distinctive two-tone green livery it received during overhaul at Derby Works in the mid-1960s, while 97201 is expected to represent the prototype shortly after its Toton depot repaint in 1980, with white-walled tyres and yellow axleboxes. This latter model will

also be supplied with a separate *Experiment* transfer, providing the option of modelling the locomotive with or without its name.

Priced at £170 Digital Command Control (DCC) ready, £270 DCC sound-fitted and £300 with digital sound and 'stay-alive' supercapacitor, delivery is anticipated mid-2018.

● Visit [www.sulzertype2.com](http://www.sulzertype2.com) for more details.



## FEBRUARY 2018 LAUNCH FOR ACCURASCALE

Irish Railway Models (IRM) has unveiled plans to launch Accurascale, a new 4mm scale British model railway brand.

The new company's first 'OO' gauge British outline model is currently in tooling and is due to be unveiled during February 2018. Further plans will be announced only when production samples are available to view.

Finescale modellers will also benefit, as Accurascale's in-house design team has considered provision for conversion to 'EM' and 'P4' scale.

Whilst release plans for the next few years have already been mapped, including three new models during 2018, the company is keen to hear from modellers and has set up an online survey at [www.surveymonkey.com/r/accurascale-survey](http://www.surveymonkey.com/r/accurascale-survey) for future model suggestions.

● Visit [www.accurascale.co.uk](http://www.accurascale.co.uk) for more details.



## EasiChas 'G2' 0-8-0 detailing kit

Brassmasters has added a new EasiChas 4mm finescale fully sprung chassis and detailing kit for Bachmann's 'OO' gauge London & North Western Railway (LNWR) 'G2' 0-8-0 to its range.

Enabling conversion to 'EM' and 'P4' gauges, the new kit comes with coupling rods, brake hangers, brake blocks, pull rods and detailing etch, the latter

containing replacement buffer beams, reach rod, guard irons, drain cock, cab floor, replacement tender brake gear, coal rails and more.

Priced at £60 for the kit, the detailing etch is also obtainable separately for 'OO' gauge modellers, priced £15. Further detailing parts and an alternative set of tender frames are also available.

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

## Zimo releases budget 21-pin DCC decoder

Digital specialist Zimo is adding a 21-pin MTC interface to its family of economy Digital Command Control (DCC) decoders in the UK via its distributor Rail Exclusive at a new entry-level price point.

Building on the success of the MX600 decoder, this fully-featured 1.2amp 21-pin motor control decoder (Cat No. MX634D) boasts six function outputs, 'stay-alive' connection and the ability to switch logic level outputs through CV settings.



Priced at £20, this latest addition completes the common DCC connection types available in the economy range.

● Visit [www.zimo-digital.co.uk](http://www.zimo-digital.co.uk)

## LIMITED EDITION CLASS 47/7 FOR MODEL RAIL SCOTLAND



Organisers of the annual Model Rail Scotland exhibition have commissioned an exclusive Bachmann 'OO' gauge Class 47/7 locomotive in ScotRail livery as the show's next limited-edition model.

ScotRail's fleet of Class 47/7 locomotives operated on its flagship push-pull services between Edinburgh and Glasgow in the 1980s, and were also regular performers on services to/from Aberdeen and Inverness.

Representing Class 47/7 47708

*Waverley*, the model carries ScotRail's blue-stripe interpretation of InterCity livery with amended branding which it carried from mid-1985 until late 1989.

Priced at £160 each, models will be available to purchase during Model Rail Scotland at the Scottish Exhibition and Conference Centre (SECC) in Glasgow on Friday February 23 to Sunday February 25 2018.

● Visit [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk) for more details.

## Megapoints Controllers launches new MiniPanel

Megapoints Controllers has launched its new MiniPanel mimic panel controller designed for up to 12 signals or points.

Available as a starter kit and a standalone unit, the new MiniPanel features plug and play

connection. Driver board types can be mixed enabling solenoids and stall motors to be operated.

Suitable for all gauges from 'N' to 7¼in, prices start from £50.

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



# WIN! A CLASS 71 & SIX BR MK 1S



**T**HIS MONTH we have selected a Hornby Class 71 and a rake of BR Mk 1 carriages for our exclusive competition supported by Hornby Hobbies. The total prize value is over £400 headlined by the Southern Region third-rail Bo-Bo electric.

Introduced in 1958 and built at Doncaster Works, the fleet of 24 Class 71s were used on a range of duties including boat trains, Pullmans, parcels, freight and engineering trains. By the late 1960s the class was being repainted

into BR's new corporate blue colour scheme and Hornby's model of E5005 represents one of the early repaints prior to introduction of the BR TOPS numbering system in 1973.

For our exclusive competition prize E5005 is packaged with a selection of six new Hornby BR Mk 1 carriages in blue and grey livery to match the locomotive allowing a healthy passenger

**WORTH MORE THAN £400**

working to be recreated in 'OO' gauge. Carriages include a Full Brake, Corridor Composite, Brake Second Corridor, Corridor Second and more.

To enter the competition all you have to do is answer the following simple question by

February 25 2018. Even if you don't win, all these products are available either online or from model shops nationwide.

Supported by: [www.hornby.com](http://www.hornby.com)



**When were the Class 71 Bo-Bo electrics introduced?**

**a.** 1958

**b.** 1968

**c.** 1978



## HOW TO ENTER

● For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Class 71 Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ.

Alternatively, visit [www.hornbymagazine.com](http://www.hornbymagazine.com) and fill in the entry form or e-mail

the same information to [competitions@keypublishing.com](mailto:competitions@keypublishing.com) with 'Hornby Magazine Class 71 Competition' in the subject field.

Closing date for entries is February 25 2018 at 12:00 GMT and winners will be notified no later than March 1 2018. 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.

## COMPETITION WINNERS

● The winner of HM125's competition for a Hornby 'Duchess', 'Royal Scot' and Skaledale buildings is Troy Wilkins from Uppingham. The winners of HM126's Model Giveaway are: 1st Prize - David Neal from Prestwick, 2nd Prize - Tony Craig from Barnard Castle, 3rd Prize - Terence Wilkinson from Burton-upon-Trent, 4th Prize - Keith Bester from Felpham, 5th Prize - Jamie Gilpin from Whitby. Congratulations to you all!



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# Marsh

**DAVE WESTWOOD** drew inspiration from childhood daytrips to create this wonderful pastiche of Cotswold railways in 'N' gauge.

PHOTOGRAPHY, MIKE WILD





# Chipping



**T**HE WESTERN REGION of the 1960s was a rapidly changing place and, while the same was true throughout the British Railways network, the Western still had its own way. The splendid Churchward and Collett designed Great Western Railway 4-6-0s were still a daily sight amongst 'Panniers', 'Prairies', 'Moguls' and heavy freight 2-8-0s.

However, what made it truly different – alongside the copper capped chimneys, four-digit steam locomotive numbers and polished brass cabside numbers, was the arrival of the diesel-hydraulics. No other area of the British railway network operated this form of traction and they gained a following all of their own. These have just begun to arrive at Marsh Chipping.

The home of the Western Region was undoubtedly London Paddington – the gateway to the Great Western Main Line which linked the capital with Bristol, South Wales and the clean sweet air of the Cornish Riviera. Main line activity was intense on this route, but beyond there were many secondary routes which possessed a more rural atmosphere and it is this that Marsh Chipping aims to model, at a location in the Cotswolds.

It is a Friday afternoon in June 1962. You are returning to Worcester after spending a week attending a course in London. It was quite intensive and involved working late into the evening and you are feeling weary. The sun is warm through the carriage window making you drowsy, and somewhere north of Oxford you nod off. The train suddenly slowing down causes you to open your eyes and become aware of passing through a station whose nameboard says Marsh Chipping. You drift off back to sleep thinking: "That's strange - I don't remember that on the way going..."

Marsh Chipping is, of course, a fiction, but born out of my love of the Cotswolds because of many days out there as a child. I was brought up on the southern edge of the Black Country and day trips to places like Chipping Campden, Broadway, Stow-on-the-Wold and Bourton-on-the-Water were quite common. The picturesque villages with their honey coloured stone buildings left a lasting impression. When I was planning this layout, I decided not to model anywhere too specific, but to try »



A Dapol BR lined black 'Hall' 4-6-0 leads a van train towards the bridge as an Ixion Models 'Manor' 4-6-0 heads towards the station with a stopping train.

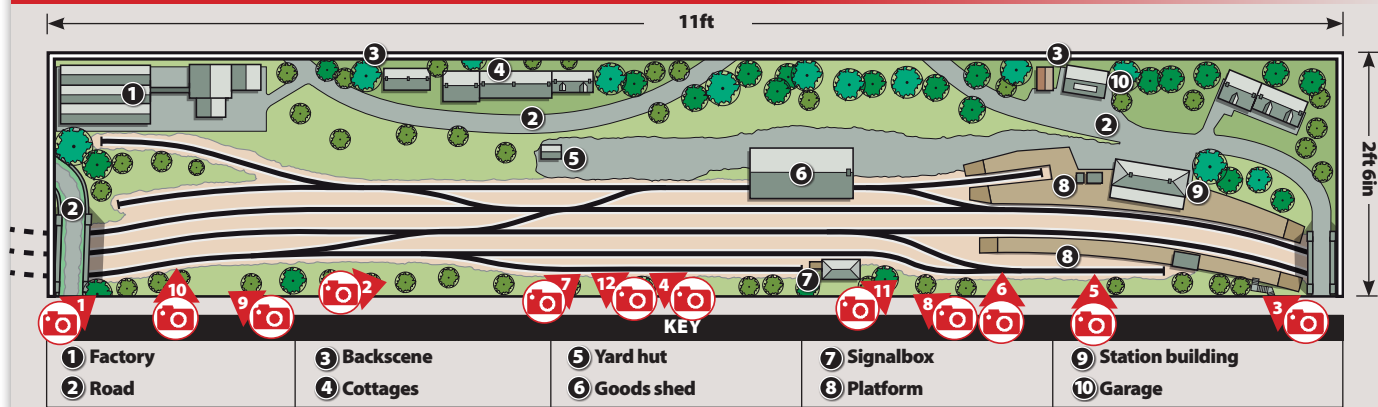




With a long mixed goods in tow, a GWR '2884' 2-8-0 threads through Marsh Chipping heading north.



## MARSH CHIPPING TRACK DIAGRAM (Not to scale)



and give a flavour of the area. In the end I settled on a variation of the track plan of Chipping Campden, with an added branch to give a bit of variety to train movements, with the goods shed and overbridges borrowed from Moreton-in-Marsh.

The layout is made up of two 4ft x 2ft 6in baseboards with two more 1ft 6in x 2ft 6in boards attached by hinges at each end. These fold up and the two halves are bolted together to form a box for transportation. The baseboards are made from 50mm Celotex expanded insulation foam with a softwood frame, which makes for a light but very sturdy construction. This has stood up to the rigours of seven years of exhibitions so far with no problems. When erected, the main boards are held together by 8mm bolts and sit on adjustable metal trestles. The ends have their own separate legs also with built in adjusters.

### INVESTING IN DETAIL

Although I find all aspects of modelling satisfying, the part that gives me the most pleasure is creating the scenery. Blocks of polystyrene are shaped with a hot wire cutter, fixed down with adhesive and covered with filler coloured with dark brown wood dye. This means that any knocks or scrapes don't show up as white and any missed areas of scatter look like bare earth. Scenic materials are from Woodland Scenics, Javis and Heki. The trees are created mainly from Woodland Scenics fine leaf foliage but also include some using wire armatures and a few ready-made which have had a repaint and additional foliage added. The scrubby undergrowth and hedges are a base of lichen with a combination of fine and coarse scatters fixed in place with spray on glue and sealed with hairspray. The amount of

greenery is regularly commented on (there are more than 100 trees) but as far as I am concerned you can't have enough trees.

It is important to remember that not all the people attending exhibitions are necessarily railway enthusiasts, so I always include several small cameo scenes to bring a little humour and life into what some might see as just watching the trains go around. Amongst these on Marsh Chipping are a painter working on the station fencing being distracted by a young lady, a runaway horse nearly causing an accident, a goat eating the flowers in someone's front garden and a family out walking their dog. When these are commented on at exhibitions it is very pleasing that they have been noticed and appreciated.

One of the other things always mentioned at exhibitions are the Cotswold stone buildings. A visitor spent several minutes »



At the station a 'Hall' 4-6-0 has just arrived with a two-coach local as a 'Large Prairie' draws into the platform in the opposite direction. The 'Bubble car' is waiting for departure on the branch.





A Collett '14XX' 0-4-2T weaves across the crossovers with milk tankers. The signals are static examples while the buildings surrounding the railway are from S&D Mouldings.



Cameos around the railway bring the streets and hillsides to life. Woodland Scenics fine leaf foliage has been used extensively to create bushes and trees around the lineside.



Milk churns await loading in the parcels bay. The van is a Dapol GWR Siphon H suitably weathered to reflect a vehicle heading towards the end of its working career.

at one exhibition deciding which one they would like to live in! They are from S D Mouldings and I first saw them some years ago on Andy Calvert's Nether Stowey layout and was immediately taken with them. I built a whole village of them on my previous layout Claydon (HM7), but unfortunately, as far as I know, they are no longer being produced, although they can occasionally be found on internet auction sites.

The station building is a resin casting from Timecast Models, as are the huts. The platform bases and overbridges are from the excellent Scalescenes range of download and print kits. The goods shed is a scratchbuilt version of the original one at Moreton-in-Marsh and is constructed of card from cereal boxes. My main concern was how to represent the wooden cladding on the sides of the building. In the end I opted to use thin styrene strips individually glued on, only to be informed after I had





completed it that the exact type of cladding I needed was available in sheet form.

## TRACK AND CONTROL

Track and points are Peco code 55 on the viewing side and code 80 in the storage yard. Viewing side points are operated by wire-in-tube connected to mini slider switches which also change frog polarity. Hidden yard points are electrically operated via a diode matrix for route setting. Ballast is genuine granite, washed to remove dust and fixed by the usual 50:50 PVA and water mix. Rails are painted with rust colour and ballast finished with a wash of sleeper grime. Weathering powders are then used to highlight various areas, such as where locomotives would stand.

Operation is standard analogue with three controllers. One is for the up line, one for the down and one for the branch – the latter can also be switched »



**Above:** A Collett 'Mogul' passes through the station with a rake of loaded stone wagons. In the yard a 'Large Prairie' is engaged on shunting duties for the pick up goods.



**Below:** Double chimney BR '9F' 2-10-0 92206 clanks steadily past the timber clad goods shed with ore wagons.







**GWR '42XX' 2-8-0T 4212**  
heads a coal train south  
towards Marsh Chipping.

to control either up or down lines using a simple cab control system.

The majority of the locomotives and rolling stock are from the usual suppliers and have been weathered and detailed where necessary, but special thanks must go to Hugh Griffiths, a fellow Syston Model Railway Society member, who has built several locomotives for me. They are the '28XX' 2-8-0, '72XX' 2-8-2T, '42XX' 2-8-0T and a '73XX' 2-6-0 - their quality is superb. He is one of my regular operators and sometimes brings along what he calls his 'funnies' for a bit of a run. These include GT3, Fell locomotive 10100, Brown Boveri gas turbine 18000, 0-10-0 Lickey banking engine 58100, and the never built Riddles designed 2-8-2, which eventually became the BR Standard '9F' 2-10-0. It may not be very prototypical, but they are a bit of fun and always cause comment and in some cases complete bewilderment.

## THE FUTURE

I would like to thank all the people who have helped operate Marsh Chipping at exhibitions, especially John Malpus, who got me started in the first place, Mike Collins for introducing me to a diode matrix and other things electronic, Hugh Griffiths for his exquisite locomotives, Eric Beech and Chris Leach for stepping into the breach at the last minute and Gary Taberner, whose first exhibition meant driving to Newcastle-upon-Tyne.

Marsh Chipping is a regular on the exhibition circuit and we all thoroughly enjoy operating the layout to entertain the public. If you see us at an exhibition, please come and have a chat, because while building and exhibiting gives a great deal of satisfaction, talking to fellow modellers or would-be modellers is also a pleasure. We are very approachable and always ready to discuss all things railway, answer questions and hear your ideas. 



**The factory buildings, like the houses, are from the SD Mouldings range.**







**Right: BR '5MT' 4-6-0 73014**  
has just come to a halt for  
passengers to exchange from the railcar.



**Below: The new order takes over**  
as a 'Hymek' heads a non-stop  
express and passes a Pressed Steel Class  
121 on the branch service.









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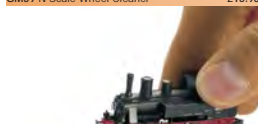
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# Scenic STORAGE YARDS

While many layouts incorporate off-scene storage solutions for rolling stock, why not replicate the prototype and make it an operational scenic feature of it?

**MARK CHIVERS** suggests an option based on the West Midlands.

**Right:** Light engine movements are a regular part of a yard scene, especially with the depot located close by. On August 23 1982 Class 37/0 37063 is in near ex-works condition as it stands at Bescot depot. *Brian Robbins/Railphotoprints.co.uk.*

**Below:** With the complex web of catenary above, Class 40 40012 *Aureol* provides a surprise at the head of a merry-go-round train as it leaves Bescot Yard on April 11 1984. The locomotive was working to Littleton Colliery with its string of empty HAAs. *Brian Robbins/Railphotoprints.co.uk.*







**S**TABLING SIDINGS and marshalling yards play an important role in the efficient operation of the railway, providing somewhere to stable locomotives, rolling stock and multiple units between duties.

They come in all shapes and forms from modest engineers' sidings to sprawling marshalling yards with dozens of tracks, and sometimes filled with a vast array of wagons or carriages. Today, many of the yards that remain in use on the network are used primarily for staging freight or engineering trains, although some are increasingly used to store redundant or withdrawn rolling stock. Although somewhat rarer these days, shunting operations do still take place at some locations. In their heyday, there would have been much frantic activity with locomotives, shunting personnel and an eclectic mix of wagons being formed into multiple train formations ready for their onward journeys.

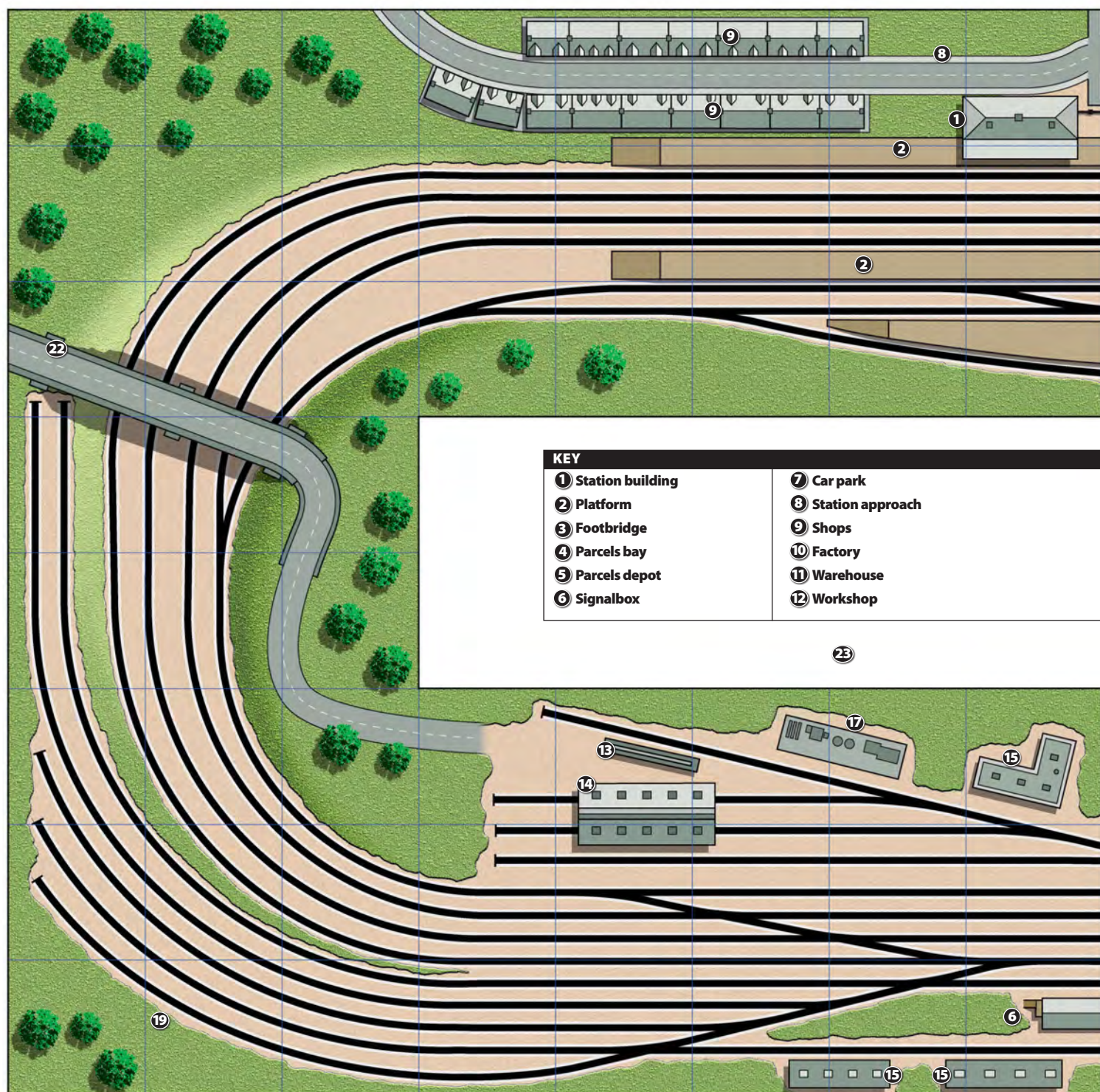
With recent trips involving journeys skirting the expansive yards at Bescot, Thornaby and Newcastle, my thoughts have turned to recreating a marshalling yard in model form which would effectively double as a scenic storage yard, offering plenty of operating potential and a means to keep rolling stock stored on the layout without interrupting the flow of other trains. Few of us will really have the space to model a marshalling yard in full, but we can certainly aim for the flavour. For further operating potential, it was important that the yard be incorporated into a larger scheme with four main lines passing through, together with a locomotive servicing facility and a large station too, providing added purpose and that sense of a busy location.

## THE PLAN

Located in the West Midlands during the 1980s and '90s, our scheme's 16ft x 8ft 'OO' gauge footprint requires a fair bit of space and would ideally suit a loft space or garage and consists of two Up and two Down continuous loop main lines offering scope to keep four trains running simultaneously, while shunting operations can be undertaken within the yards in the lower half of the plan.

Utilising Peco code 75 track throughout, the diagram comprises 36 turnouts, including 19 medium radius (Cat No. SL-E195/SL-E196), nine double-slip crossings (SL-E190), five curved double-radius points (SL-E186), two long crossings (SL-E194), a single large 'Y' »





## KEY

- |                    |                    |
|--------------------|--------------------|
| ① Station building | ⑦ Car park         |
| ② Platform         | ⑧ Station approach |
| ③ Footbridge       | ⑨ Shops            |
| ④ Parcels bay      | ⑩ Factory          |
| ⑤ Parcels depot    | ⑪ Warehouse        |
| ⑥ Signalbox        | ⑫ Workshop         |

turnout (SL-E198) and just under 80 lengths of flexible wooden sleeper track (SL-100F).

Working from the top, the upper section of the plan incorporates a large station with two main platforms, an up and a down bay platform and provision for parcels trains with a simple locomotive run-round facility too. As well as the platform faces, two through lines are also included, enabling freight trains to operate unhindered, while a simple crossing to the right of the station allows arriving Diesel Multiple Units (DMUs) to switch between platforms. Incidentally, the main option for crossing between circuits is through the complex series of double-slip turnouts in the lower half of the plan, which provides access to all lines and the yards from either direction for maximum flexibility. Whilst perhaps not ideal for main line running, the double-slip

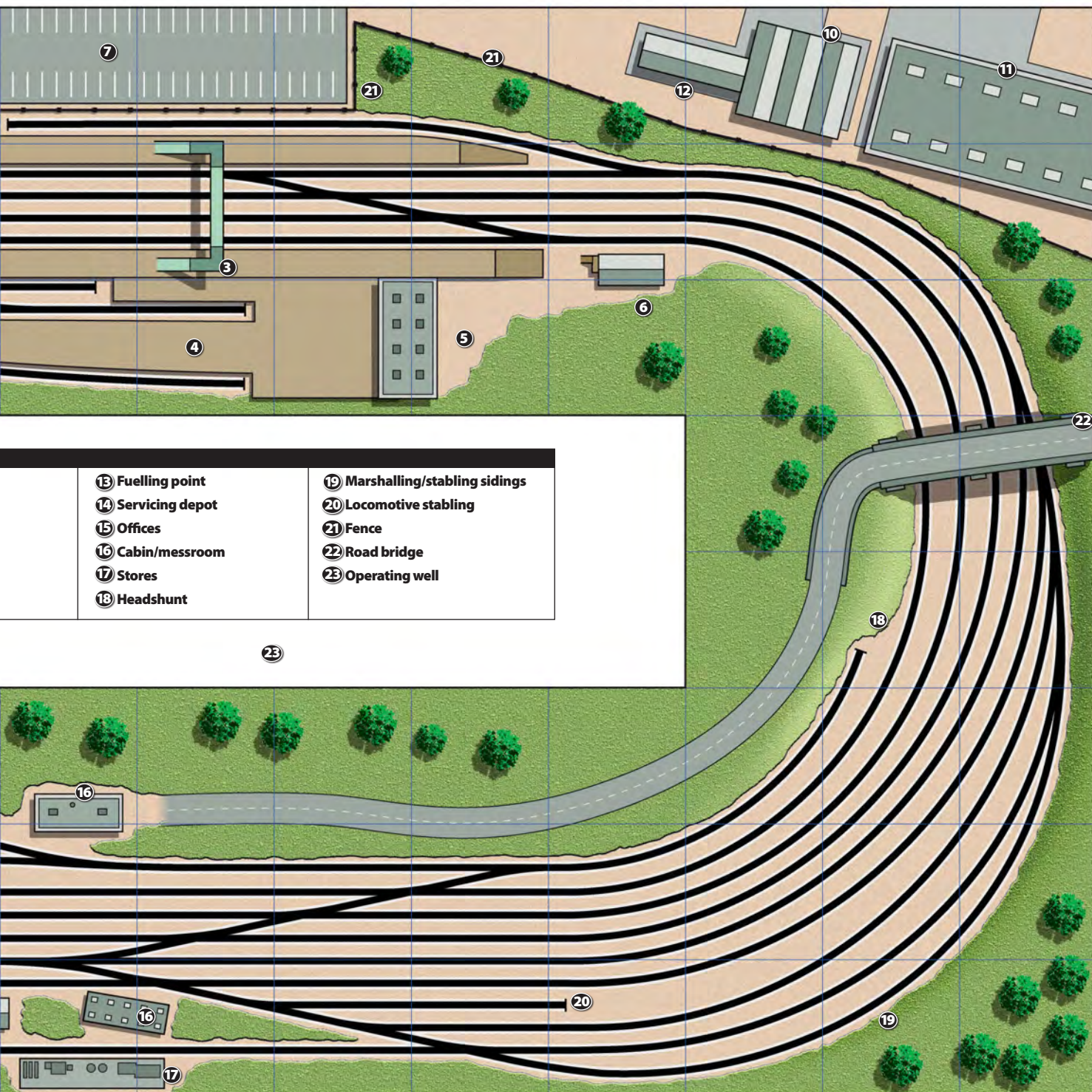
WHAT WE USED			
PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	77
Curved double radius right point	Peco	SL-E186	5
Double-slip crossing	Peco	SL-E190	9
Long crossing	Peco	SL-E194	2
Medium radius right point	Peco	SL-E195	13
Medium radius left point	Peco	SL-E196	6
Large Y point	Peco	SL-E198	1

crossings do serve as useful space savers.

With an east/west split of the sidings, the lower right-hand fan of four sidings offers limited run-round facilities, while the series of five terminating lines to the left provides additional storage options with both sets linked by two pairs of double-slips, enabling further run-round options and the ability to shunt vehicles without

the need to access the main lines. Additional lines could be added if space allows while a short stub siding is also included for stabling shunting locomotives or train engines that don't require servicing. Across the junction complex, a small servicing facility and stabling point is provided for locomotive maintenance and refuelling duties – again adding to the operational interest.





## ROLLING STOCK

Given the layout's suggested 1980s/1990s theme, a wide selection of suitable 'OO' gauge modern-era motive power and rolling stock is available from the main manufacturers and could include BR Classes 08, 20, 25, 26, 27, 31, 33, 37, 40, 45, 46, 47, 50, 56, 58 together with a good roster of DMUs such as Classes 101, 108, 110, 121, 122, 150, 153 and 158. Other signature models include Hornby's InterCity 125 High Speed Train, BR Mk 1, Mk 2, Mk 2D-F and Mk 3 carriages, as well as a wide-ranging collection of wagons. You could also include overhead electrification, with an increasing variety of suitable motive power including Bachmann's Class 85, Heljan's Class 86 and Hornby's soon to be released newly-tooled Class 87 AC electric locomotives, while Bachmann's 'OO' Class 90 is also edging closer to production.

Amongst the 'OO' gauge ready-to-run rolling stock highlights are BDA bogie bolster wagons, 'Polybulk' bulk grain hopper wagons, FNA Nuclear flask wagons, HAA coal hoppers, HEA/HSA/HTA hopper wagons, KWA/KWB 'Warwells', OBA opens, OTA timber carriers, PCA bulk powder tanks, 100ton TEA bogie and 45ton TTA tankers and many more. Factor in a good selection of 'Dogfish', 'Grampus', 'Seacow', 'Sealion', 'Tope', 'Clam' and 'Rudd' engineers' wagons and you have the makings of an exciting layout with plenty of opportunity for main line running and shunting activities.

Operations could include a mix of locomotive-hauled and multiple unit passenger services interspersed with a diverse range of freight services from simple trip freights comprising a handful of wagons to longer Speedlink formations and lengthy bulk freights of

aggregates, cement, coal and fuel oil. With some services recessing in the sidings, while others are reformed ready for their onward journey, there would be plenty to keep you occupied.

Whilst this scheme assumes operation during the 1980s and 1990s, it could also be backdated accordingly or even set in the present day, especially now that an impressive selection of post-privatisation motive power and rolling stock is also available, including recent Class 143, 144 and 156 DMU releases from Realtrack Models.

Finally, with Bachmann and Hornby's respective Scenecraft and Skaledale ranges of ready-to-plant buildings, populating the scheme with appropriate structures is easier than ever before with a good selection of depot buildings, footbridges, fuelling points, houses, mess rooms, shops, signalboxes, station buildings and much more to further enhance the layout. **Hornby**

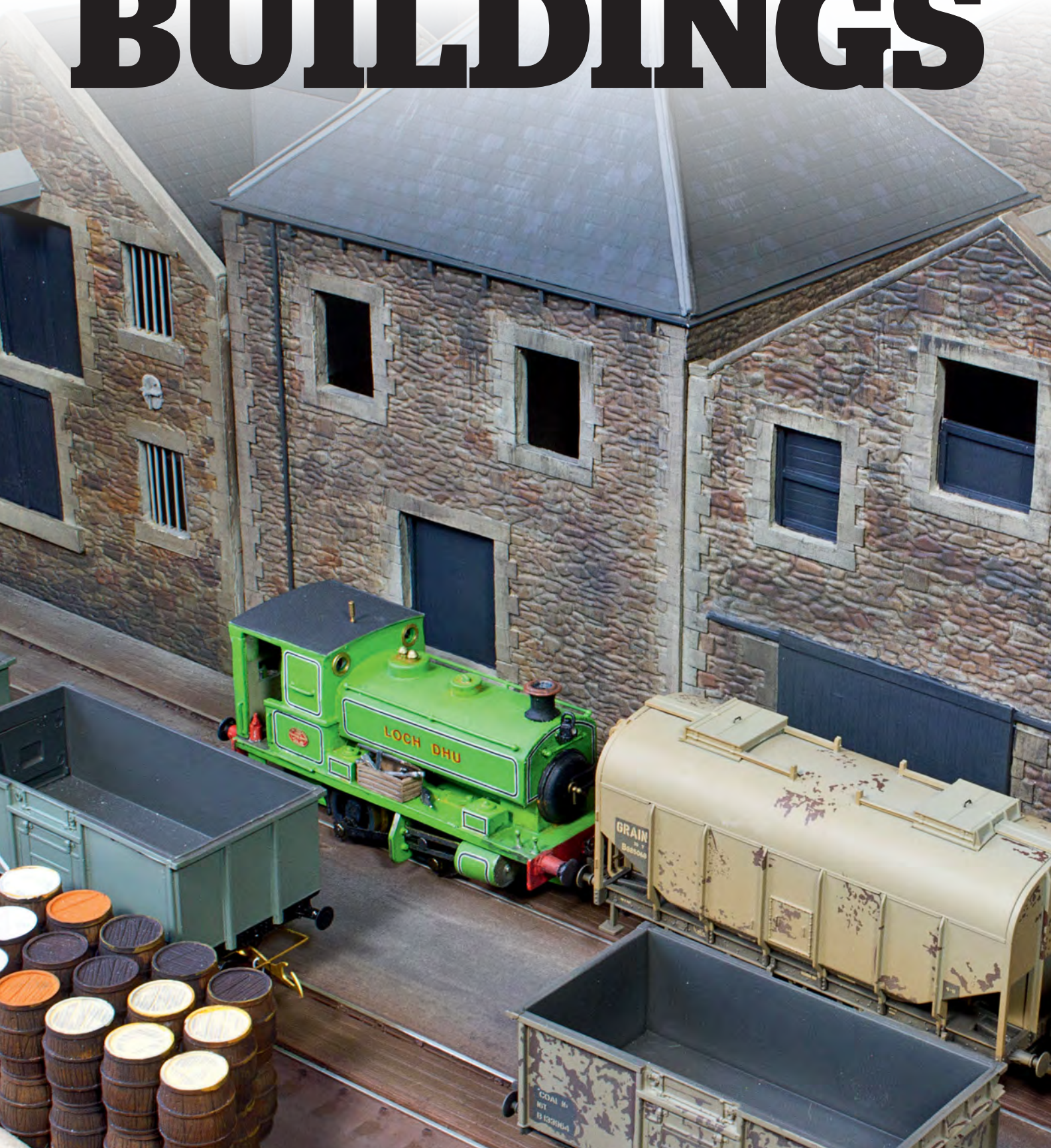


# Painting

# STONE BUILDINGS

In a follow up to the detailed guide on brick colouring in HM126

**NIGEL BURKIN** explores realistic colouring techniques for embossed styrene stonework.



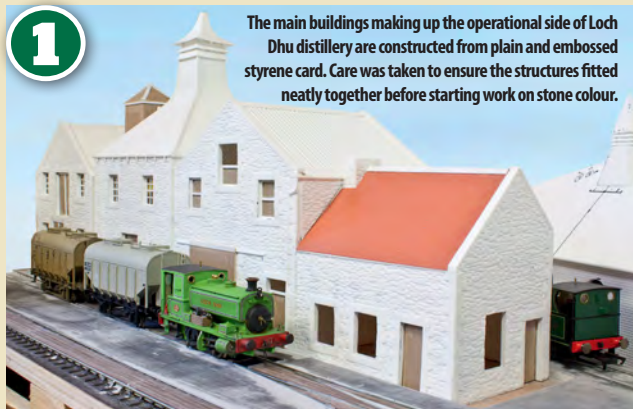


## STEP BY STEP PAINTING STONE BUILDINGS IN 'OO'



1

The main buildings making up the operational side of Loch Dhu distillery are constructed from plain and embossed styrene card. Care was taken to ensure the structures fitted neatly together before starting work on stone colour.



2

The challenge is to turn white embossed styrene card into something that looks like dirty industrial structures built from stone and slate. Dirt will be a factor in my project because 1960s distilleries burned coal in kiln and boiler houses.



## TOOLS AND MATERIALS

- » Mixing dishes and palettes
- » A range of flat paintbrushes ranging from 4mm to 10mm wide
- » Stipple brushes
- » Acrylic paint cleaner
- » Acrylic paint thinner (Lifecolor and Tamiya)
- » Liquitex acrylic matte medium
- » Kitchen towel
- » Paint mixing (lolly) sticks
- » Airbrush suitable for applying acrylic paint

**A**FTER TAKING A SHORT BREAK from the building of the compact Loch Dhu layout, work restarted on both the distillery buildings and yard scene in a determined push to complete the layout by the end of 2017. Autumn 2017 saw the main structures completed and adjusted so they would fit together and the surrounding pavements of worn and dirty concrete were also well established.

The time for painting the structures had finally arrived. The maltings, kiln house, wash house (low relief building) and office were ready for the job of making them look as if they are constructed of stone and slate rather than sheet styrene! Painting of the buildings was completed, together with weathering before glazing, window bars and other details were fitted to the models. The task was made easier by assembling the distillery buildings as several modules instead of one large structure - individual buildings are easier to handle for painting and adding small details.

A second structure was to be painted and that is the skewed overbridge which makes up a scenic break for the distillery yard scene. It is constructed of plain and embossed styrene where the embossed stonework was cut into 'blocks' and fitted to the styrene core as if they were laid as stone courses. The style of construction is different to the distillery buildings and is of granite blocks rather than sandstone. It was to be painted in a mid grey colour with certain blocks of stone picked out in iron oxide hues before weathering with soot, smoke and dirt.

## CHOOSING THE STONE

I selected South Eastern Finecast random stone as the closest fit for the distillery buildings, knowing that a considerable amount of work

would have to be put into achieving a pleasing weathered stone effect. Slate roofing also came from South Eastern Finecast and Slaters embossed slate roofing material was used.

Much of the inspiration for my distillery buildings came from the preserved Dallas Dhu distillery near Forres in Morayshire which has some lovely warm stone colours in its walls. The warm reds, browns and orange shades are the result of iron oxide in the structure of the stone which leaches on to the surface giving the stone its warm colour. Iron oxide staining can take the form of many different shades from dark brown, red, yellow, orange, and tan colours depending on the type of rock and where it has been quarried.

A little cross-fertilisation of ideas and techniques led me to explore paint sets intended for other uses such as the Lifecolor Rust and Dust acrylic paint set together with Weathered Wood. I also selected some colours from the Tamiya paint range. Soot and mould colours came from the Lifecolor Black, Rubber Shades & Co. set which has six useful shades of black ranging from dark grey to very dark grey.

## MOULDY WALLS

Also known as 'warehouse staining fungus' or 'Angels' Share Fungus', *Baudouinia compniacensis* is the black mould commonly found staining the walls of distillery structures.

The mould covers everything including adjacent buildings, warehouses (not modelled), trees, walls, and even stored casks themselves. Its ability to withstand extremes of temperature and other climatic conditions allows it to colonise structure walls and roofs where its presence is purely cosmetic.

Some buildings that are not cleaned may be repointed as time passes, resulting in very clean mortar lines between black stone blocks. This black mould is significant to my stone colouring project and finding a way to dirty up the buildings for Loch Dhu without completely covering any underlying stone colours without making the scene look too dull and dirty was going to be an interesting challenge. For that, I looked at colours from Lifecolor and the use of an airbrush.

## PAINTING THE BUILDINGS

There is no doubt that selecting and mixing the right colours is the biggest challenge. Once happy with my choice, the process was very simple. I used a variety of flat paint brushes and a stippling brush to apply an iron oxide mix almost »

## PAINT COLOURS

- Tamiya XF-20 medium grey
- Tamiya XF-55 Deck Tan (stonework undercoat)
- Tamiya XF-58 Olive Green
- Lifecolor Rust and Dust paint set
- Lifecolor Weathered Wood painting set
- Lifecolor Black: Rubber & Co. paint set
- Sleeper grime from the Lifecolor Rail Weathering set

**Left: Weathering of the building walls is completed in this view. Further application of matt black to add more mould using a stippling brush is a possibility.**



randomly of browns, tans and greys to a base coat of Tamiya Deck Tan. The paints were diluted, and some blending was done too. Individual stone blocks were 'painted' in place whilst in other areas, the colouring was more general.

The overbridge, having discrete stone blocks, was easier to complete by painting individual stone blocks in slightly different rust browns in as random a fashion as possible. The arch and lining were of brick, so these were given a coat of light brick red before being treated with some mortar colour. In common with the distillery buildings, the staining colours were applied thinned to the model to create a hint of colour which was built up in layers rather than applying the staining in a single shot of paint. The colouring effects are subtler as a result.

Soot and grime, not to mention an alcoholic black mould with a taste for fine whisky, was to have a major impact on my buildings. One of the difficulties was trying to introduce some newish mortar work between the stones. This eluded me thanks to the random nature of the embossed styrene card.

Very thin washes of Dirty Black and Worn Black from the Lifecolor paint set were used to start toning down the stone. Thankfully, both flat Tamiya paint and Lifecolor paints dry with a good flat finish making them ideal for stone and slate. The washes were thinned to a ratio of 6:1 and even as thin as 10:1 and were allowed to run into all the relief applied to the buildings and the overbridge.

The final task involved the use of an airbrush,

one capable of handling the coarser texture of acrylic paint. I tried both a Sparmax and an Expo branded airbrush with success – the effect of black mould being applied to areas of the buildings using Lifecolor Deep Cockpit, thinned about 4:1 with Lifecolor acrylic thinner. The final effect was startling and yet I managed to avoid covering my original stone colouring and achieved an interesting weathered effect to the buildings.

With the buildings suitably coloured and weathered, they may now be finished with important details such as windows, the pagoda top to the kiln house, wall braces, doors, sliding door runners, window bars, external lights and signage. One thing I do not wish to do is add too much detail – sometimes less is more. [Fibran](#)

## STEP BY STEP PAINTING STONE BUILDINGS IN 'OO'

Beginner **SKILL LEVEL** Intermediate Advanced



3

Slaters' Random Stone sheet was selected for the buildings as it was the closest to the less formal style I was seeking, but with the problem of it looking a little bubbly!



4

One option for the overbridge located at one end of the distillery scene was to scribe the underlying plain styrene base to represent stone courses before progressing to additional layers.



5

Stonework on the bridge was made up of pieces or blocks of stone cut from South Eastern Finecast Random Stone sheet (FBS416) which can be made to look like dressed granite stone construction.



6

The basic structure of the arch bridge takes shape with the dressed stone completed by applying filler to some areas to introduce some variation. The structure was in the process of being shaped to fit the corner location when this photograph was taken.



7

Having completed the core structural modelling of the buildings, they were cleaned and undercoated with Tamiya Deck Tan (XF-55).



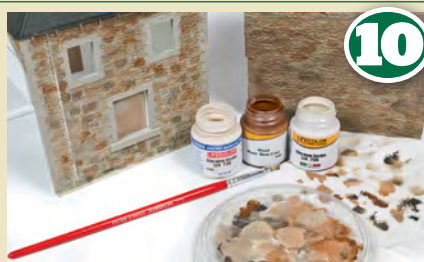
8

Achieving complete coverage with the base stone colour is not essential depending on how light you wish your stonework to be.



9

The challenge is to make plastic look like stone with a dull finish and rust colouring common to stonework. Lifecolor Rust and Dust provided many of the colours needed for Loch Dhu distillery for the underlying 'clean stone' colours.



10

Some experimentation with browns from the Weathered Wood paint set by Lifecolor was undertaken with success. Note the mixing tray being used to create a range of different rusty brown shades.



11

Applying blocks of staining iron oxide colour to create stonework effects using a flat brush. As the mixing dish shows, a wide variety of subtle shades can be mixed with thinner to make the stone colours as random as possible.



12

A wash of dilute Dirty Black starts the process of weathering down the buildings.



13

Work in progress: the main distillery structure was built as several separate buildings to make handling and finishing easier. Note the contrast in those finished with a thin wash of Dirty Black and the one in 'clean' stone at the far end.

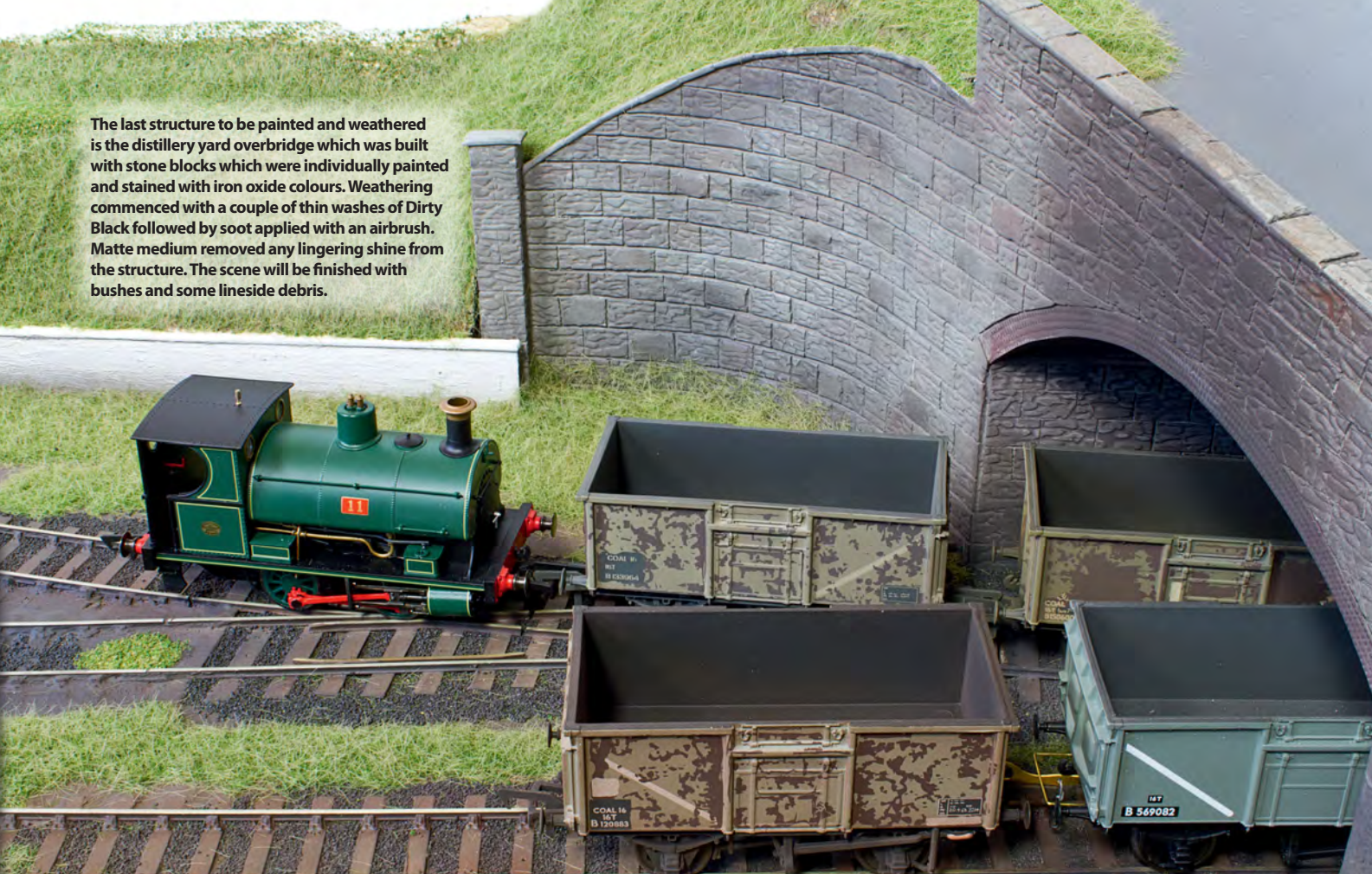


14

The roofs of the buildings are coated with a solid coat of grey. Some texture will be added with different shades of grey being used to pick out individual slates.



The last structure to be painted and weathered is the distillery yard overbridge which was built with stone blocks which were individually painted and stained with iron oxide colours. Weathering commenced with a couple of thin washes of Dirty Black followed by soot applied with an airbrush. Matte medium removed any lingering shine from the structure. The scene will be finished with bushes and some lineside debris.



15



The variation in the basic underlying stone colour between the individual buildings is deliberate – stone from any quarry will also vary depending on which bed and face it is being extracted. Rock formations also vary in colour over distance.

16



Moving to the exchange siding, the stone needed weathering with rusting from the bridge beams and algae resulting from damp and running water. Tamiya XF-58 Olive Green is an ideal colour for algae staining on stonework.

## INSPIRATION



Abandoned buildings relating to the drinks industry at Elgin West. Note the random stonework, discolouring of the stone blocks with black mould which has mostly faded now its food source has gone.



Stonework at Dallas Dhu distillery near Forres. In using this site as inspiration, I had to bear in mind that it has been cleaned as part of its preservation.



Red sandstone under grime on an arch overbridge near Forteviot on the line between Perth and Dunblane.

17



The completed scene after a light application of several colours from the Lifecolor Rail Weathering pack which has toned the stonework down nicely and taken any shine away.



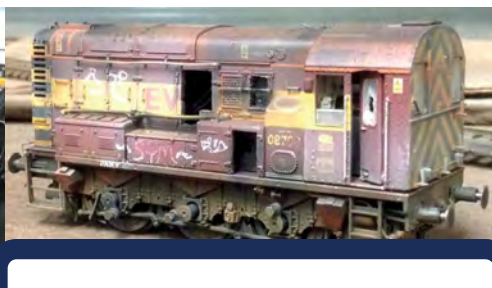
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# FETTLING THE

The Adams Radial 4-4-2T is a popular locomotive and one which **TREVOR JONES** saw the opportunity to enhance with simple modelling techniques to improve its performance. Here he explains all.

# Adams





**T**HE LAST 18 MONTHS have produced two models of the London & South Western Railway (LSWR) '0415' 4-4-2T. Oxford Diecast was first past the post with its model (HM102) which had shortcomings as the front bogie took weight off the driving wheels and on the slightest uneven track slipped to a stop. A similar fault also appeared to a lesser extent with the Hornby model (HM110).

The second batch from Oxford had corrected the front bogie problem but failed to alter the lesser problem with the trailing radial axle, which also took weight off the driving wheels on anything but dead flat track. This type of problem can adversely affect the haulage capacity of a small locomotive in a dramatic way and it isn't the first time we have seen this type of problem with a ready-to-run product. Happily, with simple techniques, these problems can be resolved making for a reliable locomotive.

The Oxford 'Radial tank' can easily be dealt with

without major tools. Stage one is to carefully remove the keeper plate to the trailing axle. Underneath is a plastic assembly which holds the phosphorus bronze pick-up in place. With it removed, the wheelset can be lifted out. There are two brass sprung electrical connectors which contact the pick-up assembly. Carefully remove these and then remove two tiny springs located in holes in the axle bearing. These are extremely small and can easily be lost - I did just that but Oxford Rail was kind enough to sell me a replacement set.

The bearing for the axle needs to be deepened by approximately 1mm to accommodate the modifications outlined in the step by step guide. I marked the chassis and would have used a round file of the correct diameter, if available, to deepen the axle guide. The alternative was to use a dentist bit of the correct diameter in a minidrill to grind away the axle bearing to the depth marked on the chassis. It was a bit crude, but it worked and with a careful smoothing of the bearing with my tapered file, the job was finished - if you aren't comfortable

with using a minidrill for this job, a file will work too but will take longer. The whole assembly was put back together, and the pick-ups tested for contact.

I dislike couplings that stick out beyond the buffers as there is no reason for this where layouts have a minimum of 2ft 6in radius curves. This meant that shortening the tension lock coupling was my next job. The rear coupling was easy - the NEM socket was shortened as was the tongue of the plug in tension lock. It was also replaced with a Bachmann coupling as they have the shortest hook and thinnest bar.

The front bogie was rather different. It was completely disassembled and a large chunk of the moulding containing the NEM socket removed with a combination of mini saw and cutting bit, finishing off with a file. A cut down Bachmann coupling was then glued and bolted with a 12BA nut and bolt and checked for height. The beauty of tension lock couplings is that they are not so critical on height as other types such as Kadees. I aim for a 1mm clearance above the track for the bottom of the uncoupling bar but space of up to 1.5mm is acceptable.

I added weight by cutting two circles of lead and gluing them into the smokebox and stuck two pieces to the underside of the chassis where they could not be seen. I also dropped small pieces into the space under the coal and ran glue in to hold them in position.

Now for the increased performance. Before I carried out this work, the model had slipped on a 1-in-45 gradient with two new Hornby LSWR suburban coaches. They weighed approximately 150g per coach. I managed to remove the weights with some difficulty and this removed 150g on a three-coach load. After my modifications, the locomotive was happy with three LSWR non-corridor coaches and a heavier kit-built hospital coach at 130g, therefore hauling a load of 430g.

Table 1 shows the results. The tractive effort is measured by hauling wagons loaded with lead up a 1-in-45 gradient with a gauge between the locomotive and wagons. Lead is added until the model slips, and the measurement noted.

A coach takes a tractive effort of between 4g and 6g on the gradient. The volts and amps are recorded at the level that the locomotive wheels will start slipping when pushing against the buffers, a useful figure to have as a check against in the future if the locomotive is underperforming. I also set a maximum voltage to run each locomotive with analogue controllers so that a sensible top speed is not exceeded. I record the speed at several voltages.

The adjustments and changes to the Oxford Adams 'Radial' have greatly improved its position in the fleet for my garden railway, but the same benefits will come for indoors layouts too. The real boon is that I can now rely on this locomotive to operate as I want it to through a couple of evenings of detail adjustment. 

**East Kent Railway 'Radial' 4-4-2T No. 5 stands at the head of a typical train - three coaches of Hornby rebuilt LSWR compartment stock with the addition of an LSWR/SR hospital vehicle.**



**TABLE 1 - PERFORMANCE**

Weight	225grams
Tractive effort (1-in-45)	28grams
Slip volts/amps	2.9v/0.14amps
Max volts	13.5v
Max load	Four carriages
Starting voltage (on train)	2.5v
Scale speed at 6v	11mph
Scale speed at 8v	24mph
Scale speed at 10v	34mph
Scale speed at 13.5v	60mph

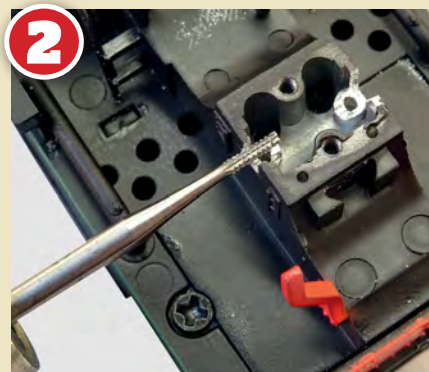


**1**



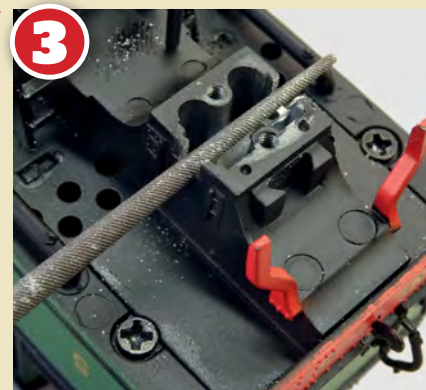
To begin the process the back axle is the first port of call. The frames of the Adams with the radial back axle assembly removed. The chassis has been marked to the depth of which the bearing is to be removed to 1mm.

**2**



To extend the depth of the rear axle slot I used a dentist bit in a mini drill to remove additional metal. If you prefer a round file can be used, but it will take longer.

**3**



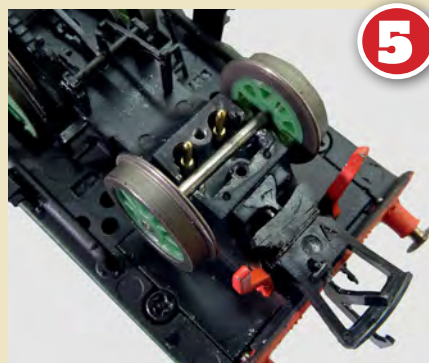
After clearing the bearing with the dentist bit, it requires cleaning up with a round tapered file to smooth any rough edges.

**4**



Having increased the bearing depth the spring holes above the axles also need to be extended. These are drilled out by an extra 1mm to accommodate the changes to the bearing depth.

**5**



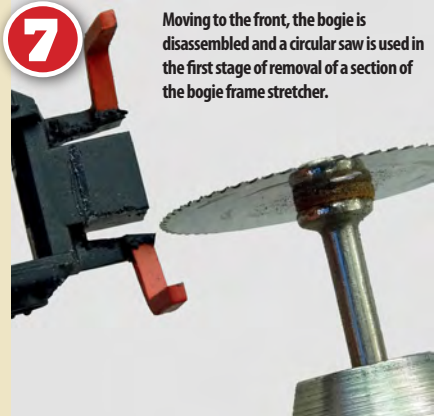
Rebuilding starts by replacing the springs and electrical connection studs together with the rear axle.

**6**



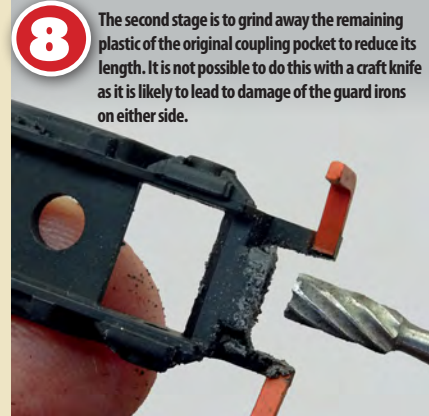
The radial axle and pick-up assembly are then fixed back into position and secured in place with their original screw. The axle is pushed over as far as it goes in each direction to check that the pick-up remains in contact.

**7**



Moving to the front, the bogie is disassembled and a circular saw is used in the first stage of removal of a section of the bogie frame stretcher.

**8**



The second stage is to grind away the remaining plastic of the original coupling pocket to reduce its length. It is not possible to do this with a craft knife as it is likely to lead to damage of the guard irons on either side.

**9**



A Bachmann 36-030 coupling with the tail tongue snapped off is glued in place in the shortened coupling pocket. A hole is drilled through the coupling and bogie with a No. 54 drill and the assembly is bolted together with a 12BA nut and bolt.

The finished locomotive after light weathering and addition of crew and headcodes. Subtle details like these can really enhance any ready-to-run locomotive.





**10**

For shortening the coupling on the rear of the locomotive, the NEM socket is reduced in size by a mini circular saw. This could be done equally well with a craft knife.

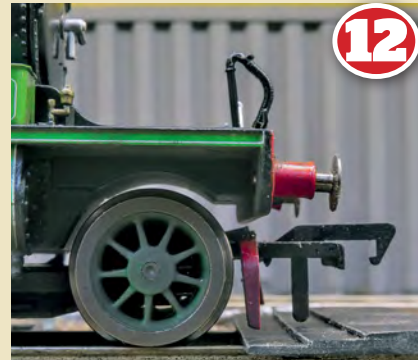


**11**

The tongue of the tension lock is snipped off as indicated. It will then need securing with a touch of glue in the socket.



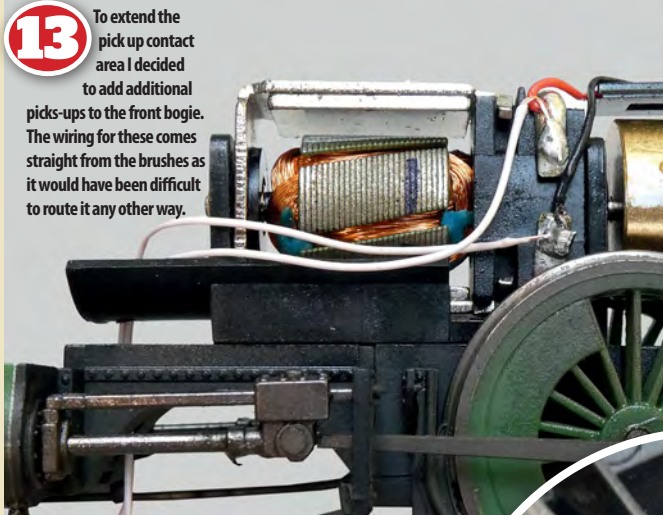
**12**



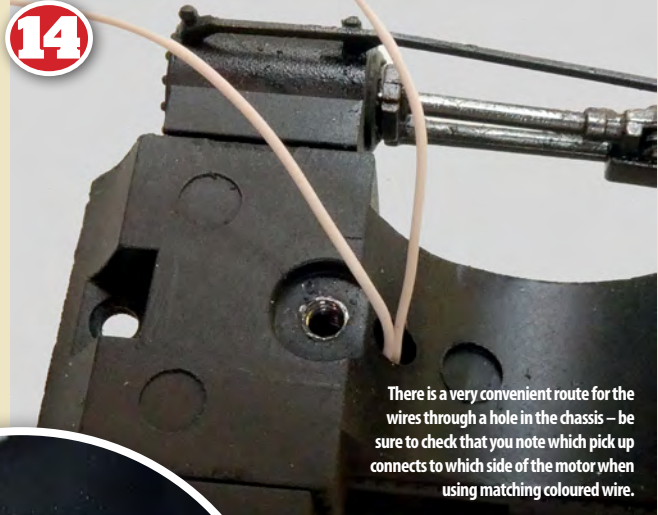
The couplings are checked for height against a plastic gauge which is placed on the track. The gauge height above rail is stepped at 0.5mm, 1mm and 1.5mm.

**13**

To extend the pick up contact area I decided to add additional picks-ups to the front bogie. The wiring for these comes straight from the brushes as it would have been difficult to route it any other way.

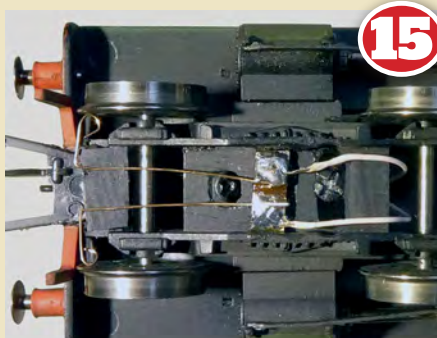


**14**



There is a very convenient route for the wires through a hole in the chassis – be sure to check that you note which pick up connects to which side of the motor when using matching coloured wire.

**15**



The bogie has a small section of a copper clad sleeper glued to it. The pick-up has been fashioned to collect only from the front wheels: metal parts of the bogie which might catch the pick-up have been insulated with electrical tape.



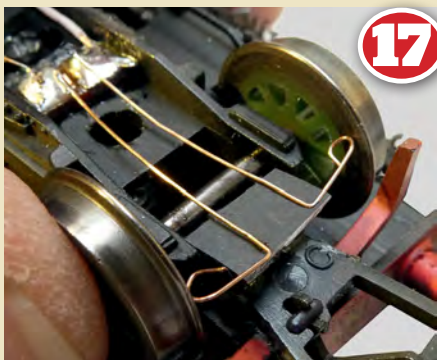
**16**

To add further weight to the locomotive there are two main areas which can be used. First small pieces of lead are dropped underneath the coal and glue run in to fix them in place.

**18**

Finally two pieces of lead have been glued to the chassis and painted black to disguise their appearance completing the modifications to the 4-4-2T.

**17**



The wheelset is again pushed as far as it travels in each direction to check that the pick-up remains in contact throughout.





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**N GAUGE**  
Code 80 Rail



### PECO N Gauge Streamline Code 80

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

### PECO N Gauge Streamline Code 80 Insulfrog

SL-386	Curved Turnout Right Hand	£9.87
SL-387	Curved Turnout Left Hand	£9.87
SL-388	Large Radius Turnout Right Hand	£9.87
SL-389	Large Radius Turnout Left Hand	£9.87
SL-393	Short Crossing	£8.25
SL-394	Long Crossing	£9.00
SL-395	Medium Radius Turnout Right Hand	£8.82
SL-396	Medium Radius Turnout Left Hand	£8.82
SL-397	Medium Radius Y Turnout	£8.82

### PECO N Gauge Streamline Code 80 Electrofrog

SL-E386	Curved Turnout Right Hand	£9.94
SL-E387	Curved Turnout Left Hand	£9.94
SL-E388	Large Radius Turnout Right Hand	£10.60
SL-E389	Large Radius Turnout Left Hand	£10.60
SL-E395	Medium Radius Turnout Right Hand	£8.89
SL-E396	Medium Radius Turnout Left Hand	£8.89
SL-E397	Medium Radius Y Turnout	£8.89

**N GAUGE**  
Code 55 Rail



### PECO N Gauge Streamline Code 55 Fine

SL-300F	Flexible Track* Wooden Sleeper Nickle Silver	£3.00
SL-300F(30)	Flexible Track* Wooden Sleeper Nickle Silver Pk 30	£84.60
SL-302F	Flexible Track* Concrete Sleeper Nickle Silver	£3.20
SL-302F(30)	Flexible Track* Concrete Sleeper Nickle Silver Pk 30	£90.00

### PECO N Gauge Streamline Code 55 Fine Insulfrog

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

## N GAUGE

### PECO N Gauge Streamline Code 55 Fine Electrofrog

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

## OO GAUGE

**OO / HO**  
Code 100 Rail



### PECO OO / HO Streamline Code 100

SL-100	Flexible Track* Wooden Sleeper Nickle Silver	£2.96
SL-100(25)	Flexible Track* Wooden Sleeper Nickle Silver Pk 25	£69.50
SL-102	Flexible Track* Concrete Sleeper Nickle Silver	£2.92
SL-102(25)	Flexible Track* Concrete Sleeper Nickle Silver Pk 25	£68.50
SL-184	Catch Point Right Hand	£7.84
SL-185	Catch Point Left Hand	£7.84

### PECO OO / HO Streamline Code 100 Insulfrog

SL-80	Single Slip	£28.32
SL-86	Large Radius Curved Turnout Right Hand	£11.93
SL-87	Large Radius Curved Turnout Left Hand	£11.93
SL-88	Large Radius Turnout Right Hand	£11.18
SL-89	Large Radius Turnout Left Hand	£11.18
SL-90	Double Slip	£30.75
SL-91	Small Radius Turnout Right Hand	£8.89
SL-92	Small Radius Turnout Left Hand	£8.89
SL-93	Short Crossing	£8.14
SL-94	Long Crossing	£9.49
SL-95	Medium Radius Turnout Right Hand	£9.83
SL-96	Medium Radius Turnout Left Hand	£9.83
SL-97	Small Radius Y Turnout	£9.00
SL-98	Large Radius Y Turnout	£10.47
SL-99	Medium Radius 3 Way Turnout	£24.38

## OO GAUGE

### PECO OO / HO Streamline Code 100 Electrofrog

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

**OO / HO**  
Code 75 Rail



### PECO OO / HO Streamline Code 75 Fine

SL-100F	Flexible Track* Wooden Sleeper Nickle Silver	£3.00
SL-100F(25)	Flexible Track* Wooden Sleeper Nickle Silver Pk 25	£70.50
SL-102F	Flexible Track* Concrete Sleeper Nickle Silver	£3.12
SL-102F(25)	Flexible Track* Concrete Sleeper Nickle Silver Pk 25	£73.25
SL-104F	Flexible Track* Steel Sleeper Nickle Silver	£3.12
SL-104F(25)	Flexible Track* Steel Sleeper Nickle Silver Pk 25	£73.25
SL-106F	Flexible Track* Concrete Bi-Block Sleeper	£3.36
SL-106F(25)	Flexible Track* Concrete Bi-Block Sleeper Pk 25	£78.75
SL-184	Catch Point Right Hand	£8.07
SL-185	Catch Point Left Hand	£8.07

### PECO OO / HO Streamline Code 75 Fine Insulfrog

SL-180	Single Slip	£32.07
SL-190	Double Slip	£34.50
SL-193	Short Crossing	£8.85
SL-194	Long Crossing	£9.72

### PECO OO / HO Streamline Code 75 Fine Electrofrog

SL-E1095	Medium Radius Turnout RH with Concrete Sleepers	£12.00
SL-E1096	Medium Radius Turnout LH with Concrete Sleepers	£12.00
SL-E180	Single Slip	£32.44
SL-E186	Curved Turnout Right Hand	£12.19
SL-E187	Curved Turnout Left Hand	£12.19
SL-E188	Large Radius Turnout Right Hand	£11.82
SL-E189	Large Radius Turnout Left Hand	£11.82
SL-E190	Double Slip	£34.88
SL-E191	Small Radius Turnout Right Hand	£10.48
SL-E192	Small Radius Turnout Left Hand	£10.48
SL-E193	Short Crossing	£9.68
SL-E194	Long Crossing	£10.47
SL-E195	Medium Radius Turnout Right Hand	£10.77
SL-E196	Medium Radius Turnout Left Hand	£10.77
SL-E197	Small Radius Y Turnout	£10.37
SL-E198	Large Radius Y Turnout	£11.52
SL-E199	Asymmetric Three Way Turnout	£26.82

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# Driver's eye view

**T**HE ENQUIRY OFFICE IN HM127 featured the camera wagon that you've used plus the recently-introduced Branor wagon. My main hobby is photography and I've always had a hankering to get a track-level view of my layout so attached are pictures of my latest camera wagon.

I bought the 'action' camera on the internet and it is tubular with a variety of clamps for attaching to a helmet or other fixtures. The button on the top switches the camera on and off so I needed to keep it accessible. The wagon is a long wheelbase Hornby LMS CCT.

The van body detaches in one piece, so I cut the roof off and glued the rest of the body (less one end) back onto the chassis. Two pieces of brass were glued to the chassis to form a cradle for the camera then I glued an endplate and an aluminium clip onto the underside of the roof. The clip is a



friction fit on the van sides and also engages with two indents in the camera body so holding the whole thing secure and upright. The rough plastic edges need tidying up, but the concept works and the van looks right in a train. I've left the couplings at the front and rear so that I can add the

wagon to the back of a freight train and film the wagons snaking along in front of it. The pictures are quite good although these 'action' cameras work best in daylight so aren't quite so good in tunnels.

Unfortunately, this particular camera has the microphone at the back, so the predominant sound is the clattering of the wagon over points and rail joints. All I need to do now is improve the scenery on my layout so that I've got something worth filming.

*Mike Dean, Andover*

## MAIL FROM THE HORNBY FORUM

# LOCO TO TENDER SHORT CIRCUIT



Read more at: [www.hornby.com/uk-en/forum/loco-to-tender-short-circuit/](http://www.hornby.com/uk-en/forum/loco-to-tender-short-circuit/)

I have a Hornby model of Gresley 'A4' 4-6-2 4468 *Mallard* (Cat No. R2784) which is DCC fitted. It ran fine going forward but always caused a short circuit when run in reverse. I assumed it was because of the drawbar connection and the small wiper blades that sit under the tender. I thought that if maybe I removed that power connection to the tender and replaced it with a plug and socket connection I could solve the problem.

I spent a good hour doing exactly that and proudly put the outfit on the rails to test it. It ran fine forwards and worked until I reversed back into the siding. For the life of me I cannot see how there can be a short

as I've removed the drawbar connections. Has anyone else had this sort of problem?

*Hornby forum user mikejj101*

### IN RESPONSE:

■ Do you have a different tender you can attach albeit just for testing purposes?

*Hornby forum user Caiptean*

■ Generally, it is the twin springy finger thing shorting on the tender post but as you have bypassed this with a plug we should be able to rule that out. Did you also disconnect the wires both at the drawbar and at the tender post when you did the conversion? I presume you don't have a cross-connected locomotive and tender because the short

would occur as soon as you connected the two together. Check continuity from locomotive and tender wheels to just to be sure.

*Hornby forum user RAF96*

■ The secret was in the darkened room bit! Without the tender the engine would reverse slowly until it hit the points and then in a darkened room I can see that the front bogie is actually hitting the connecting rods and sparking. Providing the engine is going fast enough this doesn't actually short out. When I attach the tender I obviously run it slower through the points and hence it shorts and stops RailMaster with a short circuit..

*Hornby forum user mikejj101*



# REALISTIC DRIVING EXPLAINED

Sutton's Locomotive Workshop (SLW) noted with interest Philip Wallington's letter in the December 2017 issue (HM126), requesting advice on the operation of sound effects available on DCC sound-equipped locomotives and the correct sequence.

For the SLW Class 24 diesel we compiled a 52-page instruction booklet (available to download free of charge at [www.sulzertype2.com](http://www.sulzertype2.com)) that includes much useful information on how, and when, to initiate certain sounds.

After spending a lot of time consulting with ex-British Rail engineers and footplate staff, we decided that one of the best ways to describe the correct operation of our sound-fitted model was to put the modeller in the driving seat and describe, first hand, the actions needed in a number of common driving scenarios. These include driver's checks and start-up, coupling up to a train, and braking to a halt at a terminus station.

For example, imagine your driver has 'signed on' for work, read his notices and has been allocated his locomotive for the day. At the shed or stabling point, after finding his locomotive, he must first conduct 'preparation duties' before it can be started-up. These include making a visual inspection, connecting the starting batteries and then undertaking a series of specified checks.

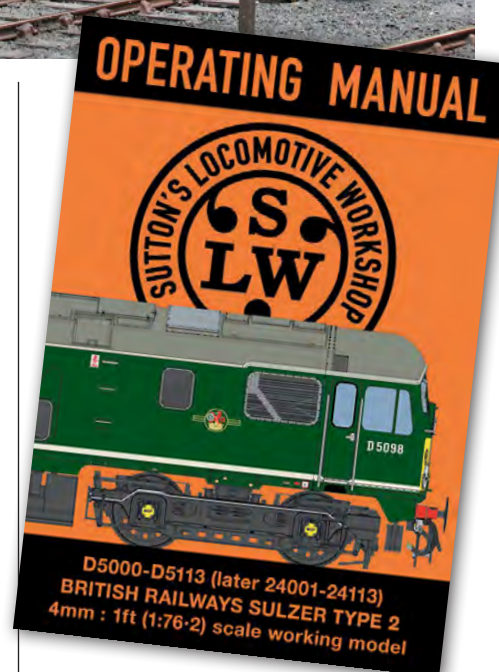
Operating F10 will provide the sound of the exterior BIS (battery isolating switch) panel being accessed, a distant bell ding as the batteries connect and a click as the lighting circuits are switched in. The clatter of the cabinet door being swung closed and locked completes the effect. After opening the cab door (F11 on), then slamming it shut (F11 off), begin the start-up sequence with F12 on. The driver can be heard inserting his key into and unlocking the master controller and opening the cabside window. After the 'clunk' indicating the movement of master handle to the 'engine only' position, the combined pump set would start and run (F13 on) until the lubricating oil pressure was sufficient, usually about one minute. The AWS



system is also activated before cancellation of its warning horn. Switch F13 off and activate F5 before starting the engine with F1. In reality, the pump set would continue to run but this sound would not be heard over the exhaust, and it uses up a valuable sound channel. Using F5 before F1 will initiate a cold, prolonged, start and put the locomotive into 'light engine' mode.

When the engine has fired and reached a steady idle, further procedures would be undertaken. F12 off will play a fire alarm bell test and F14 gives the handbrake wheel being released. Some function buttons will produce one sound when switched on, and a different, but complementary, sound when switched off.

The specific actions of professional railwaymen are difficult enough for the enthusiast to record and copy, especially if you are restricted to the 'wrong' side of the fence. Adding to this, methods of operation have changed dramatically as the railway has been modernised, such as the move from steam to electric traction and use of technology like radio signalling. Preserved railways operate in a similar safe way to the main line railways of the 1960s, so it is often worth a trip out to just watch and note human interaction and see how things are done. We are sure any volunteer driver would be more than



happy to answer questions about their role and why and when they take specific actions. The BTF driver training films (on YouTube or DVD) are also a useful historical resource.

*Philip Sutton, Kings Cliffe.*

## WOOLWORTHS MODEL RAILWAY MEMORIES

Read more at: [www.hornby.com/uk-en/forum/woolworths-model-railway-memories/](http://www.hornby.com/uk-en/forum/woolworths-model-railway-memories/)

I would like you to share your memories of buying model railways from Woolworths as FW Woolworth and Company as it was originally known. It stocked Hornby, Airfix, Mainline and Playcraft model railway equipment. There were train sets, locomotives, coaches, track and more - it was a wonderful store to get your model railways from. 'Woolies' is no more as it closed down in 2009 so let's pay tribute to the wonderful store of our childhood!

*Hornby forum user colin\_flowerday*

### IN RESPONSE:

■ I had a Saturday job in Woolworths in

Slough in the early 1960s. I mainly worked on the fruit and vegetable counter and toy counter. The branch sold Airfix kits but not any model railway equipment.

*Hornby forum user walkingthedog*

■ Woolworth sold Lone Star model railways and in 1976-1977 it sold Hornby train sets. I remember it having large stocks of the R174 'Rural Rambler', R682 'Freightmaster', and R683 'GWR Freight' sets in my local store in Wisbech.

*Hornby forum user The son of Triangman*

■ I can remember being in the Bolton store in what must have been the early

1970s and there were Tri-ang Hornby starter sets set up on a green table with continental tank locomotives and unmarked wagons such as the white tanker. I think I bought a clockwork locomotive that was in a sale. I know they sold stuff off very cheaply in January most years.

*Hornby forum user Rana Temporia*

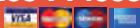
● See more online at the Hornby Forum and the Engine Shed blog.





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32-669 Class 43 Warship Diesel No. D841 "Rebuck" BR.....	£127.95
32-109 Class 08 Diesel 08 631 "Eagle" Network SouthEast.....	£93.95
32-115B Class 08 Diesel Shunter 08 618 BR Blue, weathered.....	£101.95
32-119 Class 08 Diesel Shunter No. 08 907 D Schenker.....	£93.95
32-120 Class 08 Diesel Shunter 13287 BR Plain Green E/E.....	£93.95
32-268A Class 101 2 Car DMU BR Green, weathered.....	£144.95
32-269 Class 101 2 Car DMU BR Refreshed White & Blue.....	£169.95
32-331 Class 251 Diesel No. 25 043 BR Green, weathered.....	£123.95
32-376A Class 37/4 No. 37 472 "Freight Transport Distribution".....	£123.95
32-384Z Class 37 Diesel 37 472 "Freight Transport Distribution".....	£139.99
32-389 Class 37/4 No. 37 421 Colas Rail.....	£117.95
32-408 Class 25 No. 25 286 BR Blue.....	£93.95
32-727N Class 66 No. 66 709 "Sorrento" GBRF.....	£169.95
32-737 Class 66 Diesel No. 66 065 EWS, weathered.....	£142.95
32-738 Class 66 Diesel No. 66 711 "Seneca" GBRF Aggregates.....	£131.95
32-756 Class 57/6 Diesel 57 603 "Tintagel Castle" GWR.....	£131.95
32-762Z Class 57 No. 57 305 Network Rail, known as "Sand Castle".....	£169.95
32-764 Class 57/3 Diesel 57 305 "Northern Princess".....	£169.95
32-777N Class 37 No. 37 904 "John Wiley" Network Rail.....	£159.99
32-780U Class 37 No. 37 261 DRS.....	£149.99
32-781B Class 37/3 Diesel No. 37 041 BR Blue.....	£117.95
32-788 Class 37/3 Diesel No. 37 284 BR Blue.....	£117.95
32-976Z Class 66 Diesel 66 415 de-branded DRS Freightliner, whtd.....	£174.95
32-981 Class 66 No. 66 416 Freightliner.....	£131.95
32-982 Class 66 No. 66 434 DRS.....	£131.95

### BACHMANN OO ELECTRIC & MULTIPLE UNITS

30-430 Capital Commuter Train Pack.....	£189.95
31-040 Class 450 4 Car Desiro EMU Set No. 450 073 SWT.....	£271.99
31-041 Class 450 4 Car Desiro EMU Set No. 450 127 SWT.....	£297.99
31-279 2EPB 2 Car Set 5771 BR with small yellow panel.....	£178.99
31-380 Class 416 2-EPB 2 Car EMU Set No. 6262 BR.....	£178.99
31-428A CEP 4 Car EMU 7122 BR (SR) Green.....	£254.99
31-428B CEP 4 Car EMU 7108 BR Blue & Grey.....	£254.99
31-678Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-681Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-682Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-683Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-684Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-685Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-686Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-687Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-688Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-689Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-690Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-691Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-692Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-693Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-694Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-695Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-696Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-697Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-698Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-699Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-700Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-701Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-702Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-703Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-704Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-705Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-706Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-707Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-708Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-709Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-710Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-711Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-712Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-713Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-714Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-715Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-716Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-717Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-718Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-719Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-720Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-721Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-722Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-723Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-724Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-725Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-726Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-727Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-728Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-729Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-730Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-731Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-732Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-733Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-734Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-735Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-736Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-737Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-738Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-739Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-740Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-741Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-742Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-743Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-744Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-745Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-746Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-747Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-748Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-749Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-750Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-751Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-752Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-753Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-754Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-755Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-756Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-757Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-758Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-759Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-760Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-761Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-762Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-763Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-764Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-765Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-766Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-767Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-768Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-769Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-770Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-771Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-772Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-773Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-774Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-775Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-776Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-777Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-778Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-779Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-780Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-781Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-782Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-783Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-784Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-785Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-786Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-787Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-788Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-789Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-790Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-791Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-792Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-793Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-794Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-795Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-796Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99
31-797Z Class 43 No. 43 706 ScotRail NSE branding, whtd.....	£159.99



## KMRC EXCLUSIVES - OO GAUGE

### DELIVERY EXPECTED DECEMBER 2017



32-135X Class 4575 Prairie Tank Steam Locomotive No. 5541  
BR Green livery with Late Crest in weathered finish.....£119.95



37-238Z 16 Ton Steel Mineral Wagon Triple Pack, weathered.....£59.95

8993 Class 128 Diesel Parcel Unit M55990 BR Blue.....	£101.99
9001 Metropolitan BoBo Electric Loco No. 3 'John Milton'.....	£119.99
9002 Metropolitan BoBo Electric Loco No. 1 'Wartime Grey'.....	£119.99
9005 Metropolitan BoBo Electric 19 Metropolitan Railway.....	£119.99
9006 Metropolitan BoBo Electric 6 'William Penn' Metropolitan.....	£119.99
9007 Metropolitan BoBo Electric 6 'William Penn' Metropolitan.....	£119.99
9008 Metropolitan BoBo 12 'Sarah Siddons' London Transport.....	£119.99
9009 Metropolitan BoBo 12 'Sarah Siddons' London Transport.....	£119.99
K4101 Dogfish BR Black, weathered, Pack of 4.....	£39.99
K4102 Dogfish BR Olive, weathered, Pack of 4.....	£39.99
K4103 Dogfish BR Civil Engineers, weathered, Pack of 4.....	£39.99

## HORNBLY OO STEAM LOCOMOTIVES

R1172 The Majestic Train Set with Digital eLink System.....	£299.99
R1177 Gloucester City Pullman Express Train Set.....	£119.99
R1183 Master of the Class Train No. 3 'John Milton'.....	£119.99
R1202 Mallard Pullman Train Set.....	£169.99
R2670 Railroad GWR Steam Freight Train Pack.....	£29.99
R3004 Class B17 61631 'Serby Hall' BR Green E/E, weathered.....	£119.99
R3010 King Arthur N15 Class 1 'Sir Sagamore'.....	£99.99
R3064 Railroad 0-4-0 No. 56025 'Smoky Joe' BR Black.....	£39.99
R3086 Railroad Class A1 No. 4472 'Flying Scotsman' LNER Gm.....	£119.99
R3115 West Country Class 34001 'Exeter' BR Green E/E.....	£119.99
R3202 Class MT No. 245 LSWR - NRM Special Edition.....	£129.99
R3226 0-6-2T Class No. 1212 BR Black E/E.....	£69.99
R3232 Class J15 No. 65445 BR Black.....	£69.99
R3277 Railroad County Class No. 3835 'County Of Devon' GWR.....	£59.99
R3304 Drummond 700 Class No. 30316 BR Black E/E weathered.....	£89.99
R3311 Schools Class No. 30908 'Westminster' BR E/E.....	£94.99
R3314 A Class No. 60062 BR Green E/E & GN Tender.....	£129.99
R3314 F Class No. 4433 LMS Black.....	£99.99
R3314 F Class No. 4433 LMS Black E/E.....	£99.99
R3318 B17/6 Class No. 61646 'Ghivell Park' BR Green.....	£139.99
R3332 King Class No. 601.....	£69.99
R3332 King Class No. 6029.....	£109.99
R3333 Adams Radial Steam No. 30584 BR Black E/E.....	£99.99
R3335 Adams Radial Steam No. 488 LSWR.....	£89.99
R3356 Railroad Crosti Boiler 9-F Class 92021 BR, weathered.....	£119.99
R3360 Railroad Ex-Industrial 0-4-0 No. 087 Mosley Tamacardam.....	£22.99
R3361 Railroad Ex-SR 0-4-0 No. 6 Hogarth Stone.....	£22.99
R3371 Railroad Class A4 Class No. 4468 'Mallard' LNER.....	£99.99
R3387 LMS Suburban Passenger Train Pack.....	£22.99
R3398 LMS Regis Branch Line Train Pack.....	£19.99
R3400 Golden Arrow Last Steam Train Run Pack.....	£279.99
R3404 Fowler 4P No. 42334 BR Black L/C.....	£119.99
R3405 J50 Class 0-6-0 No. 585 LNER Black.....	£79.99
R3406 J50 Class 0-6-0 No. 14 Departmental BR Black L/C.....	£79.99
R3407 J50 Class No. 68989 BR Black E/E.....	£79.99

## KMRC EXCLUSIVES - OO GAUGE

### DELIVERY EXPECTED DECEMBER 2017

R3408 4-6-0 6000 King Class No. 6016 'King Edward V' GWR.....	£99.99
R3410 King Class No. 6025 'King Henry III' BR Black E/E.....	£159.99
R3411 Maunsell S15 Class No. 30827 Southern Black.....	£119.99
R3412 Maunsell S15 Class No. 30842 BR Black E/E.....	£119.99
R3413 Maunsell S15 Class No. 30841 BR Black.....	£119.99
R3414 J15 Class 0-6-0 No. 5444 LNER Black.....	£106.99
R3415 J15 Class No. 65477 BR Black E/E.....	£106.99
R3416 J15 Class No. 65484 BR Black L/C.....	£106.99
R3417 K1 Class No. 62065 BR Black L/C.....	£127.99
R3418 K1 Class No. 62066 BR Black BRITISH RAILWAYS.....	£127.99
R3422 Drummond 700 Class No. 74346 BR Black L/C.....	£109.99
R3423 Drummond 700 Class No. 30988 BR Black E/E.....	£119.99
R3422 Adams Radial 415 Class No. 3125 SR Black.....	£118.99
R3423 Adams Radial 415 Class No. 30583 BR Black L/C.....	£118.99
R3430 Holden B12 Class No. 8573 LNER Green.....	£139.99
R3431 Holden B12 Class No. 61533 BR Black E/E.....	£139.99
R3432 Holden B12 Class No. 61580 BR Black L/C.....	£139.99
R3433 D163 Class No. 8900 'Claid Hamilton' LNER Green.....	£118.99
R3441 A4 Class No. 4489 'Sir Mungo Wilson' LNER.....	£142.49
R3442 Britannia Class No. 74034 'Thomas Hardy' BR.....	£149.99
R3443 West Country Class 34032 'Camelford' BR Green.....	£139.99
R3447 B17 Class No. 2642 'Kilvestone Hall' LNER.....	£143.99
R3448 B17 Class No. 61819 BR Green E/E.....	£143.99
R3451 Thompson B1 Class No. 61032 'Stembok' BR.....	£149.99
R3452 SMT Black 5 No. 45274 BR Black L/C.....	£149.99
R3455 GWR Star Class 4013 'Knight of St Patrick' GWR.....	£128.99
R3456 N15 King Arthur Class 30792 'Sir Harvis de Revel' BR.....	£136.99
R3458 Schools Class No. 921 'Shrewsbury' SR Black.....	£132.99
R3467 Thompson L1 Class Steam 67102 LNER Green.....	£139.99
R3462 42 Class No. 4287 BR Black E/E.....	£119.99

## KMRC EXCLUSIVES - OO GAUGE

### DELIVERY EXPECTED DECEMBER 2017

R3463 52x Class Loco No. 5231 BR Black E/E.....	£99.99
R3464 72x Class No. 7224 BR Black L/C.....	£129.99
R3465 N2 Class Steam No. 4765 LNER Black.....	£90.99
R3466 0-6-0T J94 Class No. 22 United Steel Company.....	£72.99
R3467 0-6-0T A1X Tender Steam Loco No. 751 SE&CR.....	£49.99
R3485 Railroad 0-4-0 No. 44941 'Class 62760' The Cotswold.....	£69.99
R3496 Railroad 0-4-0 No. 7 'Kelly & Son Paper Mill'.....	£37.99
R3498 Railroad Inty No. 19 SR/LR.....	£161.99
R3515 Battle of Britain No. 21C168 'Kenley'.....	£161.99
R3517 Royal Scot Class 6108 'Seafarrior Highlander' LMS.....	£169.99
R3518 LNER A3 Class No. 108 'Gay Crusader' LNER.....	£161.99
R3520 Britannia Class No. 70007 'Coeur-de-Lion' BR L/C.....	£152.99
R3523 B17 Class No. 61665 'Leicester' BR E/E.....	£136.99
R3524 West Country Class No. 34096 'Trevone' BR L/C.....	£144.99
R3525 Battle of Britain Class 52C1159 'Sir Archibald Sinclair'.....	£140.99
R3527 King Arthur Class No. 742 'Camelot' SR Black.....	£149.99
R3528 Stroudley Terrier Class No. 4 WCKPLR.....	£172.99

## KMRC EXCLUSIVES - OO GAUGE

### DELIVERY EXPECTED DECEMBER 2017

R3529 J15 Class Steam No. 7942 LNER Black.....	£127.99
R3530 J15 Class Steam No. 65469 BR Black E/E.....	£127.99
R3531 M7 Class Steam No. 30129 BR Black L/C.....	£131.99
R3533 J94 Class Steam 'Lord Phil' Green.....	£72.99
R3539 Wainwright H Class No. 31518 BR Black L/C.....	£119.99
R3541 Raven Q6 Class No. 2265 LNER Black.....	£131.99
R3542 Raven Q6 Class Steam No. 63427 BR Black E/E.....	£133.99
R3547 Standard Art No. 75039 BR Green L/C.....	£149.99
R3548 Standard Art No. 75053 BR Green E/E.....	£144.99
R3553 Princess Coronation Class 6231 'Duchess of Atholl'.....	£170.99
R3557 Royal Scot Class 6126 'Royal Army Service Corps'.....	£144.99
R3558 Royal Scot Class 46165 'The Ranger' BR L/C.....	£144.99
R3559 Q1 Class No. 3304 SR Black.....	£93.99
R3560 Q1 Class No. C232 BR Black L/C.....	£127.99
R3564 BR Class Steam No. 80405 BR Black L/C Fowler Tender.....	£149.99
R3565 BR Class Steam No. 80405 BR Black L/C.....	£149.99
R3566 Merchant Navy Class Steam 35014 'Camelford' LNER.....	£149.99
R3564 Railroad Ex-Industrial 0-4-0 Godfrey & Mitchell.....	£33.99
R3586 Railroad Schools Class No. 30935 'Sevensons' BR E/E.....	£89.99
R3587 Railroad Class 37 Jinty Steam No. 7109 LMS Black.....	£39.99
R3589 Railroad Class 14x No. 4837 GWR Green.....	£39.99
R3670 Collett Class 72x South Wales Coal Freight Pack.....	£164.99
R3671 K1 North Eastern Freight Pack.....	£168.99

## HORNBLY OO DIESEL & ELECTRIC LOCOMOTIVES

R2315 Class 373 Eurostar 4 Car Train Pack 2013.....	£124.99
R3341A-2HAL 2 Car EMU Train Pack 2623 BR Blue.....	£99.99
R3343 Class 08 Diesel Shunter 08 822 'John' FGW.....	£99.99
R3346 Class 92 Electric No. 92009 'Marco Polo' DB Schenker.....	£54.99
R3373 Class 71 Electric Loco No. E5001 BR Green.....	£144.99
R3374 Class 71 Electric Loco No. 71 012 BR Blue.....	£144.99
R3376 Class 71 Electric Loco No. E5022 BR Green.....	£144.99
R3399 EWS Freight Train Pack - Limited Edition.....	£204.99
R3473 Class 56 No. 56 08 SR Diesel Railmotor.....	£147.99
R3476 Class 153 Single Car DMU Set 153 327 Airline Trains.....	£179.99
R3477 Class 153 Single Car DMU Set 153 321 Regional Railways.....	£94.99
R3479 Class 60 Diesel Loco No. 60 066 DMR.....	£119.99
R3481 Class 67 Diesel No. 67 025 'Western Star' EWS.....	£137.99
R3482 Sentinel 4DH Diesel Locomotive No. DH16 MSC.....	£56.99
R3483 Sentinel Diesel Locomotive Crossley and Evans.....	£56.99
R3488 Railroad Diesel Freight Train Pack.....	£47.49
R3489 Railroad GWR Freight Train Pack.....	£47.49
R3490 Railroad Class 08 Diesel 08 673 'Piccadilly' Intercity.....	£26.99
R3499 Railroad 4800 Hall Class No. 6947 BR Green L/C.....	£72.99
R3510 GWR HST 125 Train Pack - Limited Edition.....	£246.99
R3568 Class 71 Electric No. E5008 BR Green.....	£144.99
R3569 Class 71 Electric No. E5015 BR Blue.....	£144.99
R3571 Class 50 Diesel No. D400 BR Blue.....	£152.99
R3572 Class 50 Diesel 60 087 BR 'CLIC Sargent' Colas.....	£148.99
R3573 Class 67 Diesel 66 751 'Inspiration Delivered'.....	£84.99
R3574 Class 67 Diesel No. 67 015 DB Schenker.....	£144.99
R3575 Class 153 Sprinter DMU Set 153 327 Central Trains.....	£101.99
R3576 Sentinel 4DH Diesel Shunter No. 19.....	£55.99

## HORNBLY OO DIESEL & ELECTRIC LOCOMOTIVES

R2842T5 Railroad Class A1 No. 4472 'Flying Scotsman' LNER.....	£114.99
R3387T5 Railroad Class 5050 'Earl of St Germain' BR.....	£169.99
R3394T5 6000 King Class 6006 'King George' TTS Sound.....	£179.99
R3388T5 Class 67 Diesel No. 67 004 'Cairn Gorm'.....	£161.99
R3390T5 Class 43 HST Virgin Rail East Coast Pack TTS Sound.....	£241.99
R3392T5 Railroad Class 40 Diesel No. 40 164 BR Blue.....	£85.99
R3393T5 Railroad RID Class 47 47 033 Railfreight Distribution.....	£85.99
R3394T5 Railroad Class 20 Diesel No. 20 163 BR. DCC Sound.....	£93.99
R3395T5 Railroad A4 Class Steam No. 4468 'Mallard' LNER.....	£113.99
R3403T5 Fowler 2P Class No. 40262 BR Black.....	£132.99
R3407T5 Fowler 4F Class Steam No. 44198 BR Black.....	£123.99
R3508T5 A3 Class Steam No. 61043 'Flying Scotsman'.....	£186.99
R3583T5 Railroad Class 37 Diesel 37 040 DCC Sound.....	£84.99
R3585T5 Class 5 SMT Loco No. 45116 BR Black.....	£170.99

## HORNBLY OO COACHES/WAGONS

R4131C LMS 681 Dining/Restaurant Car No. M230M BR.....	£39.99
R4234M LMS Corridor 1st Class Coach No. M1080M BR.....	£39.99
R4235C LMS Corridor 3rd Class Coach No. M1741M BR.....	£39.99
R4350A Railroad BR Mk1 Corridor Composite Coach No. M15625.....	£117.99
R4351 Railroad BR Mk1 Corridor 3rd Coach No. M24439.....	£119.99
R4352 Railroad BR Mk1 Brake 3rd Coach No. M34655 BR.....	£119.99
R4353 Railroad BR Mk1 Brake 2nd Coach No. M34656 BR.....	£119.99
R4354 Railroad Brake 5121 GWR Chocolate & Cream.....	£119.99
R4355 Railroad Restaurant 9578 GWR chocolate & cream.....	£119.99
R4354D BR Pull-Push Coach Pack.....	£76.99
R4354E BR Pull-Push Coach Pack Set No. 601.....	£80.99
R4358A Unconverted Open 2nd Class Coach S1327S BR.....	£36.99
R4566 Gresley 614 GN Corridor Brake Composite E10116E.....	£48.99
R4572A LNER Thompson Non-corridor Composite Coach.....	£39.99
R4573A LNER Thompson Non-corridor 3rd Class Coach.....	£39.99
R4574A LNER Thompson Non-corridor 2nd Class Coach.....	£39.99
R4603 Mk3 Buffet Coach No. W40008 BR Blue & Grey.....	£119.99
R4606 X-Bus 50H Full Brake Coach M31176M BR Blue.....	£35.99
R4611A MK2 First Class Open Coach No. W3245 BR.....	£119.99
R4612A MK2 Standard Open Coach No. M4936.....	£119.99
R4614A MK2 First Class Open Coach No. W3231 BR.....	£119.99
R4615 MK2 Brake Open Standard Coach No. M5905 BR.....	£119.99
R4615A MK2 Standard Open Brake Coach No. M5908.....	£119.99
R4620 MK1 Tourist Second Open Coach TSO L5452 BR.....	£24.99
R4622 Railroad MK2S Open 2nd Coach W5860 BR Blue & Grey.....	£119.99
R4626 Railroad Mk1 BG Parcels Coach No. W80723.....	£119.99
R4627 Railroad Mk1 Second Open SO Coach No. M4478 BR.....	£117.00
R4628 Railroad Mk1 Second Open SO Coach No. M4363 BR.....	£117.00
R4629 Railroad Mk1 Tourist 2nd Open TSO Coach BR.....	£117.00
R4631A MK3 1st Second Coach TF 41024 InterCity Executive.....	£28.49
R4643 Mk1 Class Open Coach SO M4781 BR Maroon.....	£24.99
R4643A MK1 SO Second Open Coach No. M4473 BR.....	£24.99
R4644 Railroad Second Open Coach TSO L5452 BR.....	£24.99
R4647 Mk1 Corridor 3rd Coach No. M2450 BR, weathered.....	£119.99
R4648 Gresley Suburban First Class Coach E8103S BR.....	£36.99
R4655 Driving Van Trailer No. 82146 DB Schenker.....	£34.99
R4656 Non-Corridor 57H Composite Coach No. 16597 LMS.....	£37.99
R4656A LMS Non-Corridor 57H Composite Coach No. 16612.....	£39.99
R4657A LMS Non-Corridor 57H 3rd Class Coach No. 11718 LMS.....	£39.99
R4668B MK4 Standard Class Coach 12425 East Coast.....	£28.49
R4668C MK4 Standard Class Coach 12403 East Coast.....	£28.49
R4671 LMS Non-Corridor 57H 3rd Class Coach No. 11912M.....	£114.99
R4672 Railroad SR 4 Wheel Coach.....	£114.99
R4673 Railroad LNER 4 Wheel Coach.....	£114.99
R4674 Railroad GWR 4 Wheel Coach.....	£117.00
R4677 Non-Corridor 57H 3rd Class Brake Coach No. 20724 LMS.....	£37.99
R4678 LMS Non-Corridor 57H 3rd Class Brake Coach No. 20754.....	£37.99
R4678A LMS Non-Corridor 57H 3rd Class Brake Coach No. 20755.....	£39.99
R4678B Non-Corridor 57H 3rd Class Brake Coach M20770M BR.....	£37.99
R4684 Collett GWR Bow Ended Corridor 3rd Class 485T BR.....	£39.99
R4685 Collett GWR Bow Ended Corridor 3rd Class 509T BR.....	£34.99
R4686 Collett GWR Bow Ended Corridor Brake 3rd 5092T BR.....	£34.99
R4687 Collett GWR Bow Ended Corridor Composite 6030 BR.....	£34.99
R4688 Collett GWR Bow Ended Corridor Composite 6029 BR.....	£34.99
R4689 LMS Non-Corridor 57H Composite Coach No. M16574M.....	£37.99
R4690 LMS Non-Corridor 57H 3rd Class Coach No. M11912M.....	£39.99
R4691 LMS Non-Corridor 57H 3rd Class Brake Coach M20787M.....	£37.99
R4691A LMS Non-Corridor 57H 3rd Class Brake Coach M20788M.....	£37.99
R4701 LMS Non-Corridor 57H 3rd Class Coach No. 7409 SR.....	£29.49
R4702 MK2 Standard Open Coach No. 5801 Virgin.....	£37.99
R4702A MK2 Standard Open Coach No. 5787 Virgin.....	£32.99
R4704 MK2E Brake Standard Open Coach No. 9507 Virgin.....	£34.99
R4718 58H Maunsell Rebuilt 6 Compartment Lavatory Brake 3rd.....	£28.49
R4729 MK3 Trailer Standard 2nd Buffet TR503 Coach W40001.....	£28.49
R4730 BR Mk3 Trailer First TF Coach W4178B BR.....	£28.49
R4730A MK3 Trailer First TF Coach No. W41004 BR.....	£28.49
R4732 MK3 Trailer Second T2 Coach No. W42003 BR.....	£28.49
R4733 Maunsell Corridor Third Class Coach No. 1216 SR.....	£37.99
R4736 Maunsell 6 Compartment 3rd Class Brake 3797 SR.....	£37.99
R4738 Pullman First Class Parlor Car 'Minerva'.....	£47.99
R4739 Pullman First Class Parlor Car 'Car No. 34'.....	£49.99
R4740 Pullman First Class Kitchen Car 'Angus'.....	£47.99
R4741 Pullman Third Class Kitchen Car 'Car No. 58'.....	£47.99
R4742 Pullman Third Class Brake Car 'Car No. 162'.....	£47.99
R4743 Pullman Composite Coach No. 5055 Southern.....	£20.99
R4746 58H Maunsell Rebuilt 6 Compartment 32640S BR.....	£38.99
R4747A 58H Maunsell Rebuilt 6 Compartment 32627S BR.....	£38.99
R4748A 58H Maunsell Rebuilt 6 Compartment 3640SS BR.....	£38.99
R4749A 58H Maunsell Rebuilt 9 Compartment 3280S BR.....	£38.99
R4755 Railroad Pullman Parlor Coach 'Cygnet'.....	£20.99
R4756 Railroad Pullman Parlor Coach 'Phoenix'.....	£20.99
R4758 GWR Collett Corridor 3rd Class Coach No. 5008 GWR.....	£38.99
R4759 GWR Collett Corridor 3rd Class Coach No. 5069 GWR.....	£38.99
R4760 GWR Collett Corridor 3rd Class Coach No. 5080 GWR.....	£38.99
R4761 GWR Collett Corridor 3rd Class Coach No. 5081 GWR.....	£38.99
R4762 Collett Corridor 3rd Class Coach No. W5147W BR.....	£38.99
R4764 Collett Corridor Brake 3rd Class Coach H47935W BR.....	£38.99
R4765 Collett Corridor Brake 3rd Class Coach H47936W BR.....	£38.99
R4766 Collett Corridor Composite Coach H47138W BR.....	£38.99
R4767 Collett Corridor Composite Coach H47137W BR.....	£38.99
R4768 Maunsell Corridor Brake 3rd Class No. 3778 SR.....	£38.99

R4768A Maunsell Corridor Brake 3rd Class No. 3779 SR.....	£38.99
R4769 Maunsell Corridor 3rd Class No. 1222 SR Olive Green.....	£38.99
R4770 Maunsell Corridor 1st Class No. 7412 SR Olive Green.....	£38.99
R4778 BR Mk1 1st Open FO Coach No. W1323 BR.....	£35.99
R4782 Mk1 Parcels Coach BG No. E80627 BR Maroon.....	£35.99
R4783 Mk1 Corridor 2nd Class Coach No. E24693 BR.....	£35.99
R4784 BR Mk1 Corridor Composite Coach No. E15481 BR <b>NEW</b> £35.99	£35.99
R4785 BR Mk1 Corridor Brake 2nd Coach BSK E54729 BR <b>NEW</b> £35.99	£35.99
R4786 Mk1 Second Open Coach No. E4811 BR Maroon.....	£35.99
R4787 Mk1 Coach Tourist 2nd Open SO No. E4565 BR.....	£35.99
R4788 BR Mk1 Brake 2nd Open BSO Coach E9220 BR.....	<b>NEW</b> £35.99
R4789 BR Mk1 First Open FO Coach E3050 BR.....	<b>NEW</b> £35.99
R4815 Mk3 Coach 1st Open TFO No. 41146 GWR.....	£27.99
R4790 GWR AutoCoach No. 191 GWR Chocolate & Cream.....	£29.99
R4791 GWR AutoCoach No. W190W BR Crimson & Cream.....	£29.99
R4792 SR 58H Maunsell Rebuilt 6 Compartment 2638 SR.....	£38.99
R4793 SR 58H Maunsell Rebuilt 6 Compartment 2628 SR.....	£38.99
R4794 SR 58H Maunsell Rebuilt 6 Compartment 6403 SR.....	£38.99
R4795 SR 58H Maunsell Rebuilt 9 Compartment 320 SR.....	£38.99
R4796 Maunsell Brake 3rd Class No. S3777S BR.....	£38.99
R4797 Maunsell First Class Corridor No. S7122S BR.....	£40.99
R4798 Maunsell Third Class Corridor No. S7277S BR.....	£40.99
R4800 BR Railroad BR Mk1 Corridor Brake 2nd Coach E1503 BR.....	£19.99
R4813 Railroad BR Mk1 Corridor 2nd Coach E2502 BR.....	£19.99
R4814 Railroad BR Mk1 Corridor Brake 2nd E3474 BR.....	£19.99
R6822 Diagram 1/151 20 Ton Coke Wagon B44814 BR Grey, <b>NEW</b> £20.99	£20.99
R6822A Diagram 1/151 20 Ton Coke Wagon B44814 BR Grey, <b>NEW</b> £20.99	£20.99



# Horsted Keynes

*Based on the heritage railway station on the Bluebell Railway, **MATT WICKHAM** built this atmospheric 'OO' gauge layout in a garden shed.*

**PHOTOGRAPHY, TREVOR JONES**







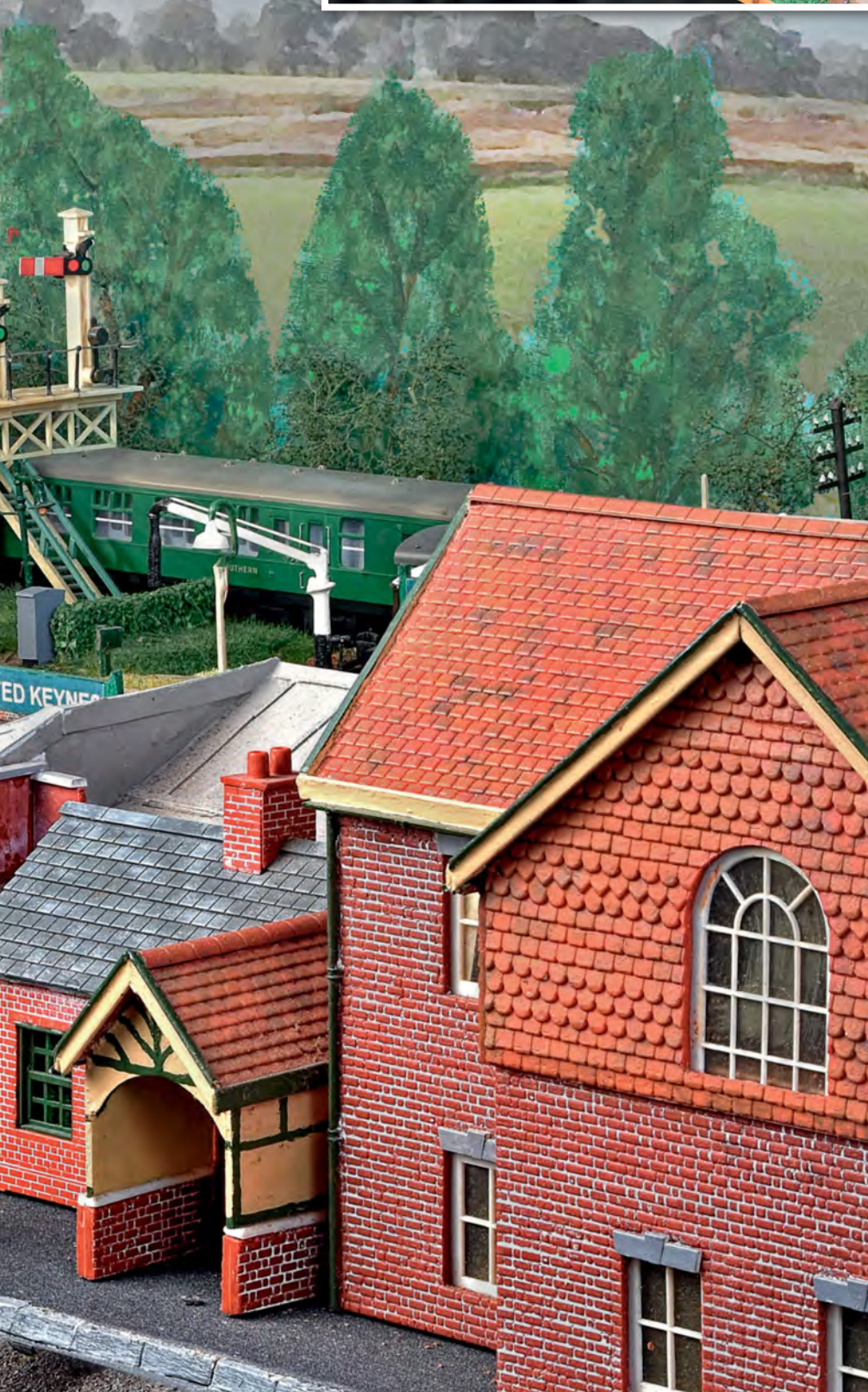
**Right: Hornby's Adams 'Radial'**

**4-4-2T 488 awaits departure north to Kingscote, while Wainwright 'P' 0-6-0T 27 Primrose hauls lucky enthusiasts on a driver experience course. In the background, 'E4' 0-6-2T B473 heads south to Sheffield Park.**



**Below: A classic**

**Bluebell scene with a South Eastern & Chatham Railway double header, lead by Bachmann's excellent 'C' 0-6-0 and a SE Finecast 'H' 0-4-4T heading a 60ft Birckage Brake Third.**



**P**RESERVATION layouts can be somewhat rare, but for me this is what made it appealing. Other older modellers model their childhood memories or the good old days, and for me the Bluebell Railway was my childhood remembering a fair few family days out to the railway for various events, the first of which was in 1998. With younger modellers coming through, I don't think preservation layouts will be too rare in the future, with quite a few cropping up on various model railway forums.

Having gone through various places that I visited when I was young, I finally settled on the Bluebell Railway in 2004. Its amazing collection of rolling stock and locomotives was certainly an attraction for modelling the railway. The more I visited, and the more I looked into the railway, I found I wanted to start railway modelling again as I had not touched my old model railway stock for some time. The Bluebell presented more of a challenge due to the rolling stock as I would have to learn more to achieve what I wanted in terms of kit building - not just rolling stock but locomotives too.

The layout and planning all started back in 2004 and, sticking with 'OO' gauge, the layout was originally built in my bedroom at my family home. It was designed to be shorter to fit everything in meaning platforms were reduced, so instead of seven coaches it would only take three or four. At the time of building I was on a very strict budget, so most of the money went on the baseboards which were constructed with 6mm plywood with pine batons across the boards to brace them. DC control for me was an easy decision. Digital Command Control (DCC) at the time was just coming on to the scene - but having no knowledge of it and how it worked, I stuck with what I knew and what for me worked reliably. Track is now all Peco nickel silver code 100 flexible track with dead frog medium radius points which are powered by Seep point motors.

Planning of the layout took a few months as well as a few research trips to the Bluebell Railway. I settled on Horsted Keynes as the station to model, a nice attractive large country station set in the 1930s Southern Railway era but of course»





**Left:**  
**Captain Baxter**, one of my first scratchbuilt models, sits in Platforms 4 and 5 with the 'Queen Mary' brake van.

**Below:**  
**Billinton 'H2' 4-4-2 32424 Beachy Head** - a locomotive currently being built at the railway - awaits departure from Horsted Keynes en route to Sheffield Park. On the right Adams 'B4' 0-4-0T 96 *Normandy* waits to move into the yard.







in the present day. The reason for this choice is that it is a big station so I could have more than one train arriving or passing each other with a possible third locomotive shunting stock. The large amount of storage sidings at Horsted Keynes meant I could easily store stock on the layout while having room to run trains. The layout was moved from the family home out to the garden shed in 2008/2009, which meant some rebuilding was required but also an opportunity to expand it slightly with the layout finally measuring 11ft 2in x 2ft 2in.

Originally, the layout didn't have the main station building, but after its move this was added in the front of the station plus extra room for storage by adding part of the carriage and wagon workshop. Despite its move, it is a permanent layout in spite several exhibition invitations.

As mentioned before, the layout was built on a strict budget. Old block-board was used for the platforms, A4 Superquick station card kits were used for the buildings although modified using photographs I had taken of the actual buildings. I overlaid these on to the kits to hide the stone print on the originals, which was quite simple and cheap to do. The main station building was a bit of a 'bodge job' and way before Bachmann's excellent Scenecraft London Brighton & South Coast Railway (LBSCR) buildings. It was constructed from two kits, the Will's country station kit and also a Peco country station kit. The canopy was scratchbuilt with 3D printed columns in LBSCR style, the island platforms' canopy has the Hornby die-cast supports which were a good price at the time and have become more popular since.

The signalbox is a special commission by *Hornby Magazine* which was quite difficult to get hold of. I missed the first batch, but luckily a second batch was released, and I acquired one. The structure was detailed inside using the Springside signalbox kits and illuminated with a small LED. The water columns on the platforms are white metal castings from 5&9 Models which specialises in LBSCR models. Other station furniture like the nameboards were made from match sticks and ice cream sticks. The lights, which have been changed a number of times over the layout's life and which were changed again just before the photographic shoot, are Ratio Southern Railway concrete lamp posts modified with LEDs in the lamp shade. I ended up using small 3mm surface mount LEDs which were pre-wired with 0.3mm wire hidden in a small channel down the post. Everyone will recognise the signals as being from Hornby, but they have been modified and shortened to get them down to a more acceptable height. »

*"I settled on Horsted Keynes as the station to model - a large country station set in the 1930s"*

**MATT WICKHAM**



## THE PRESERVED TRAINS

The locomotive models are a mixture of ready-to-run and kits. To date I have all the Bluebell's locomotives in model form, including the ones not finished yet like the BR '2MT' 2-6-2T and the 'H2' 4-4-2.

One of the better known and probably one of the more popular locomotives is No. 3 *Captain Baxter*. This was one of my first scratchbuilt models which was built

upon a Dapol 'Pug' chassis. It came out quite well and was quite popular on the internet forums, so much so that I later designed one for 3D printing not just for other modellers but also because it had a small film role at Pinewood Studios.

Most rolling stock on the layout is ready-to-run, using Bachmann Mk 1s and Bulleid coaches along with the excellent Maunsell corridor stock and Pullmans from Hornby.

However, with the Bluebell's extensive rolling stock list, not all are available so some creative thinking is required.

The Bluebell's vintage set of coaches which include the Metropolitan set was quite a recognisable rake and I wanted to recreate this. There is an excellent etched kit from London Road models but there are only three coaches not four, plus it didn't include the brake coach that I






required. This led me to the route of 3D printing for this project and with the help of Stephen Sparey we created the full set. Sadly this is not a cheap route, costing at the time £400. The coach body, roof vents, chassis and bogies are all 3D printed and painted and finished by myself.

The latest coaches are the small four-wheel pre-grouping coaches from the South Eastern & Chatham Railway and

London Chatham & Dover Railway. These are just body shells which are also 3D printed and mounted on Jouef wagon chassis, but they look the part on the layout. Other important coaches like the London & North Western Railway (LNWR) observation car was built from a number of Ratio LNWR coaches on a Hornby chassis which is currently in CAD to be replaced in the future. The Great Northern Railway »

 **SECR'01' 0-6-0 65,** constructed from a Golden Arrow kit, rolls into Horsted Keynes with the 3D printed set of Metropolitan coaches. At the station 'Battle of Britain' 34059 Sir Archibald Sinclair and No. 3 Captain Baxter wait for clear signals.





saloon, also totally 3D printed, is on the roster and runs on Hornby Gresley bogies. Most of these coaches feature in the photographs in this very article.

Freight stock is a mixture of Bachmann, Cambrian and Chivers Finelines kits mainly due to the vintage set of wagons and vans that are occasionally in service which are just not available in ready-to-run form.

Even though the layout is nearly 12 years old, I am still adding and changing things on Horsted Keynes to make it look better or add more detail in certain areas, or capture more realism such as correcting the lamp posts. Most recently, I have concentrated time on adding lineside details such as relay boxes, soak away drains and speed boards around the station. I feel this has helped a bit, but of course there is only so far you can go with improvements before you need to rebuild the layout, which is where I am now.

## PERSONAL FAVOURITES

In terms of what I run on the layout of course it's easy to look on the Bluebell's website and see what the Bluebell is running, but I have my favourites - as do people that follow the layout on social media. *Captain Baxter* running with pre-grouping wagons is a personal favourite for me, as well as probably being one of the first scratchbuilt models I have built.

Of course, having modelled a preserved railway, I have the flexibility to run anything I would like so I am not stuck with one region or one era. With the Bluebell having locomotives in heavy overhaul or a conversion and not even built yet it is possible for me to also run future locomotives, which for me is quite interesting and gives a view of the future. I think one of my more interesting builds was the 'H2', where I purchased cast parts from a well-known auction site, unfortunately missing the chassis and various other small castings.

I always if possible try either finding a ready-to-run chassis or the chassis meant for it, but that just wasn't possible, so somewhere in my mind and after much measuring I purchased a Hornby GWR *Hogwarts Castle*. After removing a wheel set and adding a trailing wheel and changing the front bogie to an 'L1' bogie to maximise electrical pick-up, I managed to create a well-running, model with a very good haulage capacity, so I was quite pleased with this model creation... until Bachmann announced its 'H2'!

The future of the layout is a bit uncertain. Living a fair distance away from it means sadly I do not get to use it as much as I would like. There are some small detail changes still to make for station buildings but the age of the layout and the fact that it has suffered in the cold of living in the shed means its fate might be sealed. It will require a big rebuild, to the point where it will probably be easier to build a new layout. However, that could be a long way in the future. [Futura](#)



'H2' 4-4-2 32424

Beachy Head arrives

from Kingscote, while Maunsell

'Q' 0-6-0 541 arrives from

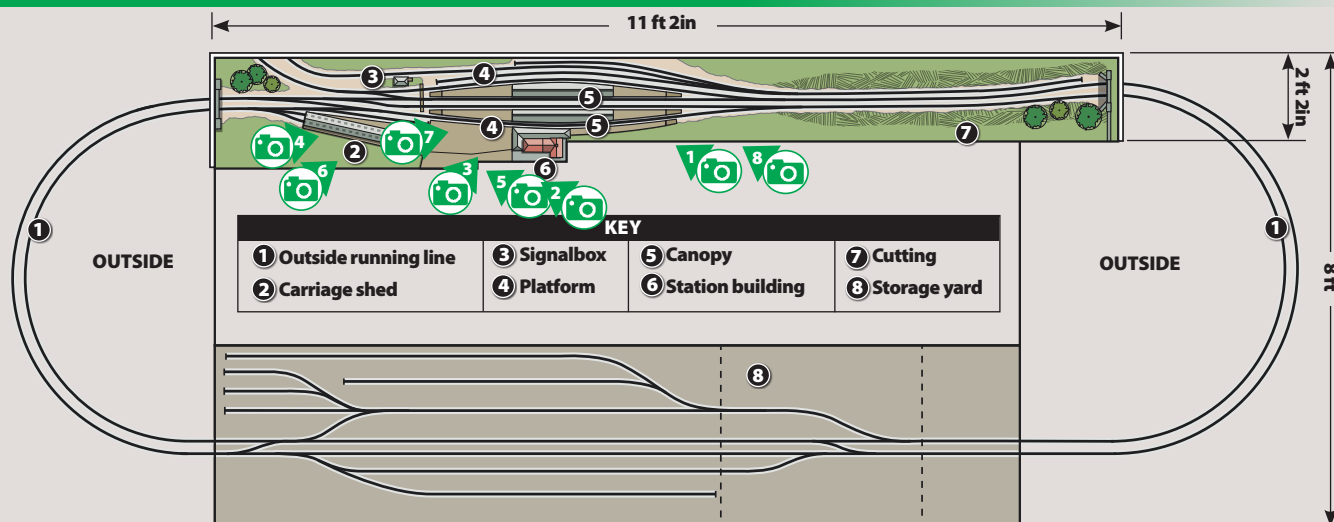
Sheffield Park. 'P' 0-6-0T 323

Bluebell shunts wagons.





## HORSTED KEYNES TRACK DIAGRAM (Not to scale)



North London Railway Class 75 0-6-0T 58850 simmers in the platform while 'H2' 32424 arrives in the background with a train to Sheffield Park.



The two Bluebell 'Terriers': Stepney with modified splashers, pipework and repainted running plate is the old Dapol bodysell, while Fenchurch has had custom transfers made for its tanks and custom etched plates added.

### USEFUL LINKS

- [www.bluebell-model-railway.my-free.website/](http://www.bluebell-model-railway.my-free.website/)
- [www.youtube.com/bluebellmodelrailway](http://www.youtube.com/bluebellmodelrailway)
- [twitter.com/MattwicksBMR](https://twitter.com/MattwicksBMR)
- [www.shapeways.com/shops/Bluebellmodelrailwayshop](http://www.shapeways.com/shops/Bluebellmodelrailwayshop)



# PAINTING TECHNIQUES

Are you put off painting your own models? Do you lack confidence with a brush? Nothing about painting is impossible - **TIM SHACKLETON** does his best to demystify the processes involved.

*Made simple*



I've been painting models since the late 1950s, so it's easy for me to say it's straightforward. For a lot of railway modellers, however, it's not like that. Finding clear, no-nonsense guidance on the general principles isn't always easy – bewildered by contradictory advice, unsure of their own abilities, I can well understand why many modellers duck the issue. But with a bit of encouragement and a dash of perseverance, anyone can do it once they've grasped the basics!



## STEP BY STEP A GUIDE TO MODEL PAINTING

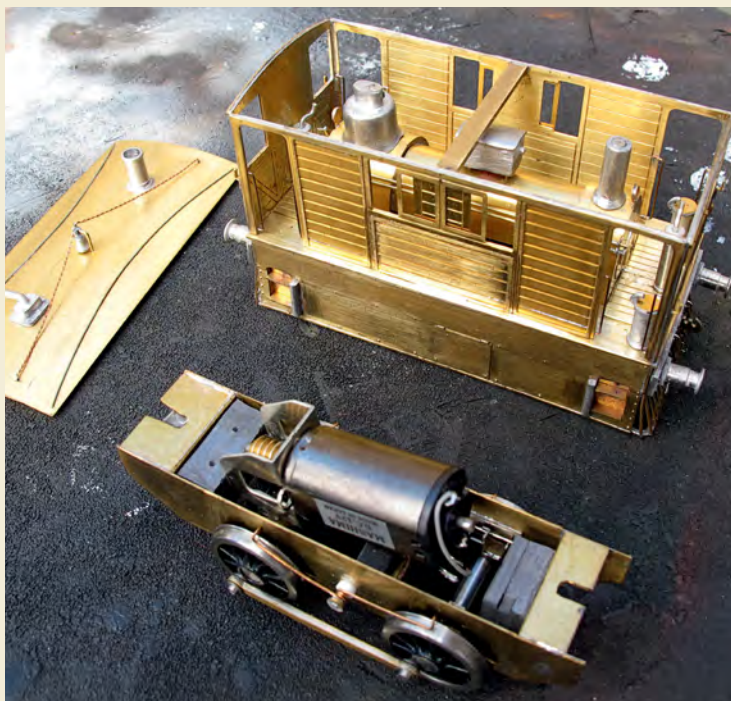


1

**Above:** Preparation is vital. The completed model must be thoroughly cleaned and degreased before painting, otherwise you'll get problems such as residual flux deposits causing the paint to bubble. Ordinary domestic cream cleaner from the cupboard under the sink is fine. If you can find it, Barkeeper's Friend (an old-fashioned Vim-like scouring powder) is the one I like to use.

2

**Right:** It is often simpler to work on separate parts of a model, rather than the whole in one. This model breaks down into three sections – chassis, bodywork and roof. Only the wheel rims are visible under the tram's side skirts so there's no need to paint any of the frames and mechanism.



## "COULD NEVER DO THAT"

I have often heard people say this. Lacking confidence in our abilities, unsure of what's involved, put off by bad experiences in the past - the net result is that often we don't even bother trying. This has never been part of my modelling philosophy, although I'll admit there are some aspects of the hobby that I habitually fight shy of, such as layout wiring, using a multimeter or painting a backscene.


I imagine it's the same for most people - we steer well clear of those areas that (or so we imagine) are beyond us. But what do we gain from not being able to read a circuit diagram, or build working signals? Nothing, is the answer. Fear of failure makes us reluctant to experiment or try new things, even though we need to make mistakes if we're ever to learn anything.

It's not necessarily time or money that holds us back - it's something less tangible such as a general shortage of skills, experience and especially awareness of exactly what's involved. Soldering a kit, using an airbrush, programming a decoder, building your own pointwork - outwardly off-putting, but once you see someone doing it, especially if they explain how it's done, it suddenly seems a lot more attainable. A measure of persistence is involved but these are skills that, once acquired, will last you a lifetime and open up any number of doors for you - the only difficulty is making a start.

In HM123 we looked at detailing and improving a white metal locomotive kit, and in this piece, I want to show you something equally fundamental that many people seem to avoid - the basics of painting a model. This time our subject is one of the famous 'Y6' 0-4-0Ts of the Great Eastern Railway, one of the most charismatic locomotive classes ever to run in this country. But it could just as well have been a brake van or a signalbox - this piece is all about the principles involved rather than the specifics of painting one particular model.

The 'Y6' was built from a Connoisseur Models brass kit, but the same approach would apply to models made from just about any modelling medium. There's nothing special about the tools or materials I'm using either. Some of the work is done by hand, other parts are done with an airbrush - this is how I've always worked. I'm using acrylic and enamel paints quite interchangeably. And yes, you can layer them one on top of the other with no ill effects.

Patience, preparation, discipline and routine are what really matter, not what kind of airbrush you own, or which paint you use - so just sit back and relax while I run through what's involved.

I hope this article makes you feel encouraged to have a go at painting yourself - that's why I've written it and why I'm sharing my experiences with you. 

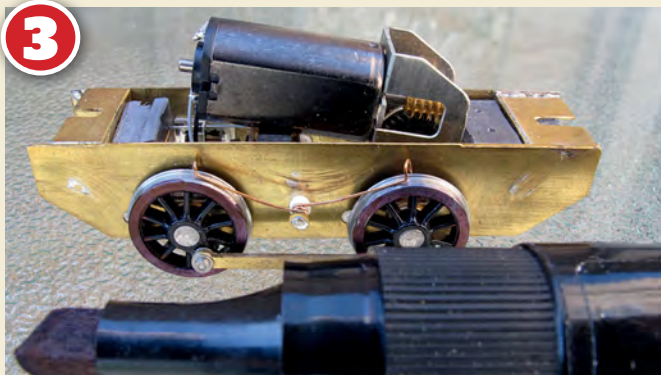




Few people still alive will remember passenger services on the Wisbech & Upwell Tramway, which finished in 1927. Running through the flat fen country of the Cambridgeshire/Norfolk borders, the line has almost completely vanished and few relics still remain. Old postcards such as these are about all that survives in tangible form.

## STEP BY STEP A GUIDE TO MODEL PAINTING

3



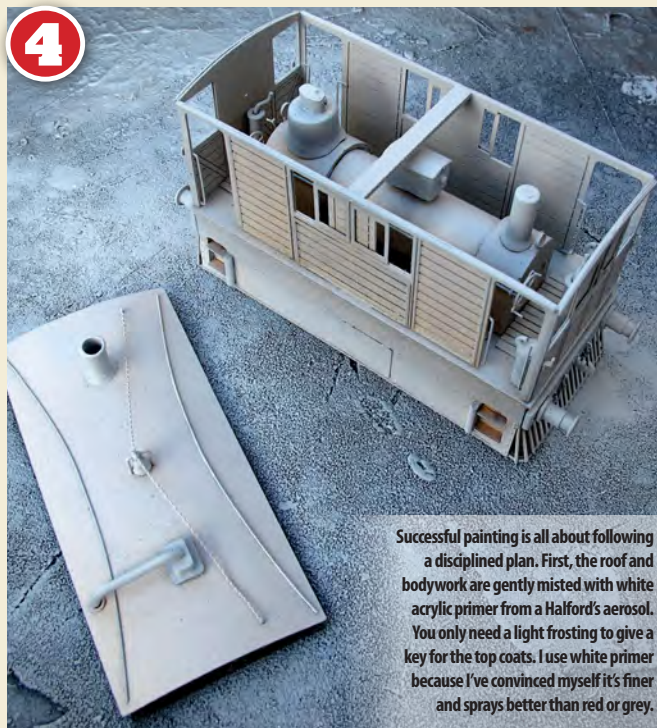
On a conventional locomotive, I'd spray the chassis with satin black car aerosol when all the details are on but before I've added the wheels, motor and brake gear. With the 'Y6' chassis, I simply used a Sharpie marker pen to blacken the wheel rims where they'd be visible under the side skirts.

5



Turn the parts upside down so the spray can reach areas that haven't received adequate coverage from the first application. Although you don't want any bald patches, it's no problem at all if you can still see brass through the primer. If you give your model a good thick solid coat of primer, you risk obscuring detail through excessive paint build-up.

4



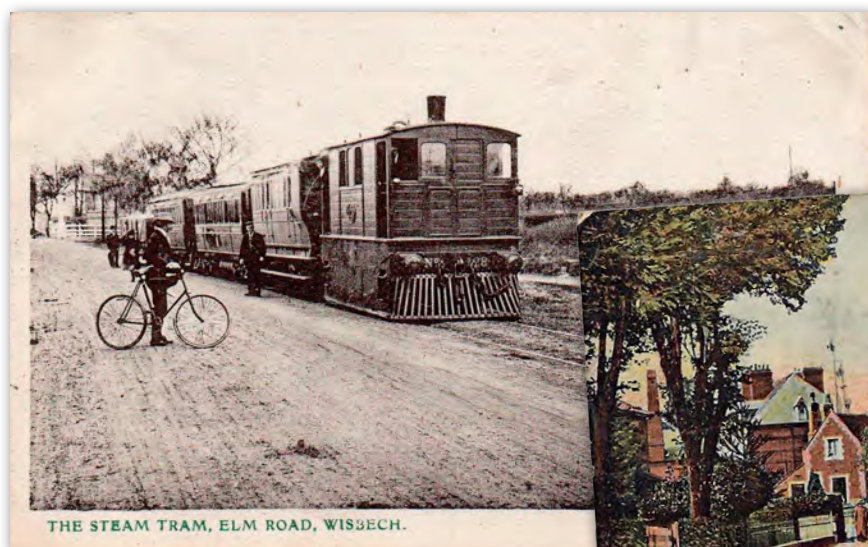
Successful painting is all about following a disciplined plan. First, the roof and bodywork are gently misted with white acrylic primer from a Halford's aerosol. You only need a light frosting to give a key for the top coats. I use white primer because I've convinced myself it's finer and sprays better than red or grey.

6



Make sure the paint itself is fit for purpose. Before any painting session – regardless of whether I'm doing it by hand or with an airbrush, or using acrylics or enamels – I mix my paint for a good two minutes with a battery paint stirrer. This makes all the difference as far as how well it flows and how good the coverage is. A quick five-second whizz with an old paintbrush or the tip of a screwdriver is no use to man nor beast.





THE STEAM TRAM, ELM ROAD, WISBECH.



The Steam Tram, Elm Road, Wisbech.

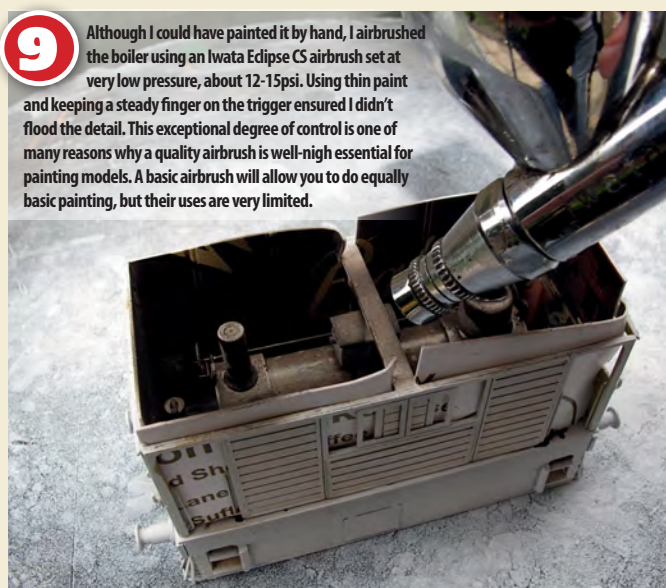
Beginner Intermediate Advanced  
SKILL LEVEL



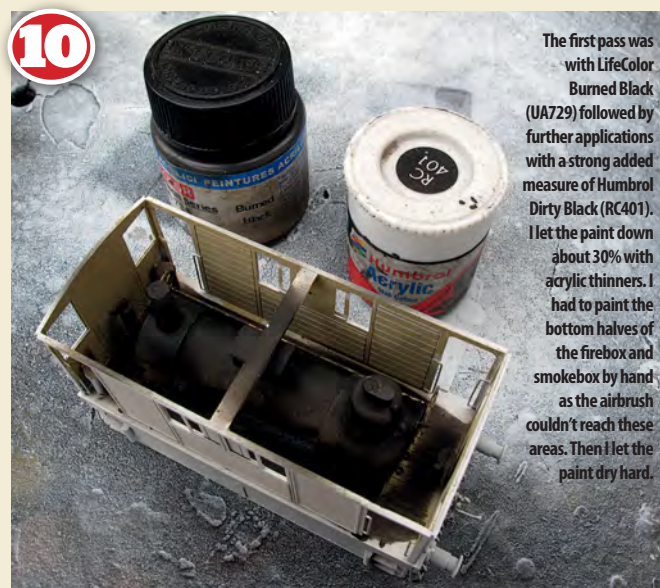
**7** The next step with the 'Y6' is to brush-paint the interior woodwork – it's easier doing it this way! Humbrol 237 acrylic (Desert Tan) has the right kind of shade so I could work it up later into a kind of 'pub ceiling' colour using weathering powders. Note the broad, flat brush. I added just a dab of acrylic thinners to help the paint flow off the brush.



**8** Once the interior paint had dried (I allow several days for this important process), I cut up some old business cards to mask off the painted woodwork while I sprayed the boiler and other fittings. The design of the kit is such that the interior detail is permanently fixed in position – this isn't ideal, but sometimes you have to think your way around these little local difficulties.



**9** Although I could have painted it by hand, I airbrushed the boiler using an Iwata Eclipse CS airbrush set at very low pressure, about 12-15psi. Using thin paint and keeping a steady finger on the trigger ensured I didn't flood the detail. This exceptional degree of control is one of many reasons why a quality airbrush is well-nigh essential for painting models. A basic airbrush will allow you to do equally basic painting, but their uses are very limited.



**10** The first pass was with LifeColor Burned Black (UA729) followed by further applications with a strong added measure of Humbrol Dirty Black (RC401). I let the paint down about 30% with acrylic thinners. I had to paint the bottom halves of the firebox and smokebox by hand as the airbrush couldn't reach these areas. Then I let the paint dry hard.





**11** Having removed the masks, I got the 'pub ceiling' effect I wanted on the cream interior woodwork by brushing on some MIG P414 Track Brown powder, followed by a thin layer of MIG Dark Wash (P220) that was allowed to collect in the plank lines. After being off the market for some time, I'm pleased to see that the original MIG weathering products are back on the market under the Abteilung 502 brand, with the same reference numbers as before.



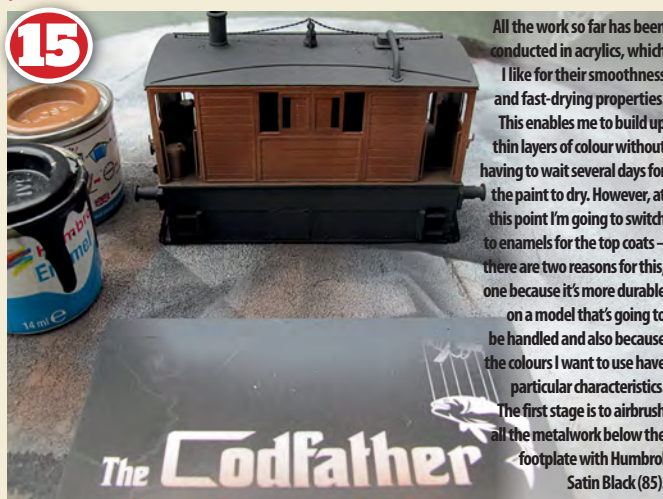
**12** A nice balanced effect so far, I feel. Everything to do with painting happens in incremental stages, and we will deal with the floor planking in due course. Unless you're an absolute natural at it, successful painting is all about careful preparation followed by disciplined procedures patiently carried out.



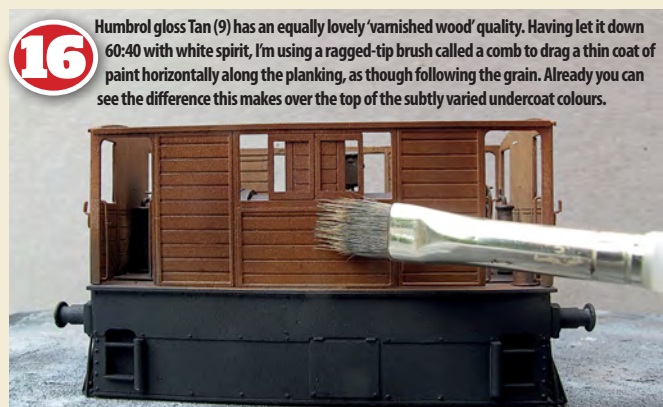
**13** Wherever possible I will undercoat my models using an appropriate colour of paint. This gives you better coverage and deeper, richer tones than if you try and spray the main colour straight off. Tamiya XF24 Dark Grey is great for the roof, the side skirts and the water tank. This last will be painted blue on the finished model. Again, I used an airbrush but on a small model such as this you could do it all by hand.



**14** As a basis for the subtly variegated 'varnished wood' effect I wanted on the exterior bodywork I used acrylic shades from MIG AMMO's Red Primer colour modulation set (7002). This isn't a primer per se, rather it's paint intended to replicate the subtle tonal variations found on military vehicles that have been pressed into service while still in red oxide primer. I reckoned these colours would do just as well as an undercoat for the woodwork.



**15** All the work so far has been conducted in acrylics, which I like for their smoothness and fast-drying properties. This enables me to build up thin layers of colour without having to wait several days for the paint to dry. However, at this point I'm going to switch to enamels for the top coats – there are two reasons for this, one because it's more durable on a model that's going to be handled and also because the colours I want to use have particular characteristics. The first stage is to airbrush all the metalwork below the footplate with Humbrol Satin Black (85).



**16** Humbrol gloss Tan (9) has an equally lovely 'varnished wood' quality. Having let it down 60:40 with white spirit, I'm using a ragged-tip brush called a comb to drag a thin coat of paint horizontally along the planking, as though following the grain. Already you can see the difference this makes over the top of the subtly varied undercoat colours.



**17** The Great Eastern painted the tram's buffer beams blue, along with the water tank which was located directly under the floorboards. I masked the side sheets so I could airbrush the latter with Precision Paints GER Blue (P210). The buffer beams were hand-painted using a long-bristled No. 2 brush – it's easier than masking everything up! There's no problem, by the way, about applying enamel paint over acrylic and vice versa – you don't need barrier coats or anything, just don't try and physically mix them.



The completed model looks the part by following a regular formula that I have established for painting models.

## PAINTING



18



The roof, meanwhile, has received various airbrushed shades of warm grey-black paint but its final colour will be determined when I come to weather the locomotive. In point of fact we're almost there with the painting now, and I'll put the model aside for a few days to allow the paint to fully harden. This is as important a part of the process as preparing the model for painting.



19

The wide range of products available from companies such as Fox Transfers and Cambridge Custom Transfers makes lining easier than you might think. I often make my own by airbrushing a sheet of waterslide transfer paper the exact colour I want and then cutting narrow strips. Once they're in their final position I brush on a coat of Microsol to toughen them up.

20

Final touches – the transfer lettering and numberplates came from Guilplates. Weathering was mostly to do with a thin dark wash over the bodywork. The platework is Humbrol No. 85 Satin Black overpainted with LifeColor Burned Black (UA729) and then given a bit of metallic sparkle with AK Interactive Dark Steel (AK086).

## TIP

Just because acrylics dry in a few minutes doesn't mean they are fully hardened. Before moving on from primer to top coat and from top coat to weathering always allow the paints to fully harden for at least 24 hours.





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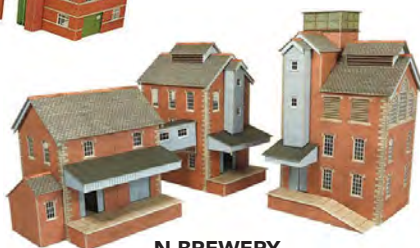
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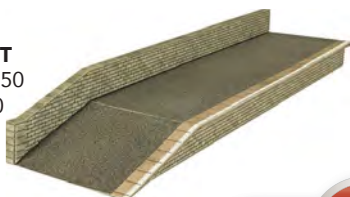


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N CODE PN940 - £16.50



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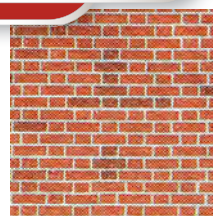
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00 CODE - M0053



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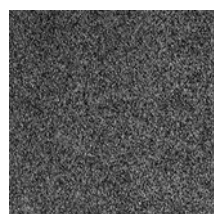
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# Double 'BUBBLE'

Dapol's second 'Bubble' car arrived during December in the form of the Pressed Steel Class 121. **MIKE WILD** inspects the latest single-car DMU for 'OO' gauge.

**FIRST  
REVIEW**

**M**ULTIPLE UNITS have clearly been in favour during 2017 for 'OO' with the arrival of the 4-TC, Class 450, Class 156 and, from Dapol alone, the Class 122 and GWR streamlined railcar. Now Dapol has added a third single-car unit to its roster with the arrival of the Pressed Steel built Class 121 'bubble car'.

The 121 has long been the subject of a 'OO' gauge model through Hornby which used the ex-Lima model to reintroduce the unit to its range in the mid-2000s. Dapol started from the ground up with its Class 121, meaning that it could follow the high specification set out for the Gloucester Class 122 units for the same scale (HM121).

The real units were introduced in 1960 with a total of 16 single car Driving Motor Brake Seconds (DMBS) being built by Pressed Steel, initially for service on the Western Region. In later life the units also operated around London, on the Bedford-Bletchley line and on the Sudbury branch in Suffolk. Their use on the national network came to a close in May 2017 when the final two were withdrawn by Chiltern Railways, which had retained them for service on the Princes Risborough-Aylesbury branch line in Buckinghamshire. Of the original units, five have been preserved.

## THE MODEL

For review we had the opportunity to inspect three different versions of Dapol's new 'OO' Class 121: a production model in BR green with small yellow warning panels as W55028 (Cat No. 4D-009-002), Hatton's limited edition original Network SouthEast liveried 55022 (4D-009-HAT07) and DCC Supplies limited edition of Chiltern Railways BR green unit 121034 as it was in service until May 2017 (121034).

The model follows a similar format to that of Dapol's Class 122, consisting of a clip-fitted body over a chassis which contains a centrally-mounted flywheel-driven motor driving both bogies, a 21-pin DCC decoder socket, space for a 20mm round speaker, interior and exterior lighting as







well as a part-relief interior moulding.

Starting on the inside, Dapol has put plenty of effort into the interior detail of each unit with comprehensively detailed driving desks which have power and brake handles, handbrake wheel and more all picked out in appropriate colours. All of the seats are suitably coloured in each vehicle, while the raised floor (to cover the hidden motor) is finished in neutral light grey on the NSE version and cream on the BR green units.

Externally Dapol has done a wonderful job in replicating the Class 121 design including getting the look, shape and profiles of the units just so. Add to this separately fitted exhausts, grab rails below the cab windows, handrails at the driver and guard compartment doors, flush glazing, very neatly moulded door handles and fine roof ribs and vents and it adds up to a comprehensive package which is hard to find fault with.

Underneath, the quality and detail continues with full relief equipment, engines and battery boxes as well as representation of the drive shafts from the gearboxes. There are sprung buffers at all four corners, NEM coupling pockets and a set of optional bufferbeam details including multiple working jumper cables, coupling hook and brake pipes to really bring the ends of these units to life. Fitting the latter did require opening out of the holes in the die-cast chassis to ease installation.

Decoration on all three of our samples was excellent on the whole with extensive printed detail both on the body and windows and good colour renditions throughout too. The NSE sample did have a slightly soft edge on one side around the blue section, but it really looked a treat from normal viewing distances. For a touch

#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>Cat No:</b>	4D-009-002
<b>Description:</b>	Class 121 W55028, BR green with small yellow warning panels
<b>Cat No:</b>	4D-009-HAT07
<b>Description:</b>	Class 121 55022, original Network SouthEast
<b>Cat No:</b>	121034
<b>Description:</b>	Class 121 121034, Chiltern Railways heritage BR green
<b>Scale:</b>	'OO'
<b>Price:</b>	£145.00
<b>Era:</b>	5-9
<b>DCC:</b>	DCC ready, 21-pin MTC socket
<b>Couplings:</b>	Small tension locks in NEM pockets

of personalisation a sheet of waterslide transfers is included with each unit for headcode panels and destination blinds and we found these quick and simple to install once we had selected appropriate codes for our BR green sample.

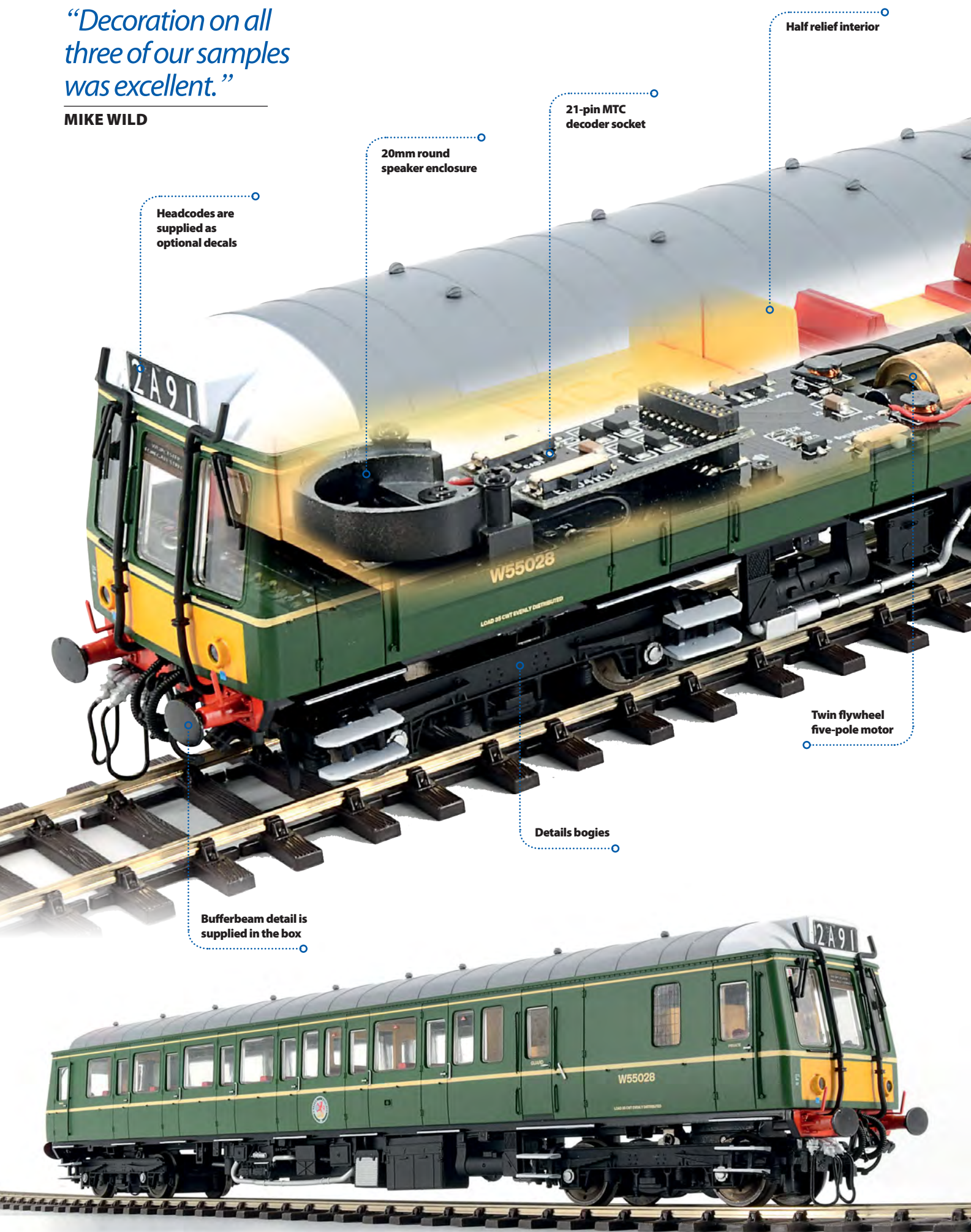
#### PERFORMANCE

Sharing the same mechanism as the Class 122 model means we know what to expect with the 121 - and our samples didn't disappoint. All operated smoothly and quietly straight from the box and offered excellent slow speed control which allowed them to crawl to a stop at stations. All-wheel pick-up assists in this process together »



*“Decoration on all three of our samples was excellent.”*

MIKE WILD







Fully detailed cab desks

Full relief underframe

with all-wheel drive and a total 378g weight.

Lighting consists of directional head and tail lights, cab lights and interior compartment lighting, all of which can be controlled manually using the switches on the side of the chassis once the body has been removed. For Digital Command Control users, the unit will require an a minimum of a five-function decoder in order to operate all the lighting functions independently - although it can be run with two and four-function decoders with restricted functionality - and is designed for use with MTC compliant 21-pin decoders while use of a non-MTC 21-pin decoder will result in dimmer carriage lights which cannot be controlled by digital commands.

The space for the speaker is restrictive as it has been designed to work with a specific 20mm round speaker while the mount is part of the

bogie bolster at the guard's end which will be difficult to modify. From our experience with the Class 122, there are other options and, with a little compromise to the view into the guard's compartment, there is space above the decoder housing to mount an alternative speaker design. Our '122' has been equipped with a Zimo 15mm x 9mm cube speaker in this location.

### OVERALL

The arrival of the Class 121 further expands the increasingly extensive range of first generation Diesel Multiple Units where it joins the 'Derby Lightweight' along with classes 101, 105, 108 and



122. These are set to be joined by the Pressed Steel Class 117 from Bachmann in the future too.

All three of our samples of the new 121 exhibited excellent build quality throughout and purchasers will be rewarded with a smooth-running quality

model of a unit with great character. There are plenty of options to choose from with a selection of seven limited editions through Hatton's, DCC Supplies' exclusive model of 121034 and Dapol's set of four production models too. Excellent and available now. (MW)



Hatton's has commissioned seven limited edition Class 121s including this Network SouthEast model as 55022.



# Bachmann D11/1 returns

- **Price:** £174.95
- **Cat No:** 31-147
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)
- **Era:** 2
- **DCC:** 21-pin socket



**B**ACK with a new identity is Bachmann's 'OO' gauge Robinson 'D11/1' 4-4-0 as 501 *Mons* in Great Central Railway (GCR) lined green. Built at Gorton Works, the 'Director' entered service with the GCR in 1922. It was subsequently

renumbered 5501, 2665 and eventually 62665 under BR ownership, and was withdrawn in 1959. Bachmann's replication of the intricate GCR lined green livery is outstanding with an exquisite overall paint finish, white/black/white boiler bands and lining

together with fine red running plate lining – even the locomotive wheels are lined. Closer inspection reveals neatly shaded GCR lettering, printed builder's plates, nameplates and numbers applied

to the red bufferbeams, while the cab interior is also well appointed. A 21-pin DCC decoder socket is located within the semi-permanently coupled tender which also houses space for a

## Irish cement bubbles

- **Price:** €125.00
- **Cat No:** IRM1011
- **Site:** [www.irishrailwaymodels.com](http://www.irishrailwaymodels.com)

Irish Railway Models (IRM) has released the follow up to its ballast hoppers for the Irish railway scene in a selection of triple packs modelling the cement 'bubble' wagons operated by Coras Iompair Éireann (CIE). 150 of these four-wheel cement wagons were built between 1964 and 1972 with the last being withdrawn in 2009.

IRM is releasing a number of different triple packs covering CIE orange and grey together with the later ivory over black livery which came in from the late 1970s as seen on our review sample. Each pack features three vehicles with unique numbers and all wagons are fitted with 16.5mm gauge wheelsets, to

operate on 'OO' gauge track, together with small tension locks in NEM coupling pockets.

Our sample pack featured a high level of detail throughout with many separately fitted plastic parts including brake gear, vacuum pipes, pipework and more. In addition etched metal ladders and catwalks are fitted to each 'bubble' which finishes them off superbly.

Decoration on all three was

excellent throughout with fine printing of logos, lettering and data on the solebars together with a consistent finish to the ivory tank colour. Variations in logos are accounted for too while each wagon has a unique running number.

These are neat additions to the IRM range and they are sure to prove popular with Irish railway layouts. (MW)





# in GCR green



28mm diameter speaker for digital sound installations. Replacement brass number and nameplates together with

a separate pack containing guard irons, brake rods, fire irons and small details are also included. (MC)



## Kronospan TIMBER WAGON

- **Price:** £29.95
- **Cat No:** 38-302
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)
- **Era:** 8
- **Couplings:** Small tension locks in NEM pockets

Bachmann's 'OO' gauge 24.5ton OTA timber wagon receives a new identity as 200817 in Kronospan blue livery. Representing a vehicle converted in the mid-1970s, wagons in this colour scheme were used to convey cut timber for processing at Kronospan's plant at

Chirk in North Wales. Supplied with a resin-cast log load to complete its appearance, the model also includes separate lamp irons, metal buffers, swivelling bogies and small tension lock couplings in NEM pockets. A useful variant for timber train formations. (MC)

## Bachmann's Class 47/0 recreates WCR

- **Price:** £139.95
- **Cat No:** 32-818
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)
- **Era:** 9
- **DCC:** 21-pin socket



Bachmann's 'OO' gauge Class 47/0 returns as 47245 in charter train operator West Coast Railways' (WCR) attractive maroon livery.

Built at Brush Traction's Loughborough Works in 1965, the prototype entered traffic as D1922, allocated to BR's Cardiff

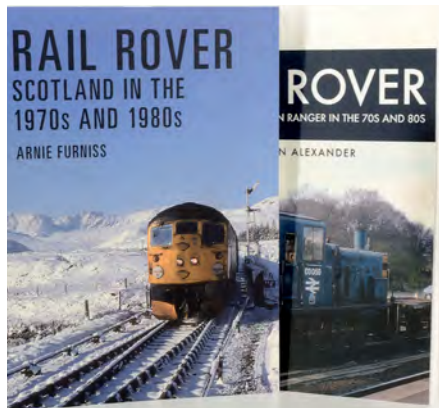
Canton depot. In 1973 it was renumbered 47245 and remained in service until withdrawal in 1999. It was subsequently reinstated to traffic in 2002 and remains part of WCR's fleet based at Carnforth and has been a regular performer on charter services and stock movements for the company.

Bachmann's release captures the appearance of the prototype well with a high-quality maroon satin paint finish together with grey roof and distinctive small yellow warning panels. Crisply printed WCR branding, data panels, numbers, 10A (Carnforth) depot plaques, modern overhead warning flashes and small solebar labels add to the embellishment.

47245 also comes with directional head and tail lights, illuminated cab interiors, 21-pin Digital Command Control (DCC) decoder socket, small tension lock couplings in NEM pockets, a pack of bufferbeam details and a 40mm x 20mm speaker mount for digital installations. A pair of switches beneath the fuel tanks enable the cab lights and tail lights to be switched on and off on analogue. (MC)



## Rail Rovers



For modellers of British Rail operations during the 1970s and 1980s, these recent releases from Amberley Books offer a tantalising snapshot of rail services in the north and Scotland.

Evocative shots of diesel locomotives from the period abound as Colin Alexander presents views from his travels utilising a Northumbrian ranger ticket. Alex Furniss shares his experiences travelling the length and breadth of Scotland's rail network with an equally fascinating selection of images.

Ideal for modellers wishing to recreate passenger and goods train formations from the period, as well as highlighting prototype detailing and the effects of weathering. (MC)

### THE DETAILS

<b>Author:</b>	Colin Alexander
<b>Title:</b>	<i>Rail Rover – The Northumbrian Ranger in the 70s and 80s</i>
<b>ISBN:</b>	978 1 4456 6844 4
<b>Author:</b>	Arnie Furniss
<b>Title:</b>	<i>Rail Rover – Scotland in the 70s and 80s</i>
<b>ISBN:</b>	978 1 4456 6957 1
<b>Publisher:</b>	<a href="http://www.amberley-books.com">www.amberley-books.com</a>
<b>Price:</b>	£14.99
<b>Spec:</b>	96 pages, softback

## Departmental Matters



For something a little different, these recent book releases from Amberley Publishing provide a rare glimpse of the railway's supporting cast – maintenance and departmental vehicles.

From stoneblowers and engineers' trolleys to barrier vehicles and inspection saloons, they offer a fascinating insight to the railway's engineering arm.

Royston Morris' book focuses on railway maintenance vehicles and equipment while Rich Mackin's volume is dedicated to departmental vehicles. Incorporating many previously unpublished images, both volumes present a colourful review of unusual, but essential, railway vehicles. (MC)

### THE DETAILS

<b>Author:</b>	Rich Mackin
<b>Title:</b>	<i>Departmental Locomotives, Units and Coaching Stock</i>
<b>ISBN:</b>	978 1 4456 7126 0
<b>Author:</b>	Royston Morris
<b>Title:</b>	<i>Railway Maintenance Vehicles and Equipment</i>
<b>ISBN:</b>	978 1 4456 7171 0
<b>Publisher:</b>	<a href="http://www.amberley-books.com">www.amberley-books.com</a>
<b>Price:</b>	£14.99
<b>Spec:</b>	96 pages, softback

## Constructing 5in Gauge Wagons



Published by the Historical Model Railway Society (HMRS), Doug Hewson's heavyweight *Constructing 5in Gauge Wagons* is primarily aimed at modellers of large scale model wagons.

However, don't let the title put you off, as much of its content is transferable and suited to modellers in all scales. Its scope covers open wagons, mineral wagons, box vans and brake vans post-1923 with plenty of prototype information contained within the 300-plus pages. Great Western Railway (GWR), Southern Railway (SR), London Midland and Scottish Railway (LMS), London and North Eastern Railway (LNER) and British Railways (BR) prototypes are covered, together with summaries of variations between particular wagons from each company.

Allied to this detail are a series of fold-out paper drawings, to aid the construction process, as well as a raft of tables, line drawings and more than 900 accompanying photographs. (MC)

### THE DETAILS

<b>Author:</b>	Doug Hewson
<b>Publisher:</b>	<a href="http://www.hmrs.org.uk">www.hmrs.org.uk</a>
<b>Title:</b>	<i>Constructing 5in Gauge Wagons</i>
<b>ISBN:</b>	978 0 902835 34 4
<b>Price:</b>	£50
<b>Spec:</b>	316 pages, hardback



## Signalling and Signalboxes

Allen Jackson's series of books depicting prototype signalling methods and signalboxes expands with these recent examples covering Great Central Railway (GCR), Great Eastern Railway (GER), Great Northern Railway (GNR), North Eastern Railway (NER) and London and South Western Railway (LSWR) routes.

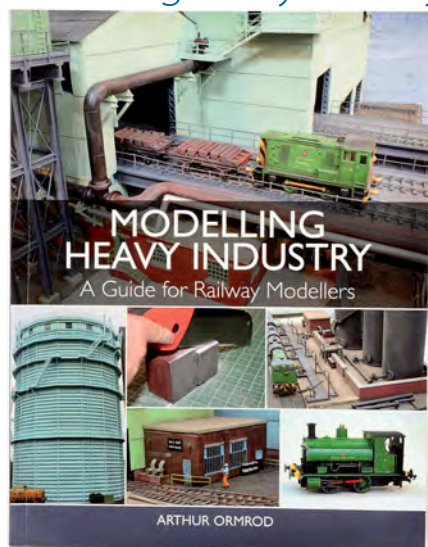
Each book focuses on surviving examples of signals and structures across specific Network Rail routes in recent years, illustrating the rich heritage that exists on the modern railway. However, such is the rate of change, some examples have already been consigned to history since the surveys were carried out, while others can still be glimpsed on rail journeys around the rail network.

The author follows a similar format for each volume with a summary of locations covered and takes a line-of-route approach with illustrations of the diverse assortment of signal box styles, semaphore and colour light signals still in situ on today's railway network. Each signal

box covered is accompanied with a panel outlining when it was built, it's type, how many levers or panels it contained/contains and whether it is still in active use. Useful reference material. (MC)



## Modelling Heavy Industry



With an increasing selection of industrial locomotives available or in development, this new book focuses on modelling heavy industrial buildings and locations.

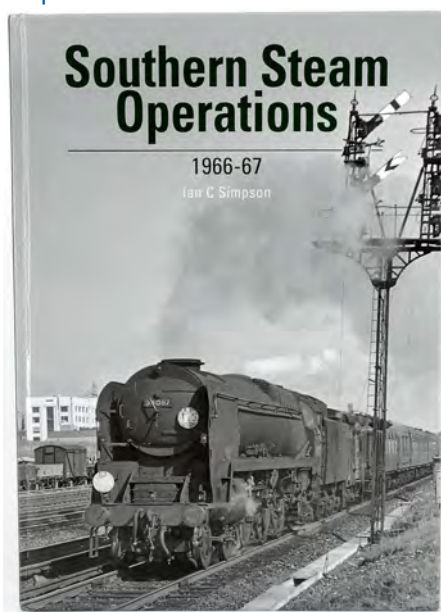
Chapters cover research, identifying common features, the importance of good quality photographs and achieving the right proportions and scale in miniature form. Modelling locations old and new are included as are suggestions of useful tools, specialised equipment and materials.

Locomotives, rolling stock and road vehicles are also covered, along with inclusion of a couple of small layout examples showing that industrial layouts don't have to be large. (MC)

### THE DETAILS

<b>Author:</b>	Arthur Ormrod
<b>Publisher:</b>	www.crowood.com
<b>Title:</b>	Modelling Heavy Industry
<b>ISBN:</b>	978 1 7850 337 0
<b>Price:</b>	£18.99
<b>Spec:</b>	192 pages, softback

## Southern Steam Operations 1966-67



This recent release from Crecy's OPC imprint offers a fascinating insight into the final year of steam operation on BR's Southern Region.

Superbly illustrated and detailed throughout, the impressive volume outlines BR Southern Region's South West Division motive power depots and their allocations between September 1966 and July 1967 with intricate diagramming of locomotives and manpower explained during the gradual elimination of steam motive power from the Division.

*“More than 300 colour and monochrome photographs illustrate this extensive book.”*

The extent and level of detail included is outstanding with express passenger and commuter services covered as well as cross-country responsibilities and goods operations too. An interesting section on boat trains offers a summary of principal services to/from Southampton Docks at this time, the headboards they carried and the ocean liners they served – as well as covering Channel Islands boat trains and freight services too.

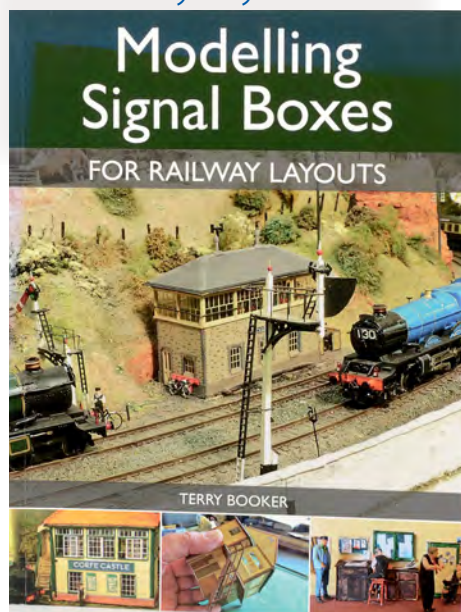
Later in the volume, overviews are broken down in sections covering specific time periods in the final year encompassing locomotive allocations, introduction of diesel locomotive duties, breakdown of Monday to Friday, Saturday and Sunday duties, observations and much more.

Accompanied by a super selection of more than 300 monochrome and colour photographs, this superlative tome also contains extracts from official documents. If you crave nuts and bolt detail, you won't be disappointed. (MC)

### THE DETAILS

<b>Author:</b>	Ian C Simpson
<b>Publisher:</b>	www.crecy.co.uk
<b>Title:</b>	Southern Steam Operations 1966-67
<b>ISBN:</b>	978 0 7110 3867 7
<b>Price:</b>	£27.95
<b>Spec:</b>	336 pages, hardback

## Modelling Signalboxes for Railway Layouts



Terry Brooker's Modelling Signalboxes provides an insight into steam-era signalboxes and outlines available options in model form – whether kit-built, scratch-built or ready-to-plant.

*“Topics include signalling basics with examples of signalling scenarios.”*

The process of selecting one to suits your needs is explained, as is the positioning of the 'box and how it can be blended into its surroundings. With an abundant choice of suitable examples, various kit options are explored from downloadable card kits to plastic and laser-cut wooden structures, while their construction methods are also outlined as well, including useful references to forming corners and roofs.

Extra detailing such as ground lever frames and point rodding are also featured, along with the installation of level crossings, crossing keeper's cottages and more. Topics also include signalling basics, with example signalling scenarios, together with available signal kits and models too.

A handy addition to the modelling library. (MC)

### THE DETAILS

<b>Author:</b>	Terry Booker
<b>Publisher:</b>	www.crowood.com
<b>Title:</b>	Modelling Signal Boxes for Railway Layouts
<b>ISBN:</b>	978 1 78500 296 0
<b>Price:</b>	£19.99
<b>Spec:</b>	240 pages, softback

## NEXT MONTH

● Get all the latest model railway and publication reviews every issue in **Hornby Magazine** including exclusive reviews of Hornby Hobbies products and Bachmann's new releases as well as products for 'N', 'OO' and 'O' scales.

### THE DETAILS

<b>Author:</b>	Allen Jackson
<b>Publisher:</b>	www.amberley-books.com
<b>Title:</b>	Signalling and Signalboxes GNR Routes
<b>ISBN:</b>	978 1 4456 6746 1
<b>Title:</b>	Signalling and Signalboxes GER Routes
<b>ISBN:</b>	978 1 4456 6752 2
<b>Title:</b>	Signalling and Signalboxes GCR Routes
<b>ISBN:</b>	978 1 4456 6756 0
<b>Title:</b>	Signalling and Signalboxes NER Routes Vol. 1
<b>ISBN:</b>	978 1 4456 6762 1
<b>Title:</b>	Signalling and Signalboxes NER Routes Vol. 2
<b>ISBN:</b>	978 1 4456 6764 5
<b>Title:</b>	Signalling and Signalboxes LSWR Routes
<b>ISBN:</b>	978 1 4456 6938 0
<b>Price:</b>	£14.99
<b>Spec:</b>	96 pages, softback



'OO' GAUGE

• Price: £60 • Cat No: Banner Repeater • Site: [www.absoluteaspects.com](http://www.absoluteaspects.com)

# Working repeater

## from Absolute Aspects

**N**EW in from Absolute Aspects is this outstanding model of a British Railways banner

repeater signal for 'OO' gauge – and it is fully operational too. The signal models a post-1980s design which can be operated in tandem with a multiple aspect colour light signal as well as being available mounted on a post or unmounted for use under canopies.

Banner repeater signals were used at locations where sighting of the main aspect was restricted either by the curve of the line, a bridge, station canopy or other obstacle. They repeat the aspect of the main signal and are set either On (with the black line horizontal in the white display) or Off (with the black line at 45 degrees in the white display).

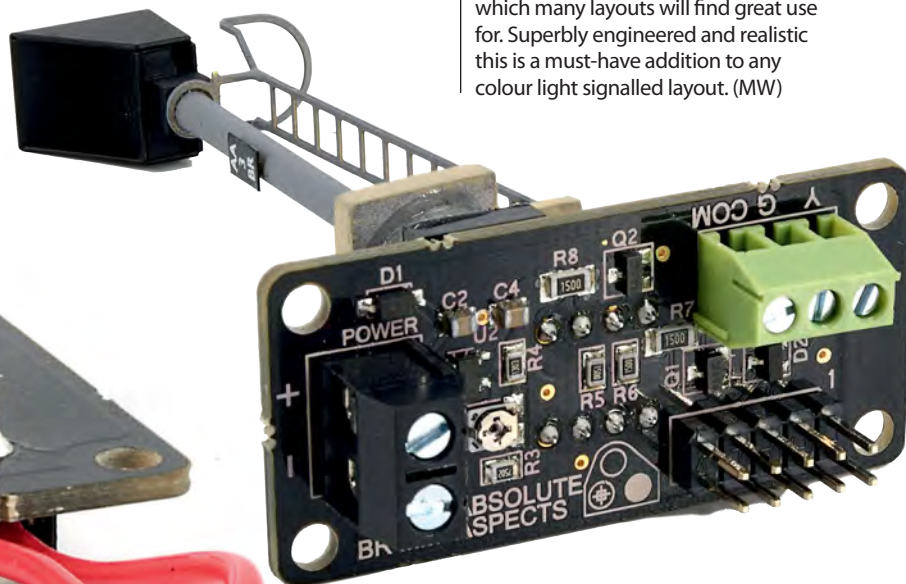
Absolute Aspects' fully working model is superb in all respects and features a 10mm x 13mm head mounted on a post which sets it 59mm above the ground. It has been designed for simple installation and requires no soldering to connect it to signalling circuits through Absolute's eight-pin plug in base. A single hole is required through the baseboard to locate the signal. A 12v power supply is required to power the signal or it can be operated through a suitable DCC accessory decoder.

The banner repeater has been designed to work together with other colour light signals using a 10-pin link cable which is included with



the signal. Plug this in aligning pin 1 and run the cable to the main signal and plug it into the 10-pin socket on that and the two will work together. It has also been given screw terminals to connect it to other brands of colour light signal. Full installation instructions are available online at the Absolute Aspects website.

The new repeater is a brilliant addition to the Absolute Aspects range and one which many layouts will find great use for. Superbly engineered and realistic this is a must-have addition to any colour light signalled layout. (MW)

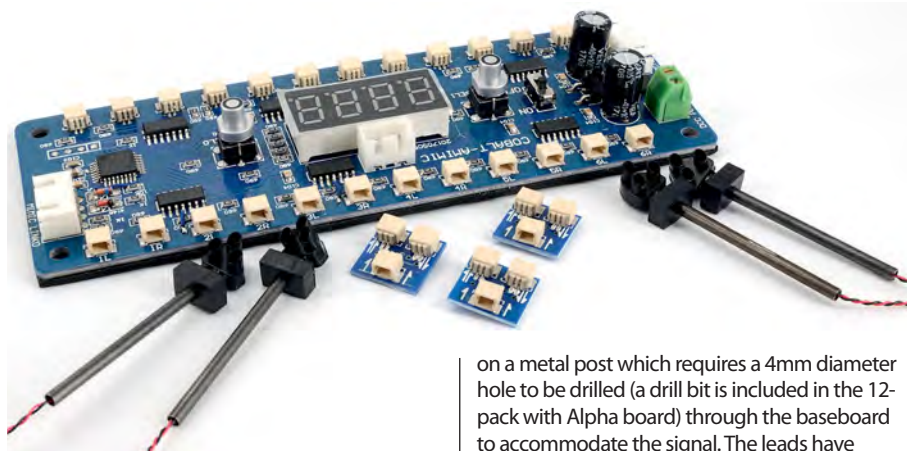




'OO' GAUGE

# DCC Concepts delivers its GROUND SIGNALS

● Price: £99.95 per 12-pack ● Cat No: DCD-MGS-BR ● Site: [www.dccconcepts.com](http://www.dccconcepts.com)



Ever since DCC Concepts announced that it would be producing colour light ground signals for 'OO' gauge we've been eager to see the results – and now they have arrived. The range covers early two-light, the more common three-light and the latest four-light British styles as well as an American outline two-light signal. Each features a high quality plastic casing with light colours selected to suit the era of their operation. For example, the most modern four-light signals have white LED lights while the earlier signals have softer warm white lights to represent the bulbs used in the real signals.

Each signal is pre-wired and comes mounted

on a metal post which requires a 4mm diameter hole to be drilled (a drill bit is included in the 12-pack with Alpha board) through the baseboard to accommodate the signal. The leads have plugs attached and they have been designed to work with DCC Concepts Alpha Mimic control boards – none of which requires soldering.

The mimic board can be connected directly to the DCC track or accessory feed and given a range of addresses to control 12 signals. Joining everything together takes a matter of minutes and results in a set of working signals. Splitters to control two signals from one output are included in the 12-pack and there are additional extension cables available separately to increase the range of the wires from each signal.

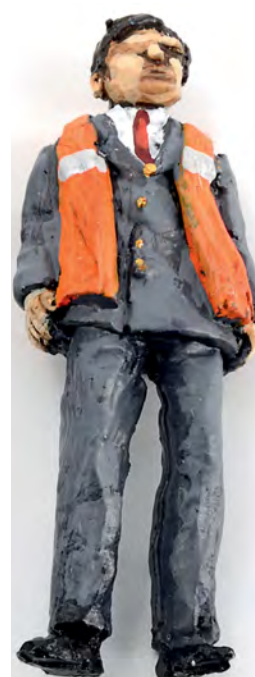
This is a comprehensive and cost-effective way of introducing ground signals to a layout. With the 12-pack costing just under £100 it works out at just over £8 per signal – and you get a control board, cables, drill and screws thrown in too. Great value and a great product which we are already planning to install on *Hornby Magazine's* exhibition layouts. (MW)



'O' GAUGE

# HAND PAINTED FIGURES for 'O' gauge

● Price: £5 (unpainted), £10 (painted)  
● Cat No: Various  
● Site: [www.paintinghistory.co.uk](http://www.paintinghistory.co.uk)



Northumbrian Painting Services has introduced a range of cast metal figures for 'O', 'OO' and 'N' gauges all of which are available unpainted as well as fully decorated. For review we received samples of two of the 'O' gauge range covering a secondman with a mug of tea (Cat No. ORF-079) and a modern driver with a high visibility vest (ORF-083). Both exhibit a high level of detail and have plenty of character in their painting too including washes of black over the blue overalls of the modern driver highlighting the



textures of the casting.

At £10 per figure for the hand painted items, they will bring character and detail to a railway setting. Plus, there are lots of other poses to choose from online and in scales from 'N' gauge upwards. (MW)



'OO' GAUGE

# Oxford revises its 'DEAN GOODS'

● Price: £112.95 ● Cat No: OR76DG002 ● DCC: DCC ready, 8-pin socket  
 ● Site: [www.oxfordrail.com](http://www.oxfordrail.com) ● Era: 4



**O**XFORD RAIL'S GWR 'Dean Goods' 0-6-0 was met with a varied reception due to a number of details which didn't match the design of the original locomotives (HM122). However, as with the modifications made to its Adams Radial 4-4-2T front bogie, the manufacturer has stepped forward with a revised version of the popular and useful Great Western Railway goods engine for this second release.



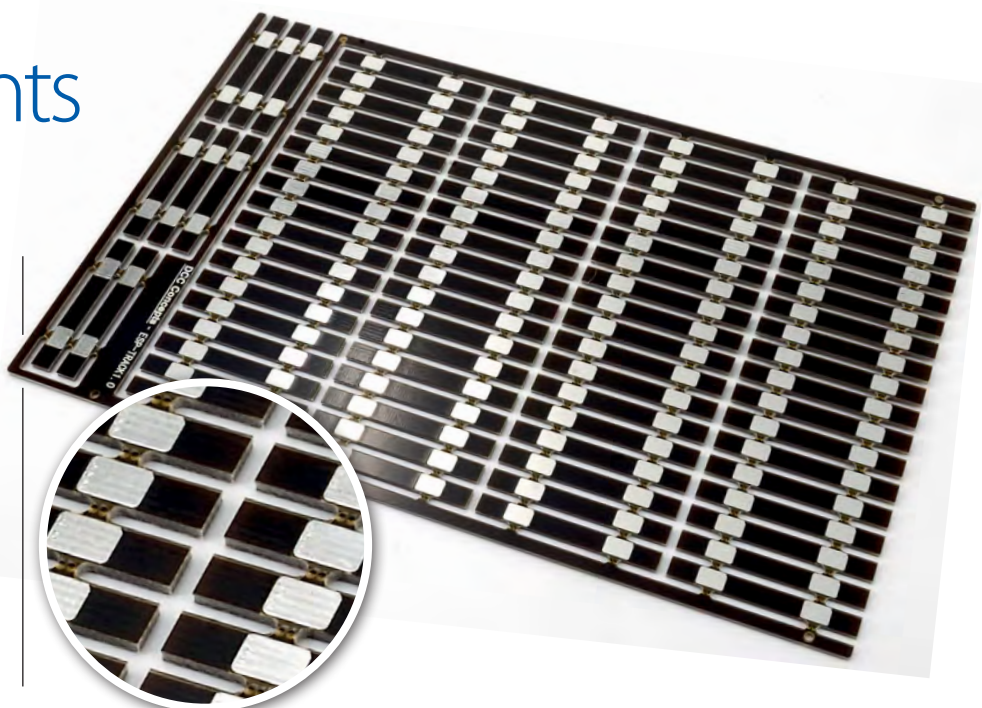
Landing in the *Hornby Magazine* office during early December was 2409 in BR black with early crests on the tender sides. Its simple livery has been finished to a high standard, although there are still a couple of minor decoration issues which stand out – primarily the silver painted front coupling hook, which really should be black, and the similarly silver finished reversing rod which should have been black too. 2409 lacks a BR smokebox numberplate, but it appears that not all of the class carried these in their short careers after nationalisation.

'OO' GAUGE

## Ease your joints

● Price: £6.95  
 ● Cat No: ESP-TRACK1.0  
 ● Site: [www.dccconcepts.com](http://www.dccconcepts.com)

Making baseboard joints for portable layouts just got a little bit simpler as DCC Concepts has discovered a by-product of its Legacy track making components: scale sleepers which can be used as anchor points in place of copper-clad strip at baseboard joints. The packs contain 80 pre-etched 32mm long sleepers for 'OO' gauge, each of which has a pair of soldering pads positioned at the correct spacing for 16.5mm rails. The packs are available in 1.0mm and 1.6mm thicknesses making them suitable for use with Peco code 100 and code 75 tracks as well as others. Another good point is that they are electrically isolated as delivered, so there is no need for scoring of the upper surface. Simple, effective and readily available. (MW)







More importantly, Oxford Rail has made changes to the model to increase its accuracy including a new smokebox door of the correct pattern, repositioning of the washout plugs so that they don't conflict with the handrail, and alteration of the cabside profile. The additional rivets on top of the driving wheel splashers remain, but overall this is a vast improvement over the original model of 2309 in Great Western lined green with the smokebox being the most visually appealing change to the face of the 0-6-0.

The plain black livery suits these small freight engines better than lined green in our view and all in Oxford Rail has done a good job in turning the fortunes for what will be a highly useful GWR built freight engine for layouts of all shapes and sizes.

Internally this issue of the 'Dean Goods' is identical to the original. The motor, housed in the boiler, has low current draw of around 0.1amps when operated on analogue control and proved to be as responsive as it was

smooth running. An 8-pin DCC decoder socket is provided in the tender together with a space to support an ESU 'sugar cube' type speaker, but be aware that due to the design a decoder will need to be chosen carefully to ensure it fits in the compact tender body.

Whether hauling a pick-up goods on a branch or a long mixed on the main line, these venerable 0-6-0s have great potential for 'OO' gauge BR Western Region layouts. You can even use them on passenger work too. (MW)

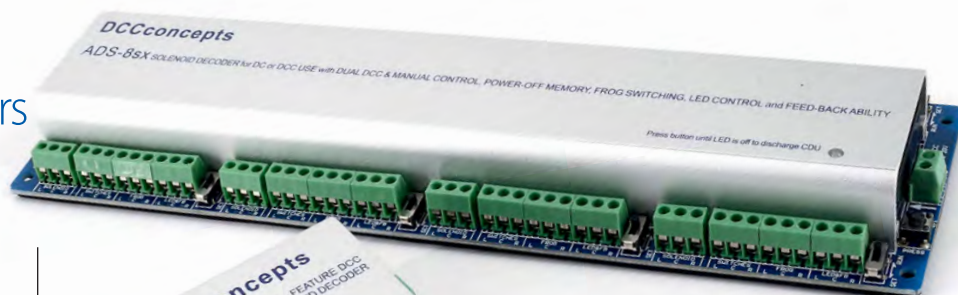
## ALL SCALES

### New features for ADS accessory decoders

- **Price:** From £24.95 (ADS-2)
- **Cat No:** ADS-2sx/ADS-8sx
- **Site:** [www.dccconcepts.com](http://www.dccconcepts.com)

DCC Concepts has updated the design for its outstanding solenoid accessory decoders, releasing new versions of the twin and eight output boards. The most noticeable change is the addition of an aluminium shroud over the electronics giving them a cleaner look, but the updates are much more than skin deep.

To make the units more user friendly, a charge light is included on the shroud which shows when the capacitors have charge in them – a useful feature during operation, but even more so during installation. To assist in safe wiring for these decoders, a new discharge button has been included on the circuit board too – press and hold until the light goes out and there will be no power left on board, reducing the risk of



damage to the circuits during wiring to zero.

One final change is the addition of through wiring connections at each end of the board, all clearly labelled. This means

that there is no longer a need to double up wiring at the connection point to link with further accessory decoder boards.

All the original features still stand including high powered capacitors which ensure positive throw for high power draw solenoid motors as well as frog switching, LED feedback, switch connection and single button addressing for each output.

We've used the originals on several layouts with great success and these updates simply make a great product even better. Reliable, powerful, simple to install and now with inbuilt security. (MW)



# SPOT THE DIFFERENCE...

# THE ECLECTIC

# CLASS 47s

*Once British Railways most common mixed-traffic diesel, the Class 47s all looked much the same on the outside - but in fact there were many variations.*

**EVAN GREEN-HUGHES** *explains all.*

Carrying work stained  
BR blue, Class 47/0  
47128 passes through  
Kensington Olympia  
with a northbound  
freight from Dover on  
September 16 1982.

John Chalcraft/  
[Railphotoprints.co.uk](http://Railphotoprints.co.uk)





**T**HE BRUSH TYPE 4, or Class 47 as it was later known, truly was the all-purpose workhorse of the modernisation era. At home on everything from the humble pick-up freight to the most tightly-timed express, these 2,750hp locomotives once dominated the railway scene and could be seen almost everywhere on the network.

Designed by Brush at Loughborough, the prototype D1500 first made its appearance in 1962, being followed over the next six years by a further 511 examples, with construction being shared between Brush and Crewe Works. As outlined in HM63, the original design used components intended for a final batch of Class 46 'Peaks', but packaged in a completely new integral body design that had the result of producing a high-powered yet relatively lightweight machine.

## EARLY DIFFERENCES

However right from the outset there were significant differences within the class. The first 20 locomotives D1500-D1519 were equipped for both steam and electric train heating but this feature was not continued and subsequent locomotives intended for passenger duties were turned out with only the facility to provide steam heat. These early locomotives also had some internal differences: for instance, their radiator fans were driven electrically rather than hydrostatically.

Some locomotives were built without



The push-pull equipped Class 47/7s stood out from the crowd with the multiple working jumpers on the cab fronts. On June 28 2003 Class 47/7 47786 Roy Castle OBE exits Park Tunnel with 5.08pm Bath-Manchester returning 'Northern Belle' Pullman dining train. John Chalcraft/Railphotoprints.co.uk

any form of train heating equipment at all with D1782-D1836/D1875-D1900 having neither boiler or electric heat fitted from new but even when steam heat was fitted, there were three different styles of boiler, with Spanner, Clayton and Stone Vapour all providing equipment at various times. Some were built with both air and vacuum train brakes from new with D1631-D1681 and all from D1758 being the engines involved.

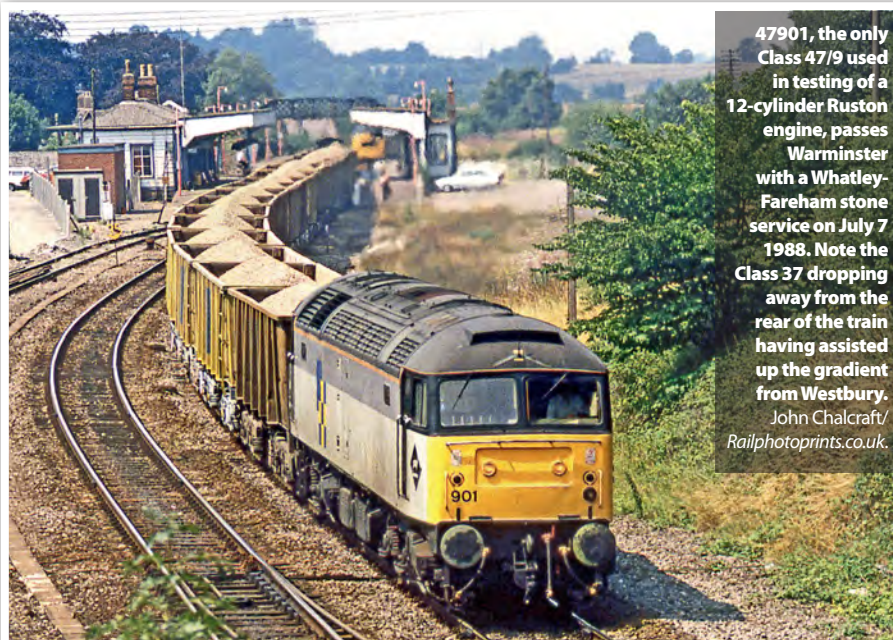
When British Rail adopted the TOPS computerised system in the early 1970s the opportunity was taken to group the different types of Class 47 together, making them easier to recognise. The 'standard' steam heat locomotive was allocated Class 47/0 while the 81 locomotives built for freight duties and not equipped with any form of train heating equipment were designated Class 47/3s. Locomotives equipped with Electric Train Supply (ETS) or with both steam and electric train heating equipment became Class 47/4.

However, by this time BR had decided that there should be a gradual movement towards air brakes and at the same time steam heating of trains was gradually being phased out. This led to Class 47/0s being stripped of their boilers as they passed

through works, some of these were fitted with electric train heat equipment and were then renumbered as Class 47/4s while others remained as they were but without any heating equipment, being then reallocated to freight work.

Many of these received dual braking equipment, but some did not at first, while later vacuum brake equipment was either isolated or removed altogether. These changes led to a large number of variations in appearance to what was, on the face of it, a highly-standardised class with external variations in bufferbeam detail, tanks and radiator grilles being the most noticeable.

While the ex-steam heat locomotives saw many modifications and changes, the same was not true of those built exclusively for freight use. The 47/3 sub-class remained fairly intact, although locomotives in this group had air brake equipment added as they were overhauled. One additional 47/3 was created in 1992 when 47468 became 47300 and replaced accident-damaged 47343. Conversions meant that the number of Class 47/4s rose to a total of 154, with a further 109 being added a few years later as more new modern rolling stock came into service. >>



47901, the only Class 47/9 used in testing of a 12-cylinder Ruston engine, passes Warminster with a Whatley-Fareham stone service on July 7 1988. Note the Class 37 dropping away from the rear of the train having assisted up the gradient from Westbury. John Chalcraft/Railphotoprints.co.uk



## PROTOTYPES AND PUSH-PULL

A further sub-class was created in 1974 when 47046 became 47601 and was fitted with a 16-cylinder Ruston engine for test purposes, this particular locomotive being selected because it had been damaged in an accident. Later this same locomotive became the only member of Class 47/9 when it was again re-engined, this time with a 12-cylinder Ruston engine, becoming 47901.

A more significant sub-class came along in 1979 when 12 Class 47/4 locomotives had push-pull equipment added and were allocated to Glasgow-Edinburgh duties. This conversion saw extra jumper cables attached to the cab ends, larger fuel tanks fitted and additional equipment in the cabs, such as guard to driver communication telephones and an extra emergency brake handle. These became Class 47/7s and four more were added in 1985 making the number series 47701-47716, although an extra one, 47717, was added in 1988 after 47713 was written off in a fire.

Initially turned out in BR blue, these locomotives were soon adorned in a new Scotrail livery. Towards the end of their lives these locomotives gravitated to the Waterloo-South West route where they ultimately

**While there were many versions of the Class 47 there were even more liveries including special repaints in their final years working Virgin Cross Country expresses. On July 16 2002 XP64 liveried 47853 leaves Dawlish with the 8.40am Glasgow-Penzance. John Chalcraft/Railphotoprints.co.uk.**



gained Network SouthEast colours.

The Class 47/7 designation was reused a few years later when there was a demand from the parcels sector for locomotives that could propel trains into mail terminals. To achieve this some former Class 306 EMUs had been converted so that their driving cabs, which were at the back of the train, could be used to control the brake and also to provide a signal to the driver as to how much power should be provided during the move.

This second batch of 47/7s was not fitted with proper TDM push-pull control and could not be used in true push-pull mode, but they did have larger fuel tanks fitted. The number series for these locomotives followed on almost from the Edinburgh-Glasgow engines and started at 47721, with these being easily identifiable in their early days due to their Parcels Sector livery and additional cab-end jumpers.

Two further locomotives also carried the designation Class 47/7 and these were

**Coat of many colours: Network SouthEast Class 47/7 47711 shares depot space with Parcels Sector red and grey Class 47/4 47476 and Intercity long-range Class 47/8 47834 at Bristol Bath Road on June 27 1991.**

*John Chalcraft/Railphotoprints.co.uk.*





the 'Royal' pair of 47798 and 47799. These two sported a number of detail differences, the most noticeable of which was that they had only one cab-end RCH jumper cable and also that they carried a distinctive claret livery. Despite their intended use they could often be seen on other duties away from the Royal Train.

## INCREASING RANGE

As the strict boundaries between the old regions began to be broken down under British Rail the practice of changing locomotives at frequent intervals during long cross-country journeys declined but this brought with it another problem, which was that most of the Class 47/4s had limited fuel capacity. Most retaining 850gallon tanks that they had been fitted with from new. While this had been adequate for their original intended purpose, the extra demands of the ETS equipment plus longer runs often left them perilously short of fuel.

The last of the Class 47/4 conversions 47650-47665 had been fitted with extra fuel tanks, bringing the capacity up to 1,120gallons and four other Class 47/4s had later been converted

CLASS 47 VARIANTS UNDER TOPS	
VARIANT	DESCRIPTION
<b>Class 47/0</b>	Locomotives built with steam heating equipment
<b>Class 47/2</b>	As above but fitted with multiple working equipment and vacuum brakes isolated (Class 47/2 numbers not carried – numbered in 47/0 series)
<b>Class 47/3</b>	Locomotives intended for freight use – no steam heating equipment
<b>Class 47/4</b>	Locomotives equipped with electric train heat or dual heat
<b>Class 47/6</b>	Standard Class 47/0 rebuilt with Ruston 16RK3CT power unit for test purposes
<b>Class 47/7</b>	Push-pull locomotives (fitted with larger fuel tanks)
	1. Glasgow-Edinburgh TDM fitted 47701-47717
	2. Parcels locomotives 47721-793
	3. Royal locomotives 47798-799
<b>Class 47/8</b>	Locomotives fitted with long-range fuel tanks and ETS
<b>Class 47/9</b>	Locomotive fitted with Ruston 12-cylinder engine as testbed
<b>Class 57/0</b>	Converted with EMD power unit for freight work
<b>Class 57/3</b>	Converted with EMD power unit for Virgin Trains, equipped for ETS
<b>Class 57/6</b>	Converted with EMD power unit and equipped with ETS

to a similar specification. So that these locomotives could be easily identified they were grouped together in a new sub-class, 47/8, from 1989 onwards.

When the class was first formed the number series ran from 47801-820 but additional locomotives were converted as time went on and the series eventually ended at 47854. This sub-class proved to be one of the longest-lived as they were extensively overhauled fairly late in life for use on the South East to North West corridor, being seen in both InterCity and Virgin colours.

As deliveries of new trains accelerated under privatisation, the Class 47s found themselves ousted from many of their former duties. All but five of the class were still around in 1986 but from then on there was a steady decline, starting with locomotives that had non-standard features or which were life expired.

## REBIRTH

However, even that was not to be the end for there was to be another variation for the Class 47 and this occurred in 1998 when the decision was taken to re-engineer some of the class to improve both reliability and performance. Brush

Traction at Loughborough took freight locomotive 47356 and completely rebuilt it, fitting a more modern EMD power unit and a Class 56-style alternator, with the completed locomotive emerging as 57001.

Early production conversions were freight machines for Freightliner but in 2001 an ETS-fitted version made an appearance when 47825 became 57601. A total of 33 Class 47s were eventually converted including 12 for Virgin Trains which had Dellner couplers housed in a recess in the front of the cab for towing Class 390 Pendolino Electric Multiple Units.

Today the Class 47, and its Class 57 variant, are still much sought after by charter and special trains companies and there are still a handful employed on freight work, particularly by DRS. The Class 57 is also used by Great Western on its 'Night Riviera' sleeper service.

In its more than half a century career the Class 47 has appeared in a surprising number of guises and with an extensive array of modifications. Getting the detail of an individual locomotive right at a particular point in its career is extremely challenging and is perhaps only capable of being achieved if a good quality photograph of your chosen example is available. [Alan](#)



Showing an original condition Class 47 at the start of its career, D1742 (later 47149, 47617 and 47677) passes the former Chinley East Junction as it heads for Cowburn Tunnel with a freight for Earles Sidings in 1965. [Alan H Bryant/Railphotoprints.co.uk](#)





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Pre-production sample model shown  
Images courtesy of Railway Modeller



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# MAKING A CONN

There are several different types and standards of digital decoder connector available today. **PAUL CHETTER** explains the differences and clears up the mystery of socket formats.

**T**O UNDERSTAND why we have such a wide diversity of different Digital Command Control (DCC) connectors, it is helpful to know a little of the background. In the late 1970s, several different manufacturers introduced their own proprietary systems to control the behaviour of individual locomotives on the same powered track as other models.

In the UK Hornby introduced its pioneering Zero 1 in 1979, a name clearly embracing the 0s and 1s which are the basis of digital

technology. The system was targeted at 'OO' gauge models. The 'decoder' hardware chosen restricted the number of individual addresses to 16, each with six different speed settings. Almost simultaneously, in Austria, Zimo produced its 'multi-train control' system with 99 addresses and 16 speed settings. The module was very large and only suitable for large scale and garden railways. In Germany and USA, companies also began to develop their own competing systems.

The National Model Railroad Association (NMRA) in the USA





# ECTION!

has been setting Standards and Recommendations for model railways since 1935. In Europe since 1954, MOROP has documented its standards as European Standards for Model Railways. These standards are more usually referred to as NEM.

The resulting fragmentation of developmental effort was recognised as being bad for consumers and expensive for manufacturers. Dr Lenz offered to open his system to all manufacturers, providing that the resulting products could

be universally interchanged.

After close collaboration between the NMRA and MOROP, internationally agreed standards for DCC emerged. To ensure compliance, standards were introduced covering a number of different areas. To aid operation, standardised ways to connect decoders to models became desirable. These have almost all taken the pragmatic route of adapting whatever industry standard connectors were available at the time and adapting them for use in railway modelling. [Hornby](#)

**Different socket types are used across 'OO' gauge including 6-pin, Next18, 8-pin and 21-pin in both formats. At Crimson Road, Peter Griffiths' 'OO' depot scene, Bachmann, Heljan and Hornby rolling stock using both 8-pin and 21-pin sockets are operated side-by-side.**



## NMRA AND NEM 652



**This is a typical PCB from a recently released model. Manufacturers are still fitting the 8-pin interface to models with modest additional functions.**

The familiar two-row, four-position 8-pin connector was adopted for this role. Unlike the JST connector, the 8-pin plug could be inserted in two orientations, 180 degrees apart.

To prevent potentially catastrophic shorting, the function of each pin was standardised. The design incorporates a fail-safe arrangement with the track pick-up wires and motor wires fitted diagonally opposite to their respective partners on the outer four pins. Turned through 180 degrees, their relative positions remain the same and so there is no impact on the running or electrical integrity.

Most decoders also provide a number of Function Outputs allowing the powering and control of other features such as smoke generators or lighting. The other four pin positions are used for front lights (white wire), rear lights (yellow wire) and a spare (green wire). Power for these is provided via the common positive (blue wire).

If the plug is orientated incorrectly, the blue common positive of the socket will not be connected to that of the plug and so no power will be available. Although no lights or smoke will be available, the electrical isolation ensures safety.

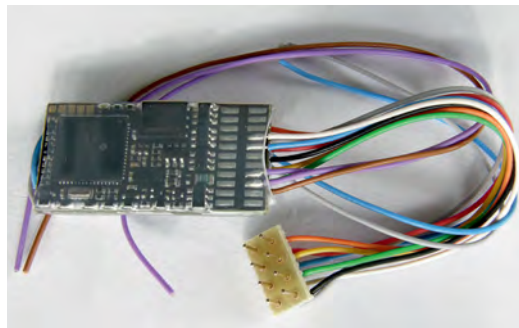
One advantage of the wired 8-pin decoder is that the harness allows some flexibility for the final location

of the decoder. However, this is also a potential drawback as there is a need to accommodate what might become a thick tangle of wires. A solution to the latter can be found in the direct fit style of 8-pin decoder. In this type, there are no external wires to the pins which are an integral part of the package.

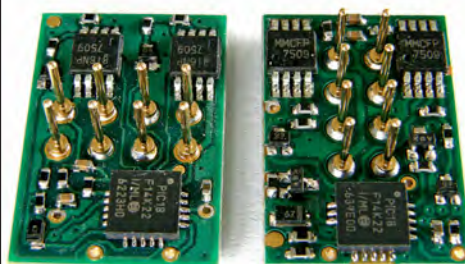
It is worth noting when selecting direct fit 8-pin decoders that common practice in US manufactured models is to align the socket longitudinally whereas UK models have the socket set at 90 degrees to the longitudinal axis. As a consequence, there are often a clearance issue if a decoder with pins set in the wrong orientation for the model is used.

As manufacturers began to exploit the control of ancillaries that is possible with DCC, decoders with more Function Outputs have become readily available. The standard 8-pin connector is not able to carry more than three FOs; typically '4 function' decoders have the 4<sup>th</sup> on a brown or a purple flying lead. Furthermore, there is no provision for speaker connections from sound decoders.

Whilst the 8-pin solution is still common, an interface with multiple connections would enable more convenient access to all the decoder's outputs.



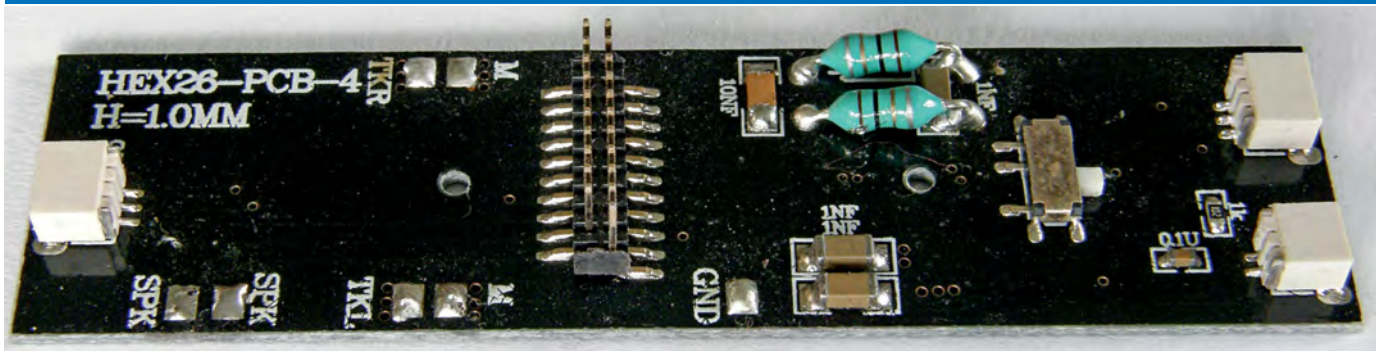
**A typical 8-pin sound decoder has eight wires to the plug, one additional FO wire and two speaker wires. If any further FOs are accessed additional wiring will be required.**



**One way to remove bulk is to avoid the wires. These direct-plug Digitrax decoders show how this arrangement operates. There are two versions of this decoder, each suitable for a different orientation of the socket within its surroundings.**



## NMRA 21MTC AND NEM 660

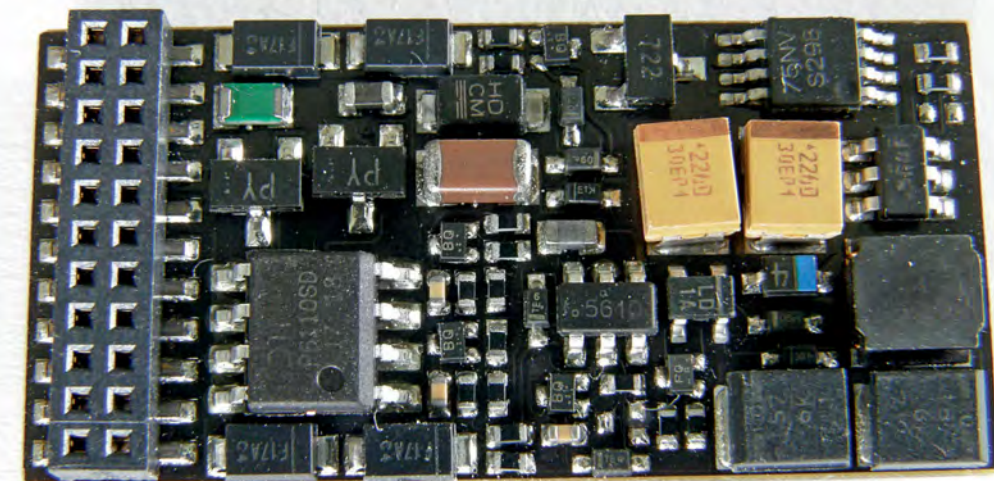


This PCB is fitted with a 21MTC interface. The pins are fitted to this connector. Pin 11 is missing, forming the index position.

ESU developed such an interface for Märklin, the latter requiring some very specific characteristics for the FOs Aux 3 and above. It used connectors with two rows of 11 positions, one pin of which is removed to provide an index for correct orientation. This is the 21MTC (Märklin Trix Connector), essentially a proprietary interface which requires logic level power at Aux 3 and above. The model's electronics would as a consequence be required to provide amplification of the power to usable levels.

As the developer, ESU 21-pin decoders are fully 21MTC compliant. Both the voltage and polarity at Aux 3 and above are different from Aux 1 and 2.

Most other manufacturers of 21-pin decoders rejected the 'logic level' restrictions on Aux 3 and 4 (because



This Zimo MX644D sound decoder has the 'female' side of the 21MTC interface. There is no 'through' hole at pin position 11. This is intended to block any attempt to fit the decoder in an incorrect orientation.

of legacy naming conventions these are actually FOs 5 and 6) and for a time it became the recognised

NMRA standard that all FOs would be 'Open Collector' otherwise known as 'Full Power' outputs. This

is currently under review. This has resulted in two different standards applying to what is for the typical end user an identical connector.

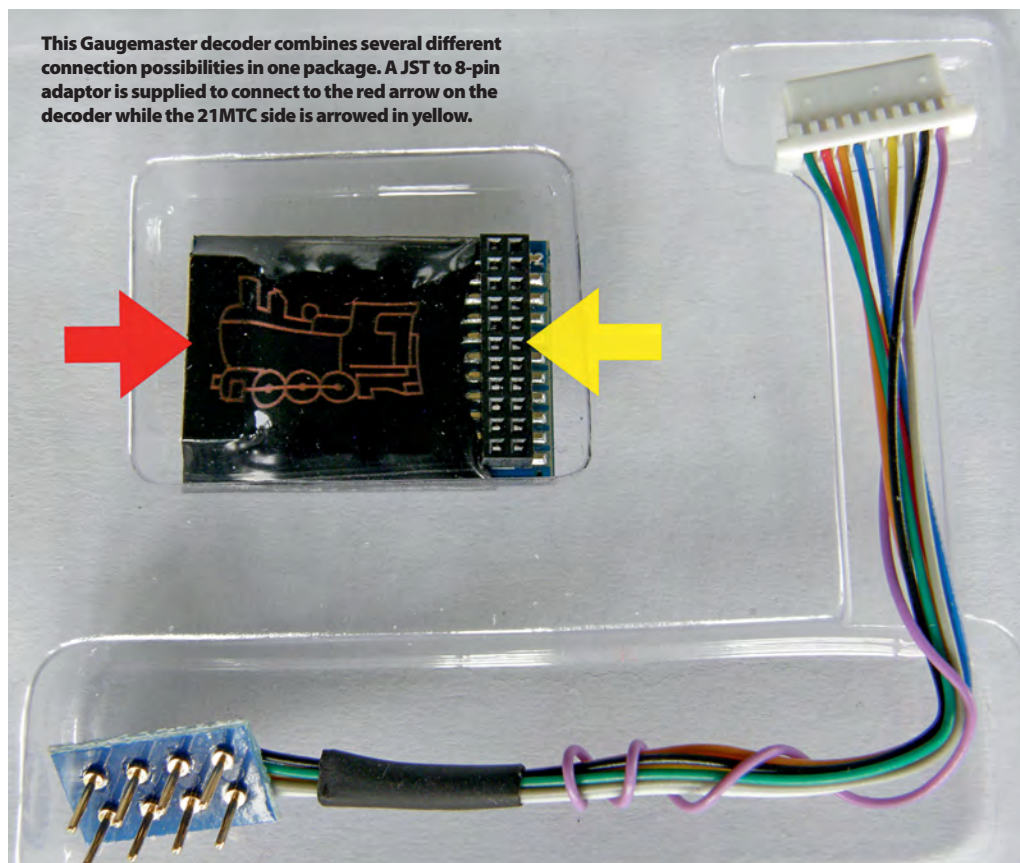
Zimo makes two similar 21-pin sound decoders - one of which complies with each standard - plus a non-sound decoder which can, using a CV change, transform between standards to suit the circumstances. During 2016, TCS adapted its 21-pin decoders to comply with 21MTC standards.

For many years, these two types have co-existed in the UK with little apparent problem. ESU users learned that to operate features with Aux 3 and 4, they would need to add the required amplification. ESU even sells an adaptor board to make these the equivalent of open collector FOs.

The typical feature set of UK models using 21-pin connectors has, until recently, not required the use of Aux 3 or above. Since the two standards only diverge at this point there was no industry experience to highlight the differences.

The use of 21MTC interface was declared obsolescent in 2010 and the NMRA has actively discouraged its use in new model designs. However, its use is so widespread that it is likely to continue for some time to come.

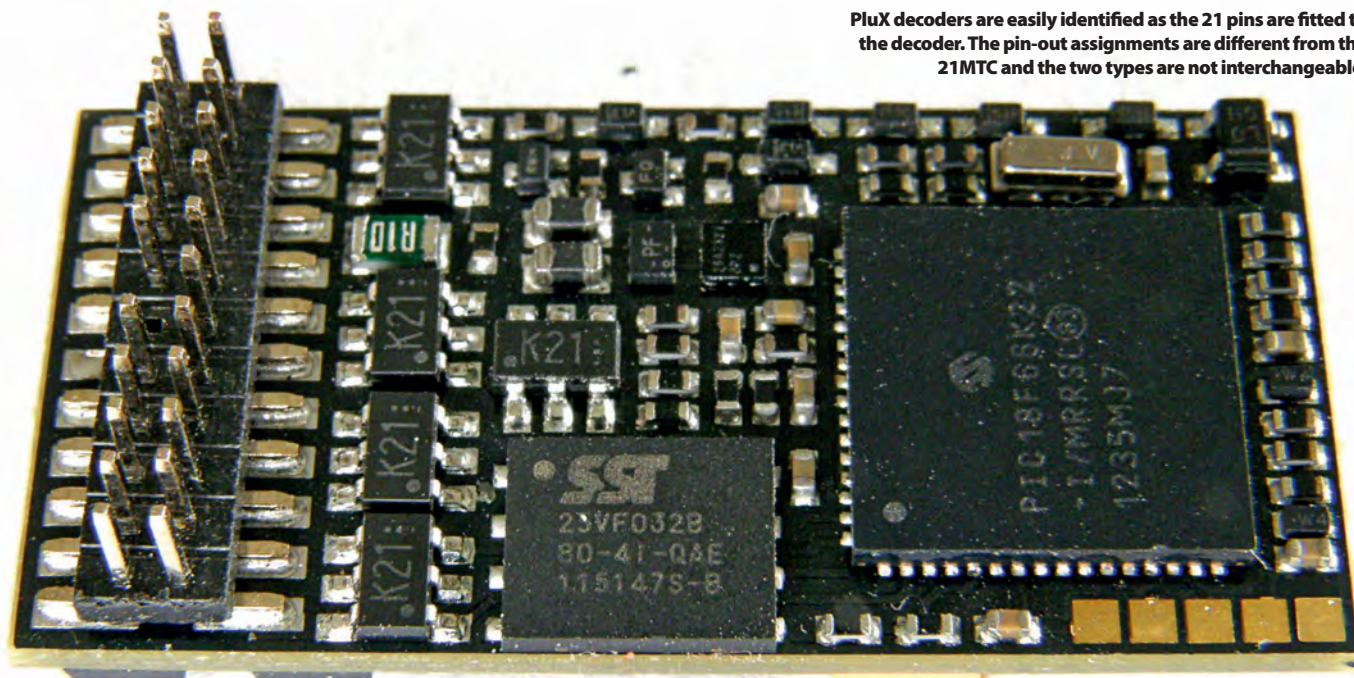
This Gaugemaster decoder combines several different connection possibilities in one package. A JST to 8-pin adaptor is supplied to connect to the red arrow on the decoder while the 21MTC side is arrowed in yellow.





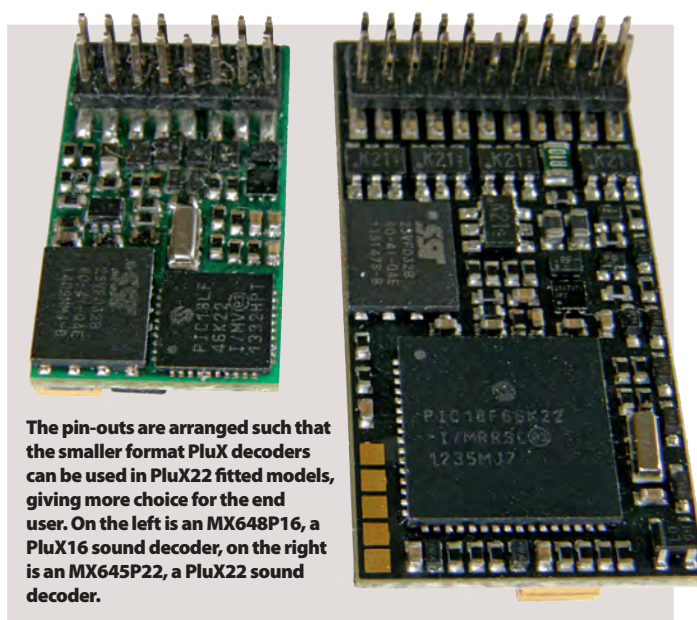
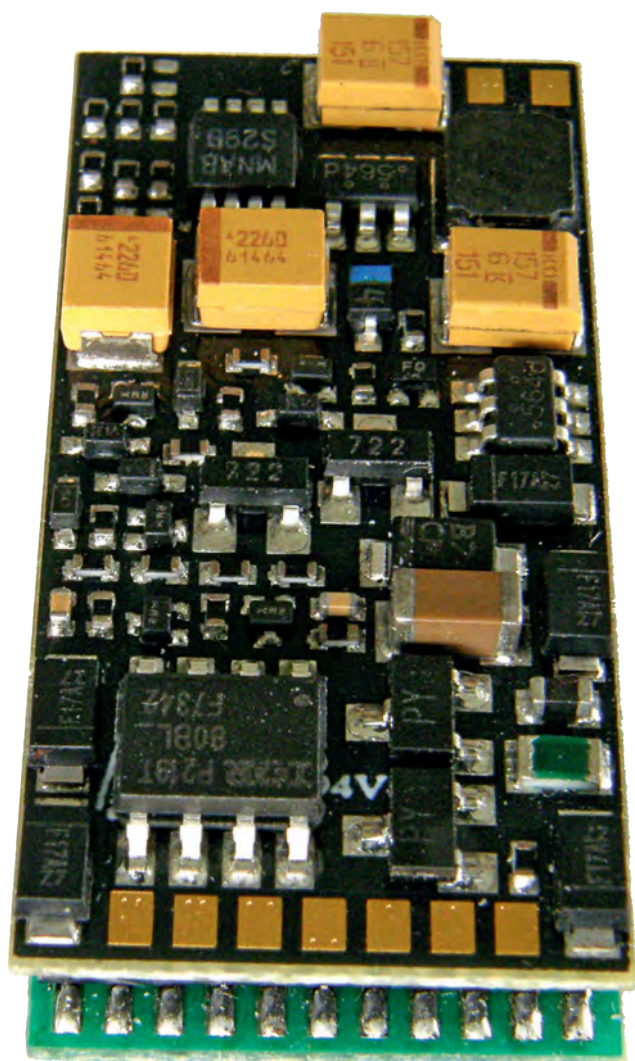
## NMRA PLUX8/12/16/22 AND NEM 658

PluX decoders are easily identified as the 21 pins are fitted to the decoder. The pin-out assignments are different from the 21MTC and the two types are not interchangeable.



To avoid such confusion, in 2009 MOROP designed a standardised interface called PluX of which there are several sizes, PluX22 being the equivalent of the 21MTC

connection. Smaller PluX16, PluX12 and PluX8 are also defined in the NEM norms and NMRA standards. Whilst superficially this might seem like for individual interfaces,



The pin-outs are arranged such that the smaller format PluX decoders can be used in PluX22 fitted models, giving more choice for the end user. On the left is an MX648P16, a PluX16 sound decoder, on the right is an MX645P22, a PluX22 sound decoder.



**Above:** The PluX16 occupies the positions about the centre where the essential features are grouped.

**Left:** The PluX22 decoder fills the whole connector.

the 16, 12 and 8 are subsets of the PluX22; any pins present will conform to the same connections as PluX22. So, for instance, if a model is equipped with a PluX22 connector, any PluX decoder can be fitted safely in the knowledge that they will operate correctly (up to the limit of the decoder's pins).

This is possible as the basic connections are arranged about the centre of the socket with the higher FOs accommodated towards the outer ends. The index pin (pin 11) is in the centre so all decoders from the smallest to the full 22 have access to the vital connections grouped there.

This offers users a greater choice whilst providing a straightforward method of upgrading.



## SMALLER GAUGES

21-pin and 8-pin connectors are generally too bulky to be accommodated in 'N' gauge models or in models of small locomotives. There are three main alternative connector types available.

The 6-pin format was developed to meet these needs. They may be of the 'direct' type, where the six connecting pins are fixed to the decoder or the type which have a short wiring harness terminating in a 'six in line' plug. In each case it is important to observe the correct orientation for all features to work correctly, but no damage will occur if inadvertently fitted incorrectly. Pin No. 1 should be identified on the decoder and socket.

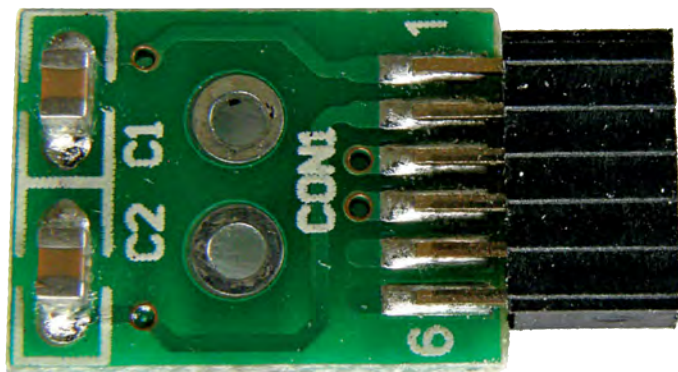
The 6-pin interface has pins for track and motor (positive and negative for each) plus

'headlamp front' and 'headlamp rear' returns. There are no pins available for a common positive or additional function outputs.

Some 6-pin decoders have more than two function outputs. These are usually accessible via solder pads on the decoder. These types normally also have a dedicated positive output – this is via a solder pad or a flying lead. Sound decoders with a 6-pin interface normally have an extra pair of wires (either purple or brown) already attached for connection to the speaker.

The 6-pin solution is an interface which meets the requirements for small format decoders, but without certain measures to modify the decoder's specification, restricts the features which can be provided.

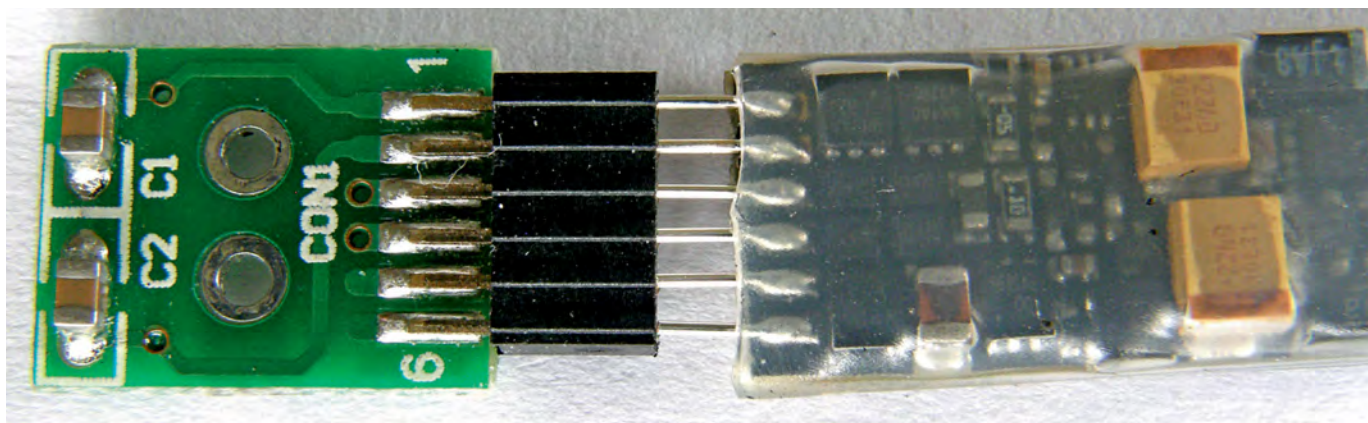
PluX8 and PluX12 interfaces



**Above:** This is a locomotive PCB with 6-pin connector. Note that No.1 and No.6 pin positions are clearly marked.

**Above right:** Some installations require the decoder to fit at 90 degrees to the PCB/socket. This Bachmann 36-556RA decoder displays the necessary pin orientation for this situation.

**Below:** A Zimo MX649N 6-pin sound decoder being inserted into the socket.



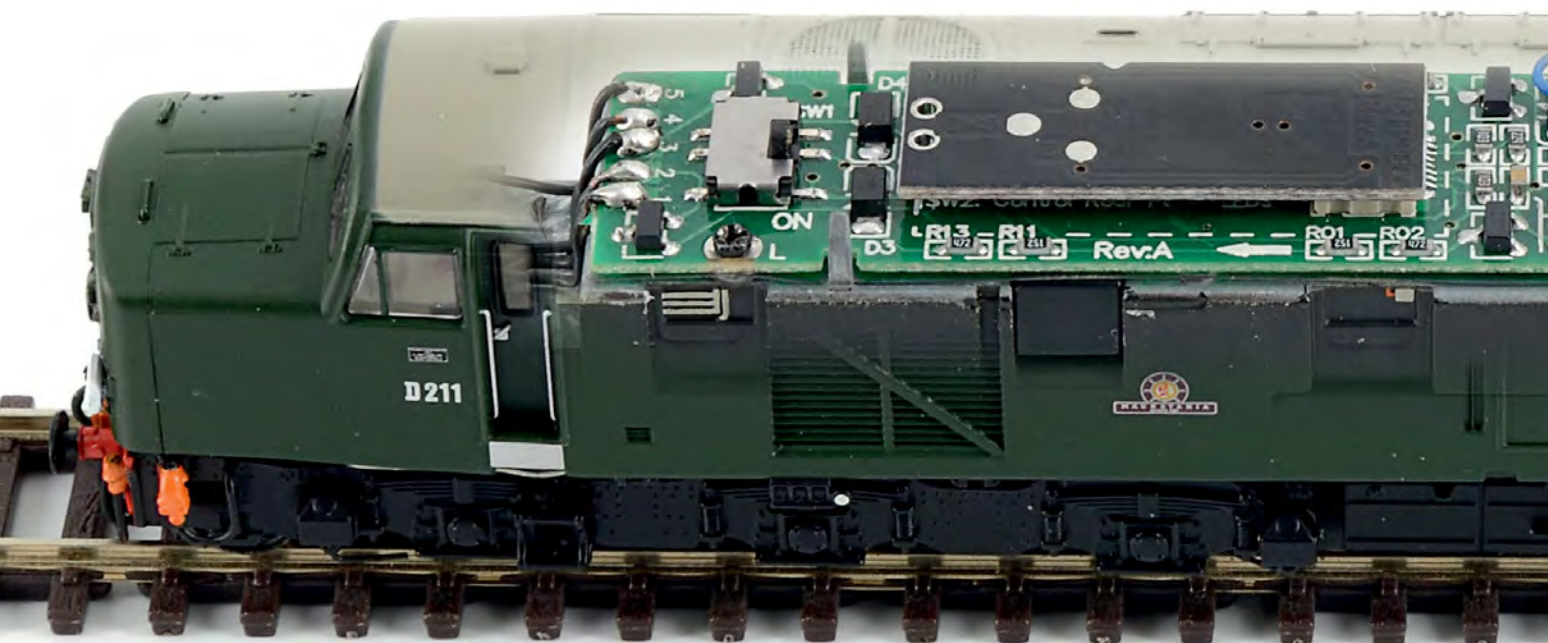
## NEM 662

The Next18 interface introduced in 2011 provides all the basic requirements plus up to six FOs,

or up to four FOs and two speaker connections in the case of sound decoders. One advantage of this

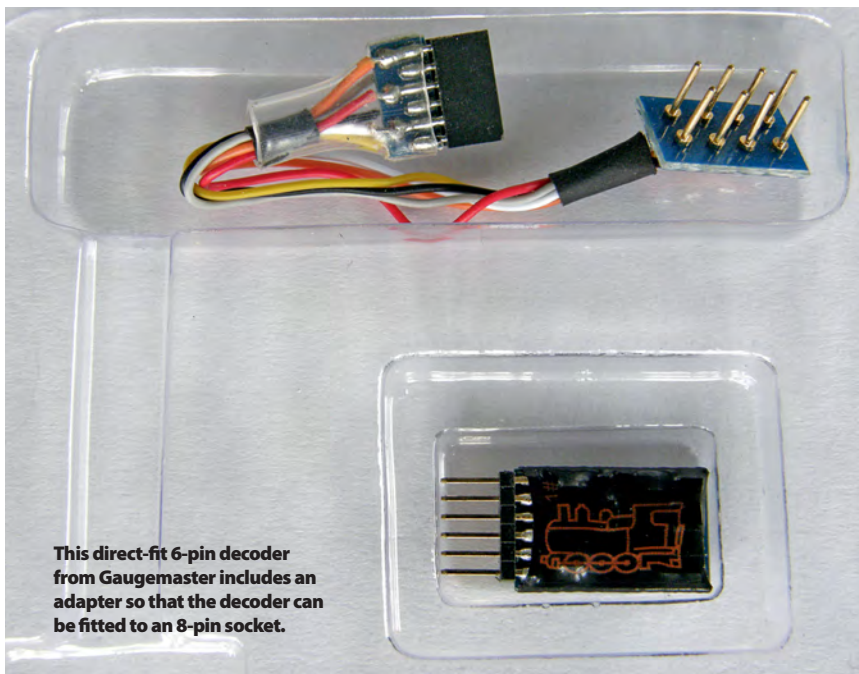
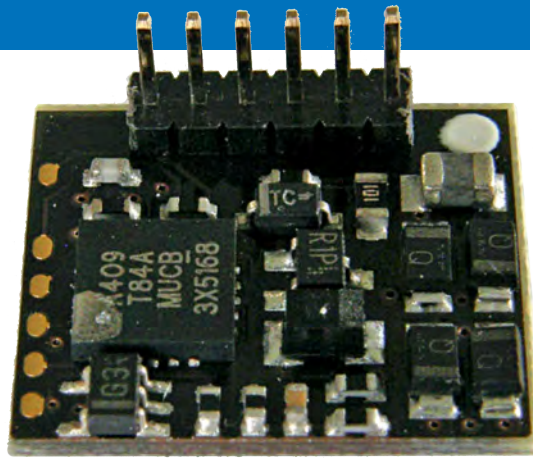
system is that the connectors themselves are very low profile, helping to reduce overall thickness.

Some European models have been fitted with Next18 decoders since 2012, so the technology is





are available and have the advantage of commonality with other PluX types. Whilst the decoders themselves are required to conform to rigorous (and small) physical dimensions, the connectors add considerably to the thickness and therefore the depth of space required to be set aside within the model. There are many European models which use this interface, but they have not been used in UK models.



**This direct-fit 6-pin decoder from Gaugemaster includes an adapter so that the decoder can be fitted to an 8-pin socket.**

## LARGER SCALES

The power required from a decoder is directly related to the maximum power drawn by the model's motor or motors. Many 'O' gauge models have very modest power requirements and so decoder types usually associated with 'OO' gauge can easily match their needs. Many of the recent models from Minerva, Dapol and Little Loco Company are fitted with 8-pin, 21-pin and PluX22 decoders respectively.

More robust, and generally considerably larger decoders, are available for large or multi-motored 'O' gauge models, and for Gauge 1 or above. The ESU XL decoders are rated at 4A continuous motor power, whilst the Zimo MX699KV can pump out 6A continuous motor power and up to 10A burst for 20 seconds.

Consequently, the connections are required to be able to handle much higher power transmission. For a long time, these decoders have been fitted with screw terminal blocks for hardwiring to the model's internal wiring.

## CHOICES

The current crop of decoder socket arrangements offers a broad spectrum to suit everything from the smallest 'N' gauge locomotives to a high current drawing garden railway locomotive and all stations in between. Manufacturers regularly include reference to the decoder socket type on the end of the box – particularly Bachmann, Dapol and Heljan which have used more than one socket type during production – while Hornby has remained connected to the 8-pin arrangement for all of its DCC ready models.

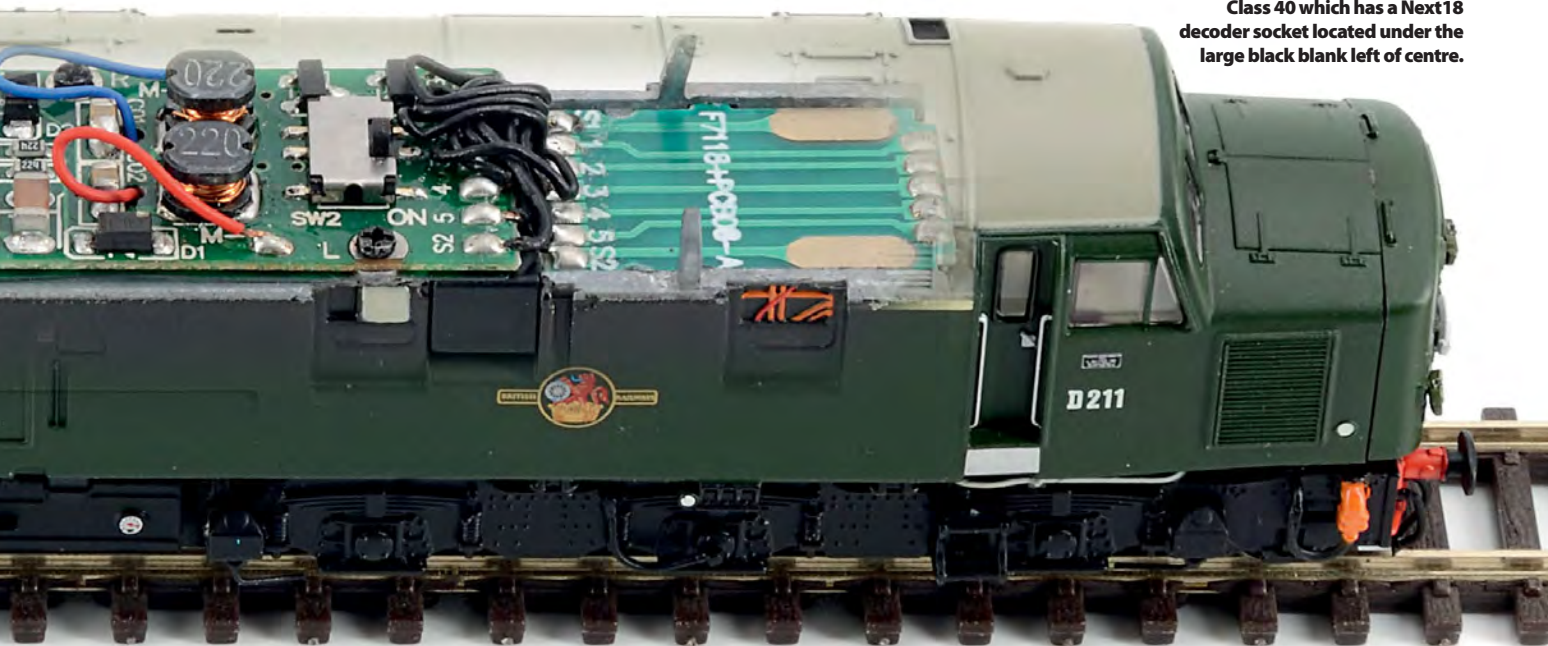
In all cases choosing the right decoder starts with assessing the onboard connection provided in the locomotive, but should you have any questions either the manufacturer or a digital control specialist will be able to advise on which chips are best suited to the model. At any rate, once you understand the basics it is a simple learning curve to establish which decoder you will require to make the most of your models.

well proven. Recent, newly tooled models from Graham Farish have been fitted with Next18 sockets;

the 'Castle' and Class 40 (below) being prime examples. Some of the smaller Bachmann Branchline 'OO'

gauge models have been fitted with Next18 sockets too and Dapol is set to introduce this interface too.

**The Next18 decoder socket is the latest design to appear in compact British outline models. This is the new Graham Farish Class 40 which has a Next18 decoder socket located under the large black blank left of centre.**





# St Ann's Depot

Depot layouts are a perfect means of showcasing a large collection of locomotives. **MAX FOWLER** reveals the story of this 'OO' gauge depot layout, which sadly has now been lost forever.

PHOTOGRAPHY, NIGEL BURKIN





**1** Right: Remnants of the steam age can still be seen around the yard including this Metcalfe water tower. The Class 108 is an occasional visitor between its passenger duties for refuelling.

**2** Below: 'Large logo' Class 56 56105 waits for the arrival of a Class 37/0 to allow it to depart St Ann's Depot. The main depot building was scratchbuilt for the layout to replace the damaged original.



**T**HE LAYOUT came about after my interest in model railways was rekindled following a change in personal circumstances and a limited space became available in a small 'study' in my house. The majority of my rolling stock, some of which had been stored for many years and others recently purchased, was primarily Rail Blue with a significant number of different locomotive classes included. Given this, and remembering my teenage trips round numerous locomotive depots – individually while using Rail Rover tickets, and with others on Scottish Railfans organised weekend trips, I immediately came to the conclusion that the simplest layout to fit the space and the collection of locomotives would be a very compact Traction Maintenance Depot (TMD).

Using various illustrated books acquired over the years on diesel depots and their fixtures and fittings and my own collection of photographs and reasonable recollections of depot visits, I used the Peco point templates to try and squeeze as much as I could into the available space, but given that I only had 7ft 6in x 2ft to play with, my options were pretty limited. A blank sheet of wallpaper was used and the templates laid out to ensure maximum operating potential. Work on the layout commenced in 2004 and was complete for the Cathcart Model Railway Show in October 2007. This was the first proper layout I had built and finished.

## THE LAYOUT

The layout was built by myself but subsequently purchased by my model railway club – The Glasgow and West of Scotland MRC. The layout is set in Eastern England. The idea I was trying to achieve was that of an old steam shed which was due to be demolished and had lost its roof and had numerous smashed windows. This idea was partly influenced by a visit many years ago to Westhouses Depot, although its roof had already been removed when I was there. »







**3** Redundant tracks, weeds and bushes and wooden post lighting columns give a hint to the depot's history while the corporate blue colour scheme is now firmly in vogue.



**4** Code 100 track has been used throughout the depot. A pair of Class 20s tick over outside the main building which was scratchbuilt for the layout as a replacement for the original shed.



**5** In the yard staff communicate the next moves surrounded by BR blue Class 47s, 20s, 08s and 56s.



**6** BR blue is the colour of choice. Here a Heljan Class 47 lines up next to a Dapol Class 56, a Bachmann Class 08 and a second '56'.

In addition, I envisaged an old turntable pit had been filled in but the retaining wall that formed part of the same could still be seen forming the outline of the circle. I also wanted to have some overgrown track that would have exited from the old turntable when the depot was dieselised while another sign of the old steam shed is part of the ramp that would have led to the old coaling stage.

Locomotives enter the depot from a single line off an imaginary main line and run into the reception siding. From there, they run into the wash plant road or one of two main sidings. They can then reverse back to the two fuelling roads or instead of any of these, they could go up to the headshunt which allows access to the main three shed roads.

The layout, when built, had a large shed which was as described earlier, but an accident meant the shed was damaged beyond repair and was replaced by a shorter, modern shed, which ironically is in keeping with the intention of having the steam shed replaced!

While the layout was not built with the intention of going to exhibitions, it did make a debut at the Cathcart show in 2007 and subsequently went to Model Rail





Scotland in 2011. It also attended shows at Rutherglen, Ayr, Bonnybridge and Cathcart again when it was put up for sale.

Given the age of some of my original locomotives, I decided to use Peco code 100 track, and to make the most of the limited space available most of the points had to be of the 'Y' type. While the 'Y' points saved on space, they have proved to be problematic when using Class 20s running together with screw couplings due to buffer locking.

The layout is DC operated and uses a basic master controller and a secondary handheld which allows two locomotives to be operated on different parts of the shed at the same time. The track, due to operation being DC, is split into 19 sections and all points (utilising Peco point motors) are controlled via a 12v DC supply using a standard stud/pencil arrangement on a master control panel which also has colour light signal switches.

There are few areas of scenery away from the railway, these being limited to the back of the layout including the road area that covers the hidden siding where the locomotives are put on or taken off, at each end of the layout and a small area at the front that forms the curve where

the turntable pit was located. On the railway side there are several structures comprising a boiler house and water tower, both Metcalfe Kits, a locomotive wash plant, engine fuelling bases, diesel fuel unloading areas and portable buildings, all Knightwing. In addition, the original shed was made up from parts of Airfix locomotive depot sides strengthened internally with Plasticard and cross-roof beams that would have supported the original roof structure.

When this original building got damaged, our club member Archie Brown built a new detailed depot building based on the type of structure found on many new diesel depots throughout Central England. There are also numerous lighting gantries around the layout and some colour light signals at the entrance and exit of the depot and some ground signals to avoid conflicting movements.

To add a little character of the period the layout has a contingent of 'spotters' moving about the depot with notebooks and cameras supervised by two members of staff with the obligatory orange vests. Spotters can be seen on the road overlooking the depot too – a reflection of myself. We use these 'spotters' as a way to interest

the youngsters who view the layout in that we ask them to find all 12 although one in particular is partly hidden and we normally have to point this last one out.

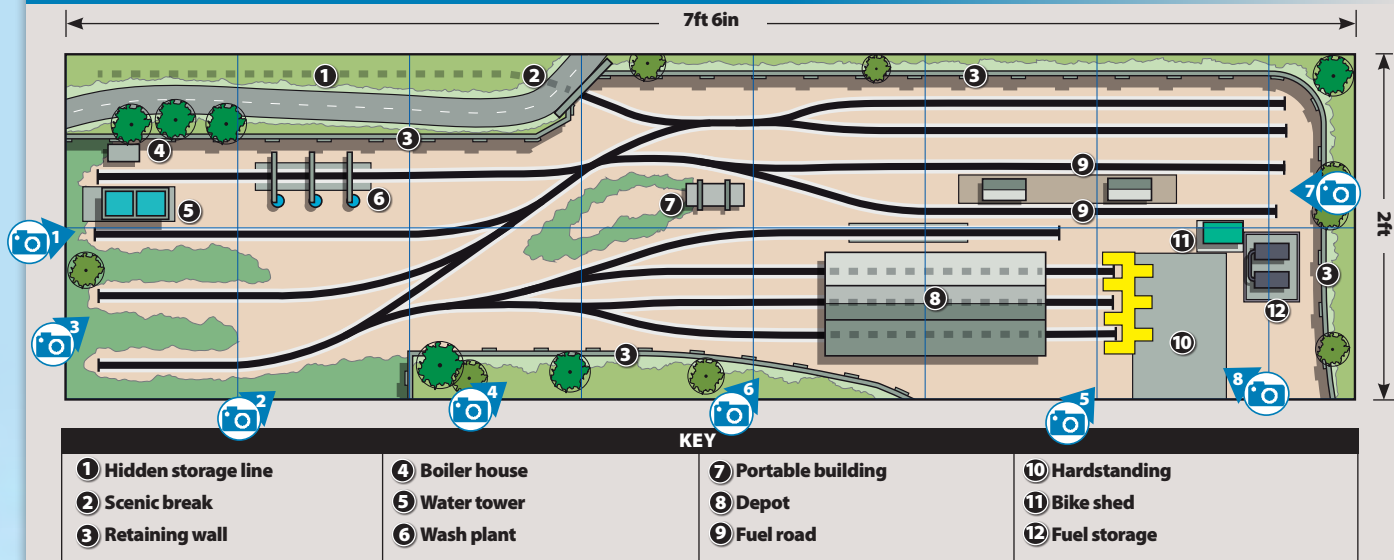
## THE TRAINS

The main stock for the layout consists of numerous classes and manufacturers of locomotives. There are at least six Bachmann Class 08s - which were very common on depots at weekends, together with a collection of Class 20s, 25s and 37s, Hornby Class 56s and Heljan Class 47s. Occasionally, a Mainline Class 45 and Jouef Class 40 can also make an appearance alongside a Class 03 shunter. Also available, having brought in a 'Merrymaker' service from further afield, is a Hornby Class 50 and some Heljan Class 26s or a Class 27. A two-car Metro-Cammell Diesel Multiple Unit is also seen from time to time and a new High Speed Train power car is sometimes seen lurking in the shed for crew training purposes.

Almost all of this stock is Rail Blue apart from two of the Class 56s which are in 'large logo' blue and the HST power car. The only wagons on the layout are some Bachmann fuel tankers that serve »



# ST ANN'S DEPOT TRACK DIAGRAM (Not to scale)







**Right:** The fuel roads are busy preparing locomotives including classes 20, 25 and 56. Yard lamps, fuel delivery pipes and depot personnel bring life to the scene.



**Below left:** Walkways picked out in yellow keep the depot staff safe around the siding ends. It must be a weekend as the depot is filled with locomotives including a pair of off-duty Class 08s.



the diesel fuel unloading areas. When the layout was bought by my club, it allowed other club members to utilise their stock and that was the case the last time the layout was exhibited at Cathcart.

St Ann's Depot was the first layout I ever got around to completing and while it took me a while to get it to this position, it was an enjoyable exercise. I learnt many things from its construction and used these lessons on my subsequent layout Maxwell Colliery Loading Point (HM105) which will be making an appearance at Model Rail Scotland in February 2018.

There is always an argument as to whether a depot layout really is a 'layout'. I consider it is and with so much in a compact space there is plenty of interest - not just with locomotives arriving and departing the depot, and moving around same - for the public to look at, or examine.

Given the enjoyment I got out of the

layout, and then the members of my model railway club when they purchased it from me, it is likely that after my current coal traffic layout has run its course, I will likely build a new servicing depot this time for use with my Trainload Coal locomotives, although my treasured Rail Blue locomotives could also see a return too.

Unfortunately, the story does not have a happy ending in that Nigel Burkin's pictures were taken in December 2016 and just less than two months later, a devastating fire in a commercial unit next to our clubrooms resulted in serious damage to our premises and as a result we lost three layouts to severe smoke and soot damage including St Ann's Depot. As you will appreciate, this was a great loss to all concerned and we are just so grateful that we have these photographs which show the layout before it was lost. As someone commented, now would be the time to build a new depot layout. [Nigel Burkin](#)



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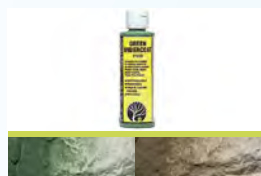
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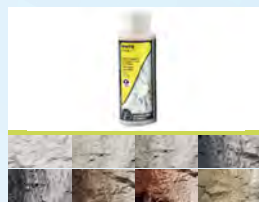
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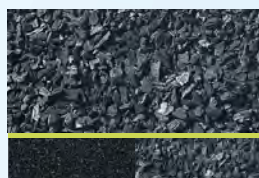
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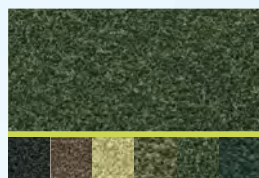
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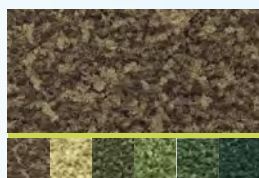
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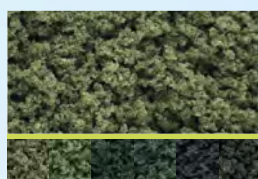
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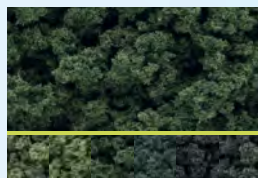
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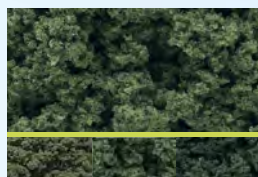
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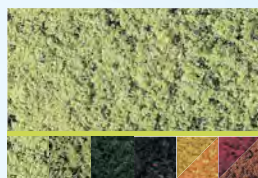
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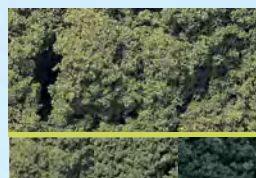
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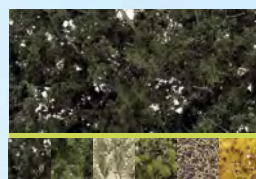
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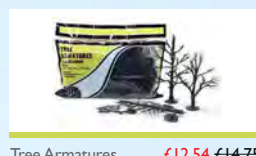
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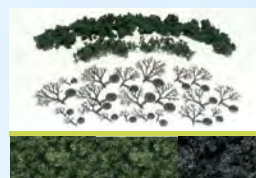
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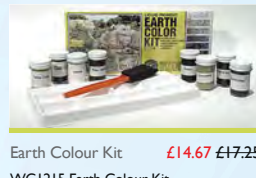
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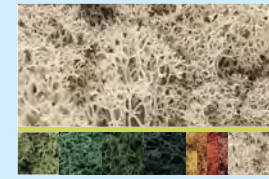
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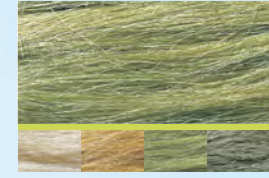
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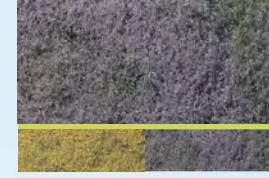
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# Farewell to the 'BIG FOUR'

*Nationalisation is a hot topic at the moment. **EVAN GREEN-HUGHES** looks at the history of British Railways in its formative years.*

**E**XACTLY 70 YEARS AGO at the stroke of midnight on January 1 1948 locomotive whistles sounded all over the country as railwaymen celebrated the nationalisation of the industry.

For some people this was a defining moment in history but for others it was just another step in a process that was already a century old, and which continues to the present day.

To those interested in railways, 1948 holds huge significance because that

was when ownership of the network passed from private individuals into state hands, the public being told it would bring with it a new era of investment and right the wrongs of years of underinvestment and mismanagement.

Unfortunately, as with many things, this wasn't quite the whole story and the 'people's railway' was set to struggle on for many years before the promised investment arrived - and when it did much of it was wasted. Hopes that state ownership

would mean the retention of more of the system were dashed by mounting losses, and the subsequent Beeching report saw many lines closed and jobs lost.

It is rather surprising to learn that the first Act of Parliament giving the British Government the power to take over the railways wasn't passed in 1947 or 1948 at all, but by Sir Robert Peel's Conservative Government in 1844 more than 100 years earlier. The Railway Regulation Act was promoted not by the left wing but by





Construction of 'Big Four' locomotives continued after nationalisation including for the Thompson 'B1' fleet. Approaching one year in service, LNER lined apple green liveried 1029 *Chamois* passes through Chalons Whin at York with a mixed freight in 1948 – note that it still retains its LNER numbers and livery. [Steve Armitage Archive/Railphotoprints.co.uk](#).

Bearing an early British Railways livery, Stanier 'Jubilee' 4-6-0 5681 *Aboukir* charges towards Sutton Weaver with an up express from Liverpool in 1949. [R A Whitfield/Railphotoprints.co.uk](#).



manufacturers and traders concerned that the railways were abusing their monopoly in setting charges for freight movements. In the event the threat of nationalisation was sufficient to bring the railway companies to heel and the Act was never brought into force.

The passing of the 1844 Act then, as now, led many politicians to proclaim that the railways would be better off being a state asset but opinion on this matter was always divided with the opposite view being expressed by Sir Rowland Hill in a minority report for the 1867 Royal Commission on Railways, in which he warned politicians and the public of 'undue enlargement of expectation' from those advocating nationalisation.

## STRATEGIC TAKEOVER

Things moved on in 1871 when the government gave itself the power to take over the railways in the event of war or a national emergency and this could be done without any form of compensation. These powers were enacted in 1914 and as a result the following five years were to become pivotal in setting up the railways for many years of decline. Effectively nationalised but with actual operations left to the owning companies, the railways suffered from the effects of raging inflation while its income was pegged by the government, leaving an uncomfortable hole in their finances.

At the end of the war, the system had become run down and was due to be returned to private hands - but there were many in politics who thought that the railways should remain in state hands. The Tory-Liberal coalition government of 1919 declared that it would formally nationalise the system with Lloyd George stating that he was in complete sympathy with the proposal, but in the event the necessary legislation was never enacted. The railways struggled on but with their profits pegged to pre-war levels, thanks to a government tribunal.

Consequently, and reeling from a cash shortage which partially arose from »



**Maunsell 'King Arthur' 4-6-0 s453 King Arthur passes Byfleet with an up service for Waterloo in 1948. Its tender now carries British Railways lettering marking its new owner. [Railphotoprints.co.uk](http://Railphotoprints.co.uk).**



government intervention - and with their core business under attack from thousands of newly set-up road haulage companies, the railway companies were forcibly merged into four large groups in 1921, taking effect from January 1 1923. This initiative again came from a government that had realised that its earlier policies had pushed some of the smaller companies perilously close to bankruptcy.

It took around ten years of private investment before the railway system was back to something like its pre-First World War level, during which time freight rates were strictly dictated by government, unlike competing road transport which could charge whatever it wished. In 1938

the railways sought the same freedom from government intervention enjoyed by the road transport industry with a 'Square Deal' campaign and this might have succeeded had the Second World War not broken out. This conflict saw the railways brought under government control again but this time at a lower level of payments than before. Naturally the railways objected but after being threatened with full nationalisation, they backed down.

Again, the railways were dealt a poor hand because the government set rates according to costs while allowing all other industries to raise theirs as they required. As with the first conflict, this resulted in a gap opening between income and expenditure

which was to some extent mitigated by deferring maintenance, meaning that by the end of the war the system was in a very poor state of repair indeed.

The railways would likely have been able to recover in less than ten years using private capital just as they had done in 1918 but by this time with a Labour government in power the party had a long-held ambition to have the system under state control. It was argued that by removing the profit element fares could be kept down, investment could be raised and that the system was so run down intervention was necessary.

Nationalisation was not universally supported, though, and was opposed by Chambers of Commerce, shippers, the CBI and not least of all the companies themselves. The Railway Companies Association demanded a public enquiry claiming that the compensation offered, which was in fact in the form of bonds which matured over a lengthy period, was inadequate while London and North Eastern Railway Chairman Sir Ronald Matthews went further, describing the government's actions as 'capable of making a Barbary pirate blush.'

Despite all this, on January 1 1948, the government nationalised £1bn worth of railway assets without parting with a penny. Those who owned the railways would have to wait for up to 40 years to get their money back but those who worked in the industry were jubilant because they had been told that there would be more investment, better wages and conditions and an end to poor management who were only interested in lining their own pockets. It would be at last the 'people's railway'.

**Bulleid's 'Merchant Navy' 4-6-2s were the most modern steam designs in service at nationalisation, but more were built under BR. In 1948 Southern malachite green liveried 21C13 Blue Funnel blankets Clapham Junction signalbox with smoke as it heads west with the down 'Bournemouth Belle'. [Railphotoprints.co.uk](http://Railphotoprints.co.uk).**





The new British Railways carmine and cream livery has begun to appear on passenger stock in this 1948 image of Stanier 'Duchess' 4-6-2 6254 *City of Stoke on Trent* as it passes Weaver Junction with an up Anglo Scottish express. [RAWhitfield/Railphotoprints.co.uk](http://RAWhitfield/Railphotoprints.co.uk)



## CENTRAL CONTROL

As might have been expected the new nationalised railway brought with it centralised control with policy being dictated by the Minister of Transport. The new Chief Regional Officers did not have autonomy or overall control but instead answered to a cumbersome committee structure. Some of the promised investment went into running this structure and some into buying up half a million privately-owned colliery wagons, many of which were only fit for scrap, at a cost of £43m, while the companies that maintained them were financially supported even though they were not themselves nationalised. Replacement

rolling stock programmes proceeded at about a third of the rate suggested in 1947 and for a while any new locomotives built were to the designs of the now redundant 'big four' private companies.

At first the new nationalised railway was able to pay its way, mainly because the road transport industry was yet to make a significant impact on long-distance traffic, and it continued to do so until 1952. However, under state ownership some lines which were economically unviable were quietly done away with, continuing a policy that had been in progress prior to the war when in private hands.

From 1952 onwards the surplus on the operating account declined sharply and within 18 months it was insufficient to meet capital charges. By 1960 it produced a loss of £67m which rose to £87m the following year and from then on continually spiralled out of control, despite the savings promised by the 1955 Modernisation Plan.

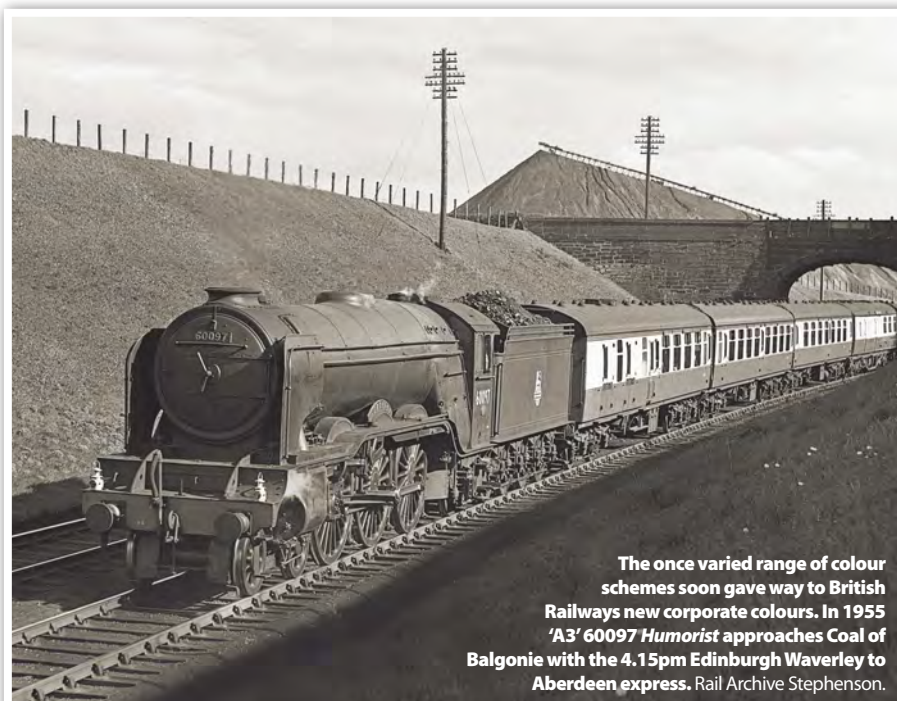
## SWEEPING CHANGES

As is well-known, Dr Richard Beeching brought a hatchet to the network after the recommendations contained in his 1963 report were accepted but even this failed to stem the losses and despite the efforts of politicians of various colours the railways have never returned to profitability since. After only 40 years under state control, John Major's Conservative Government began to re-privatise the railways by selling off the assets, only for infrastructure provider Railtrack to eventually fail and to be brought back into state control as Network Rail.

It is probably fair to say that January 1 1948 did not herald the new dawn of the railways that those promoting it hoped it would. For those involved with working the trains not much changed while for those travelling on or watching the network the only visible signs came in the form of new logos and rebranding. The profits which were promoted as soon to flow back into the industry failed to materialise and turned into unsustainable losses while inflexible centralised management proved to be no match for the free-market road and air transport industries.

It is interesting to note that once again, 170 years since it was first mooted, railway nationalisation is on the political agenda with some of the comments made by today's advocates bearing a resemblance to those of long-gone politicians such as Sir Rowland Hill and Lloyd George. Whether anything comes of this in the future we are yet to see.

From a modeller's point of view, the nationalisation of 1948 brought with it the opportunity to see new liveries and stock from constituent companies being used a long way from home. We can also model an era which was undergoing dramatic change from wartime austerity to the optimism of the 1950s and perhaps give ourselves a little of the flavour of that feel-good factor which, it was hoped, would bring us a better and fairer Britain. [Railma](http://Railma)



The once varied range of colour schemes soon gave way to British Railways new corporate colours. In 1955 'A3' 60097 *Humorist* approaches Coal of Balgonie with the 4.15pm Edinburgh Waverley to Aberdeen express. Rail Archive Stephenson.



# STAFF PROJECTS

## RESURREC

**B**EING AT THE CONTROLS of Twelve Trees is a great way to spend a day. Time goes by exceptionally quickly as there is so much potential on the layout for movements. A signature of the layout is the collection of Electric Multiple Units (EMUs) and, quite frankly, we are spoilt for choice when it comes to ready-to-run stock.

The roster includes 4-CEPs, 2-EPBs and MLVs from Bachmann, 4-TC and 2-Hs from Kernow Model Rail Centre as well as 5-BEL, 2-BIL, 2-HAL and 4-VEP units from Hornby. All in, between myself and Mark, we have more units from those classes than we will ever need for the layout, but that doesn't stop me wanting and introducing more.

At the Warley National Model

Railway Exhibition Redditch Model Railway Club member John Tisi kindly loaned his Ayjay Models kit-built Bulleid Tin-HAL two-car unit to us for the weekend and we enjoyed operating it so much that it was an easy choice to go round to the Ayjay stand and purchase a kit to build myself. That is next on the workbench with the target of having it ready for the layout's next outing at the Basingstoke Model Railway Exhibition on March 10/11 2018.

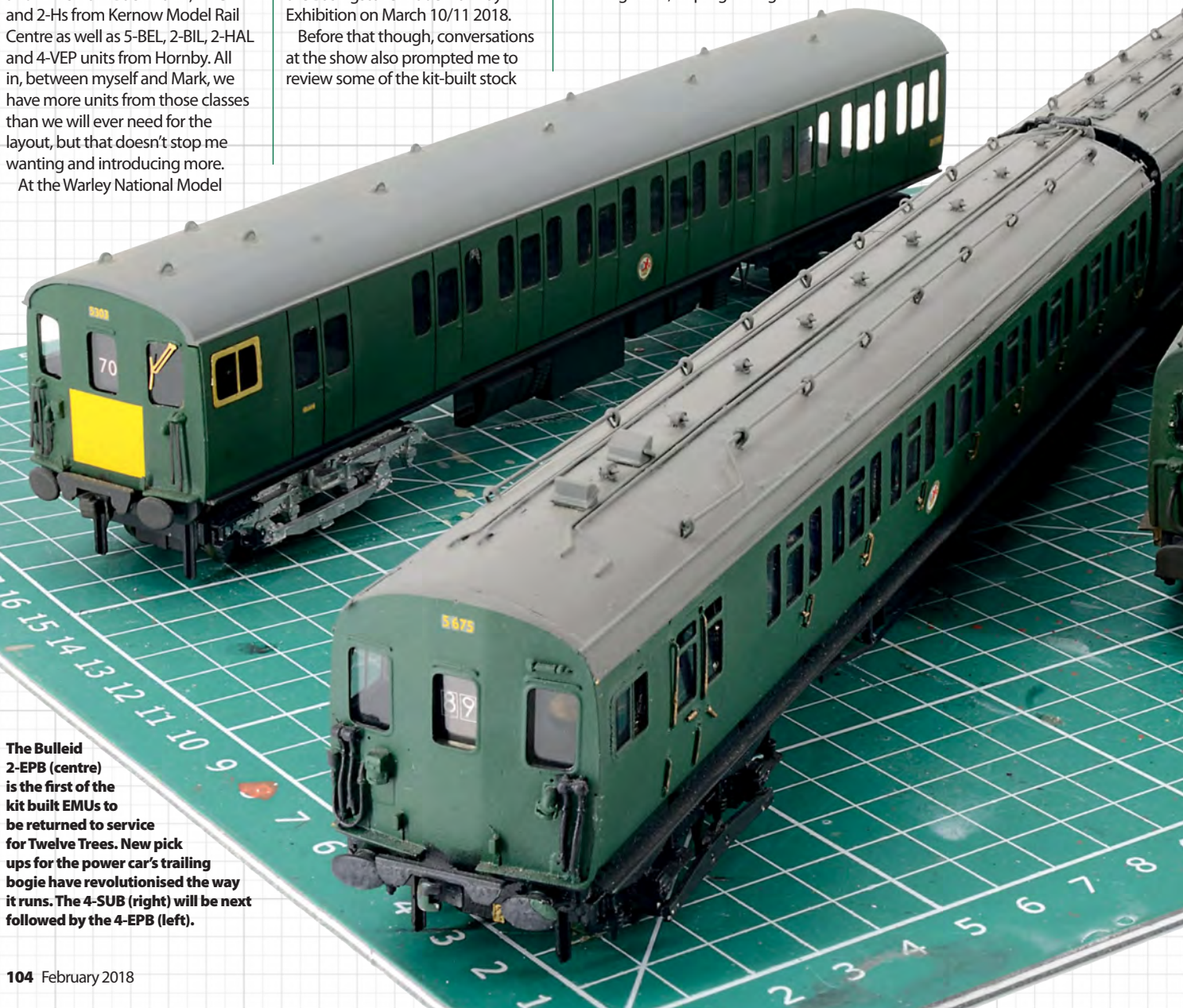
Before that though, conversations at the show also prompted me to review some of the kit-built stock

that I had originally built for Bay Street Shed. These had been put to one side awaiting conversion to digital control, but as they all used Black Beetle or Tenshodo motor bogies I wanted to introduce additional pick-ups to enhance their running qualities. I'd already added a decoder to one, but its operation wasn't reliable enough for it to enter the regular fleet.

Happily I have found the means to change that, so progressing

through the workbench first was a Bulleid pattern 2-EPB unit which I built a few years ago from the No Nonsense Kits product. This has been run on Twelve Trees, but never with particular success. The Black Beetle didn't provide the consistency of current collection that I wanted, so a pair of DCC Concepts pick-ups have been fitted to the trailing bogie on the motor coach and wired into the

**The Bulleid 2-EPB (centre) is the first of the kit built EMUs to be returned to service for Twelve Trees. New pick ups for the power car's trailing bogie have revolutionised the way it runs. The 4-SUB (right) will be next followed by the 4-EPB (left).**





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



**MIKE WILD**  
EMUs are firmly in favour on Mike's workbench, but there is plenty going on behind the scenes in the planning stages for 2018 and beyond. Watch this space.



**MARK CHIVERS**  
During a tidy-up of the railway room a chance find of a Lima Class 101 centre car has added to the list of projects to keep Mark occupied through the winter months.

# TION!

The rolling stock for Twelve Trees Junction has been focused on ready-to-run products on the whole, but **MIKE WILD** has been delving into his back catalogue of kit-built units to introduce new variety to the EMU fleet.

decoder track connections. This has made an instant difference to its operation, so much so that I can now progress onto other stock. During tests what was once a stuttering unit (even with clean wheels) could now crawl around our test track at speed step one, even



Left: A new bracket cut from plasticard was used to replace the spacer above the bogie and provide a solid mounting point for the DCC Concepts pick ups. The brass pick ups have been reshaped to suit the location and the solder pads joined together with decoder wire.

without clean track. Success.

Two further units are on the workbench now – an Ayjay Models 4-SUB and a DC Kits 4-EPB. Both need the same modifications to their motor bogies, and both will also be checked over and enhanced with additional detailing.

On the 4-SUB, the plan is to complete the interiors (all of which were painted a long time ago but never fitted) as well as correcting the bufferbeam details and changing the headcodes to the correct format and colour. There are also a couple of repairs required to reinstate couplings between vehicles as well as replacing the guard irons on the bogies which have been damaged in storage. Still, it should only really take an evening to bring this unit up to scratch.

The 4-EPB will take a little bit more time as I rushed it through when I first built it for Bay Street a few years ago. The first steps were to repair the loose items on the chassis of each vehicle followed by addition of the cab side window frames and windscreen wipers with etched brass parts that I already had waiting to be fitted. Also on the list is a full set of handrails, door handles and bump stops



Left: As with all electrical work, the new connections were fully insulated to ensure there was no potential for short circuits. The remaining wiring was held in place with black insulating tape.



With the wires fed back into the chassis by carefully routing them around underframe equipment, the new pick ups were connected to the black and red track feeds to the decoder. Insulation is next together with tidying of the wiring to fix it to the chassis.

to bring relief to the bodysides while I also have a full interior kit ready to be painted and installed.

Also now here from Dart Castings for the 4-EPB are cast metal air horns, jumper cables and new inner ends for the coaches which will include the single buffers between vehicles as well as correct alarm cable arrangements and steps. This unit might take a little longer to bring back into traffic, but it

will definitely be resurrected.

I'm pleased that I can now start looking more closely at the rolling stock for Twelve Trees having given the layout a thorough shakedown for the Great Electric Train Show and Warley during October and November. However, the layout itself is far from complete and there are big plans for it during 2018 to take it even further. I can't wait to get started. *Mark*

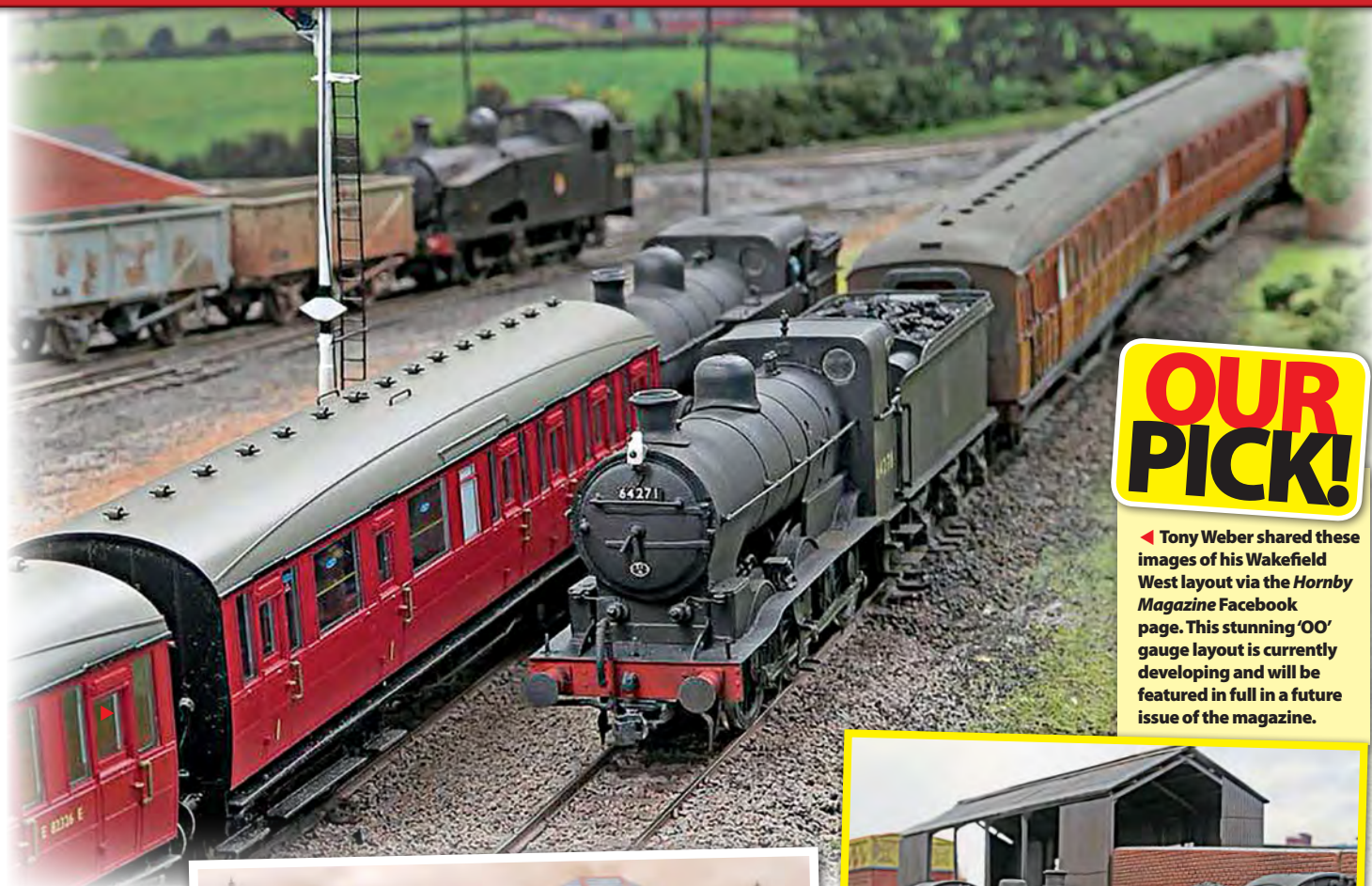


Waiting in the wings for construction is this Ayjay Models Tin-HAL unit. Fresh out of the box the castings will be cleaned up as their first step towards becoming a fully operational unit.

## USEFUL LINKS

Ayjay Models	<a href="http://www.southernregionmodels.com">www.southernregionmodels.com</a>
Dart Castings	<a href="http://www.dartcastings.co.uk">www.dartcastings.co.uk</a>
DCC Concepts	<a href="http://www.dccconcepts.com">www.dccconcepts.com</a>
No Nonsense Kits	<a href="http://www.phoenix-paints.co.uk">www.phoenix-paints.co.uk</a>





## OUR PICK!

◀ Tony Weber shared these images of his Wakefield West layout via the *Hornby Magazine* Facebook page. This stunning 'OO' gauge layout is currently developing and will be featured in full in a future issue of the magazine.

▶ Hugh Norwood's 'OO9' Angst-Lesspork is based on the novels of Terry Pratchett and includes intricate detailing of the figures and buildings.



▶ The modern railway scene is captured by David Harlow's Ince Moss Junction in 'OO' gauge. Here Colas Rail Class 60 60087 *CLIC Sargent* powers out of the tunnel with an oil train.



◀ The 1980s' BR corporate blue image is portrayed by Trev Hurley's Long Lane TMD in 'OO' gauge.



► Phil Self's Kembalhurst is a mecca for all things Southern in 'OO' gauge including Kernow Model Rail Centre exclusives of the Beattie '0298', LSWR 'Gate stock' and Adams '02' 0-4-4T.



▼ David Gander took inspiration from the Welshpool and Llanfair Light Railway for his 'OO9' model called Green End.



▼ A trio of Huntley and Palmers wagons have joined Andrew Walton's Hornby model of the Peckett 0-4-0ST in 'OO'.



▲ Herstmonceux is Andy Jones' 4mm scale layout modelling the Ouse Valley line in East Sussex which was never built. A LBSCR 'C2' 0-6-0 shunts the goods yard.



► It's an all BR blue DMU line-up on Andy Thompson's 'OO' gauge home layout Woodford Mill with, from left, a Class 121, 101, 108 and 101 taking centre stage.





# 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.

## JANUARY 2018

### 13 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.hmrp.co.uk](http://www.hmrp.co.uk)  
**Features:** Layouts, refreshments and parking.

### 13/14 BOGNOR REGIS MODEL RAILWAY EXHIBITION

**Hosts:** Bognor Regis Model Railway Club  
**Location:** Felpham Community College, Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £3  
**Website:** [www.brmrc.co.uk](http://www.brmrc.co.uk)  
**Features:** 15 layouts, trade support, refreshments, parking and disabled access.

### 13/14 CHILTERN MODEL RAILWAY EXHIBITION

**Hosts:** Chiltern Model Railway Association  
**Location:** Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ  
**Times:** Sat 10am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £9, accompanied children (max. two) free, children £4  
**Website:** [www.cmra.org.uk](http://www.cmra.org.uk)  
**Features:** 30 layouts, trade support, demos, displays, refreshments, parking and disabled access.

### 13/14 PRATTS BOTTOM MODEL RAILWAY EXHIBITION

**Hosts:** Orpington and District Model Railway Society  
**Location:** Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Kent BR6 7PQ  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £3.50, children £1.50  
**Website:** [www.odmrs.uk](http://www.odmrs.uk)  
**Features:** Ten layouts, trade support, loco clinic, demonstration, refreshments, parking and disabled access.

### 13/14 RENFREWSHIRE MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Renfrewshire Model Railway Club  
**Location:** Johnstone Town Hall, Church Street, Johnstone PA5 8EG  
**Times:** Sat 10am-5pm, Sun 12pm-4pm  
**Prices:** Adults £5, concessions £4, children £2, family (2+2) £11  
**Website:** [www.renfrewshiremrc.co.uk](http://www.renfrewshiremrc.co.uk)  
**Features:** 16 layouts, trade support, refreshments, parking and disabled access.

### 14 WESTON-SUPER-MARE MODEL RAILWAY SHOW

**Hosts:** Keith Price  
**Location:** The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX  
**Times:** 10am-4.30pm  
**Prices:** Adults £7, concessions £6, children £2, family £16  
**Website:** [www.westonsupermaretrainshow.com](http://www.westonsupermaretrainshow.com)  
**Features:** 24 layouts, trade support, refreshments, parking and disabled access.

### 19-21 LONDON MODEL ENGINEERING EXHIBITION

**Hosts:** Meridienne Exhibitions  
**Location:** Great Hall, Alexandra Palace, Alexandra Palace Way, Wood Green, London N22 7AY  
**Times:** Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £12 (£11), concessions £11 (£10), children £4 (£3) – advance ticket prices in brackets  
**Website:** [www.londonmodelengineering.co.uk](http://www.londonmodelengineering.co.uk)  
**Features:** Displays, demonstrations, layouts, trade support, refreshments, parking and disabled access.

### 20 CARDIFF SMALL MODEL RAILWAY SHOW

**Hosts:** Cardiff Small Model Railways Group  
**Location:** Scout Headquarters, Fields Park Road, Pontcanna, Cardiff CF11 9HX  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, children free  
**Website:** [www.lordandbutler.com](http://www.lordandbutler.com)  
**Features:** 12 layouts, trade support, demonstrations, refreshments and parking.

### 20 EGHAM AND STAINES MODEL RAILWAY EXHIBITION

**Hosts:** Egham and Staines Model Railway Society  
**Location:** Strodes College, High Street, Egham, Surrey TW20 9DR  
**Times:** 10.30am-5pm  
**Prices:** Adults £6, concessions £5, children £3, family £15  
**Contact:** 07826 724063  
**Features:** Layouts, trade support, refreshments and parking.

### 20 BRAMBLETON MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Brambleton Model Railway Club  
**Location:** Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD  
**Times:** 10.30am-5.30pm  
**Prices:** Adults £4, concessions £3, children £3  
**Website:** [www.brambleton.org.uk](http://www.brambleton.org.uk)  
**Features:** Layouts, trade support, societies and refreshments.

### 20/21 BLACKBURN CHARITY MODEL RAILWAY EXHIBITION

**Hosts:** East Lancashire Model Railway (Charitable) Organisation  
**Location:** Accrington Road Community Centre, Accrington Road, Blackburn BB1 2AF  
**Times:** Sat 11am-5pm, Sun 10.30am-4pm  
**Prices:** Adults £5, concessions £3, children £3, family £12  
**Website:** [www.elmro.org](http://www.elmro.org)  
**Features:** Layouts and trade support.

### 20/21 CALNE MODEL RAIL SHOW

**Hosts:** Bentley Model Railway Group  
**Location:** Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £3  
**Website:** [www.calnemrs.org.uk](http://www.calnemrs.org.uk)  
**Contact:** 01249 654417  
**Features:** 19 layouts, trade support, demonstrations, refreshments and parking.

### 20/21 CITY OF CANTERBURY MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** City of Canterbury Model Railway Society  
**Location:** St Ansels School, Old Dover Road, Canterbury, Kent CT1 3EN  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3, family £13  
**Website:** [www.ccmrs.ic24.net](http://www.ccmrs.ic24.net)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

### 21 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION

**Hosts:** Astolat Model Railway Circle  
**Location:** Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford GU2 7AD  
**Times:** 10am-5pm  
**Prices:** Adults £6, children £3, family £12  
**Website:** [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk)  
**Contact:** 01483 722098  
**Features:** 14 layouts, trade support, test track, refreshments, parking and disabled access. Free bus shuttle between venue and Guildford railway station.

### 21 FRENCH RAILWAYS SOCIETY MODEL RAIL SHOW

**Hosts:** The French Railways Society (formerly the SNCF Society)  
**Location:** Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT  
**Times:** 10am-5pm

**Prices:** Adults £4.50  
**Website:** [www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org)  
**Features:** French outline layouts, trade support, societies, talks, slide shows, refreshments, parking and disabled access.

### 21 WITHAM MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Witham Public Hall, Collingwood Road, Witham, Essex CM8 2DY  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

### 27/28 KENDAL MODEL RAILWAY EXHIBITION

**Hosts:** Kendal Model Railway Club  
**Location:** Kendal Leisure Centre, Burton Road, Kendal LA9 7HX  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, concessions £5, children £3, family £16  
**Website:** [www.kendalmrc.org](http://www.kendalmrc.org)  
**Contact:** 01539 733844  
**Features:** 12 layouts, trade support, societies, refreshments, parking and disabled access.

### 27/28 LONGFIELD MODEL RAILWAY EXHIBITION

**Hosts:** Erith Model Railway Society  
**Location:** Longfield Academy, Main Road, Longfield, Kent DA3 7PH  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £8, concessions £7, children £3, family (2+3) £20  
**Contact:** 07736 560956  
**Features:** 38 layouts, trade support, demos, societies, refreshments, parking and disabled access.

### 27/28 PONTEFRAC MODEL RAILWAY EXHIBITION

**Hosts:** Normanton and Pontefract Railway Modellers Society  
**Location:** New College, Park Lane, Pontefract WF8 4QR  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.nprms.org](http://www.nprms.org)  
**Features:** 20 layouts, trade support, demonstrations, refreshments and disabled access.

### 27/28 SOUTHAMPTON MODEL RAILWAY EXHIBITION

**Hosts:** Southampton Model Railway Society  
**Location:** Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £7, children £3, family (2+2) £17  
**Website:** [www.southamptonmodelrailwaysociety.wordpress.com](http://www.southamptonmodelrailwaysociety.wordpress.com)  
**Contact:** 01489 799809  
**Features:** 20 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

### 28 BRISTOL 7MM EXHIBITION

**Hosts:** Bristol 'O' Gauge Group  
**Location:** University of the West of England Exhibition and Conference Centre, Filton Road, Bristol BS34 8QZ  
**Times:** 10am-4pm  
**Prices:** Admission £9, Gauge O Guild members £7, accompanied children free  
**Website:** [www.bogg7mmexhibition.com](http://www.bogg7mmexhibition.com)  
**Contact:** 0117 956 6946  
**Features:** 10 layouts, trade support, demonstrations, Gauge O Guild village and refreshments. Bus service operating between venue and Bristol Parkway railway station.

### 28 G SCALE KENT WINTER MEET

**Hosts:** G Scale Society Kent Group  
**Location:** Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU  
**Times:** 11am-4pm  
**Prices:** Adults £2.50, children £1  
**Website:** [www.gscalekent.co.uk](http://www.gscalekent.co.uk)



**Features:** Large scale layouts, live steam, trade support, refreshments, parking and disabled access.

## FEBRUARY

### 3 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Sodbury Vale Model Railway Club  
**Location:** St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.sodburyvalemrc.co.uk](http://www.sodburyvalemrc.co.uk)  
**Features:** 14 layouts, trade support, demonstrations, refreshments and parking.

### 3/4 FEBEX 2018 - ALTON MODEL RAILWAY EXHIBITION

**Hosts:** Alton Model Railway Club  
**Location:** Eggars School, London Road, Alton, Hampshire GU34 4EQ  
**Times:** Sat 10.30am-5pm, Sun 10.30am-4pm  
**Prices:** Adults £4.50, accompanied children free  
**Website:** [www.altonmrg.co.uk](http://www.altonmrg.co.uk)  
**Contact:** 01420 562619  
**Features:** 12 layouts, trade support, refreshments, parking and disabled access. Free bus service between venue and Alton railway station.

### 3/4 STAFFORD MODEL RAILWAY EXHIBITION

**Hosts:** Stafford Railway Circle  
**Location:** Stafford County Showground, Weston Road, Stafford ST18 0BD  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £9, accompanied children £1  
**Website:** [www.staffordrailwaycircle.org.uk](http://www.staffordrailwaycircle.org.uk)  
**Features:** 45 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free bus service operating between venue and Stafford railway station.

### 4 RUSPER MODEL RAILWAY CLUB RUNNING DAY

**Hosts:** Rusper Model Railway Club  
**Location:** Pickhurst, Bromley, Kent – contact club for directions  
**Times:** 11am-3pm  
**Prices:** Initial visit free  
**Website:** [www.ruspermrc.co.uk](http://www.ruspermrc.co.uk)  
**Features:** Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.

### 10 BLACKPOOL AND NORTH FYLDE MRC OPEN DAY

**Hosts:** Blackpool and North Fylde Model Railway Club  
**Location:** Cleveleys Community Centre and Church, Kensington Road, Cleveleys, Lancashire FY5 1ER  
**Times:** 10am-4pm  
**Prices:** Adults £3, concessions £2.50, children £2.50, family (2+2) £8.50  
**Website:** [www.blackpoolandnorthfyldemrc.co.uk](http://www.blackpoolandnorthfyldemrc.co.uk)  
**Features:** Ten layouts, trade support and disabled access.

### 10 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

### 10 MILTON KEYNES MODEL RAILWAY EXHIBITION

**Hosts:** Milton Keynes Model Railway Society  
**Location:** Stantonbury Leisure Centre, Milton Keynes, Buckinghamshire MK14 6BN  
**Times:** 10am-4.30pm  
**Prices:** Adults £7, children £1  
**Website:** [www.mkmrs.org](http://www.mkmrs.org)  
**Contact:** 01494 773759  
**Features:** 40 layouts, trade support and parking. Free vintage bus service operating between venue and Milton Keynes Central railway station.

### 10 WEST MIDLANDS G SCALE SOCIETY MODEL RAILWAY EXHIBITION

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

### 10/11 BOURNEMOUTH MODEL RAILWAY EXHIBITION

**Hosts:** BMRE  
**Location:** The Hamworthy Club, Magna Road, Canford Magna, Wimborne, Dorset BH21 3AL  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, accompanied children under 15 free  
**Website:** [www.bmre.org.uk](http://www.bmre.org.uk)  
**Contact:** 07970 641493  
**Features:** 17 layouts, trade support, displays, refreshments, parking and disabled access.

### 10/11 CALE RAIL MODEL RAILWAY EXHIBITION

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

### 10/11 FESTIVAL OF BRITISH RAILWAY MODELLING

**Hosts:** Warners Exhibitions  
**Location:** Doncaster Racecourse, Doncaster DN2 6BB  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £8, children £4.50  
**Contact:** 0844 581 9900  
**Features:** Layouts, trade support, demos, societies, refreshments, parking and disabled access.

### 17 BIGGLESWADE MODEL RAILWAY EXHIBITION

**Hosts:** East Bedfordshire Model Railway Society  
**Location:** Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB  
**Times:** Sat 10am-4.30pm  
**Prices:** Adults £5.50, concessions £4.50, children £3, family (2+2) £14  
**Website:** [www.ebmrs.org.uk](http://www.ebmrs.org.uk)  
**Contact:** 01626 864942  
**Features:** 19 layouts, trade support, societies, refreshments, parking and disabled access.

### 17 KENAVON (EAST READING) MODEL RAILWAY EXHIBITION

**Hosts:** Kenavon Railway Society  
**Location:** The Warehouse, Cumberland Road, Reading, Berkshire RG1 3LB  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, concessions £2.50, children £2, family (2+2) £9.50  
**Contact:** 07760 285383  
**Features:** 18 layouts, trade support, refreshments and disabled access.

### 17 RISEX 2018

**Hosts:** Risborough and District Model Railway Club  
**Location:** Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX  
**Times:** 10am-5pm  
**Prices:** Adults £4, children £2  
**Website:** [www.rdmrc.org.uk](http://www.rdmrc.org.uk)  
**Contact:** 01296 415107  
**Features:** Nine layouts, trade support, demonstrations and refreshments.

### 17 SAFFRON WALDEN MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Saffron Walden Model Railway Club  
**Location:** United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, concessions £2.50, children £1  
**Contact:** 01799 521029  
**Features:** Ten layouts, trade support, refreshments and disabled access.

### 17 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 £4, accompanied children free  
**Website:** [www.sussex-transport/svmrc](http://www.sussex-transport/svmrc)  
**Features:** 12 layouts, trade support, displays, refreshments and disabled access.

### 17 TONBRIDGE MODEL RAILWAY EXHIBITION

**Hosts:** Tonbridge Model Railway Club  
**Location:** Angel Centre, Tonbridge, Kent, TN9 1SF  
**Times:** 10am-5pm  
**Prices:** Adults £6, children (10-16yrs) £1, accompanied children under 10 free

**Contact:** 07760 285383

**Features:** 31 layouts, trade support, societies, demonstrations, refreshments and parking.

### 17/18 LEICESTER MODEL RAILWAY SHOW

**Hosts:** Syston Model Railway Society  
**Location:** Sileby Community Centre, High Street, Sileby, Leicestershire LE12 7RX  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £4, concessions £3.50, accompanied children free, family (2+2) £8  
**Website:** [www.systonmrs.org.uk](http://www.systonmrs.org.uk)  
**Contact:** 0116 260 5760  
**Features:** 12 layouts, trade support, refreshments, parking.

### 17/18 YORK AGAINST CANCER MODEL RAILWAY EXHIBITION

**Hosts:** Ebor Group of Railway Modellers  
**Location:** Heworth Church Hall, Melrosegate, York YO31 0RP  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £3, children £1  
**Website:** <https://eborgroup.wordpress.com>  
**Contact:** 07538 677540  
**Features:** 11 layouts, trade support and refreshments.

### 18 MONMOUTH ROTARY MODEL RAILWAY EXHIBITION

**Hosts:** Monmouth Rotary Club  
**Location:** Bridges Community Centre, Drybridge House, Wonastow Road, Monmouth NP25 5AS  
**Times:** 10am-4pm  
**Prices:** Adults £5, concessions £4, children £4, family (2+2) £12  
**Contact:** [david\\_forbes2@sky.com](mailto:david_forbes2@sky.com)  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

### 18 REIGATE MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Reigate School, Pendleton Road, Reigate RH2 7NT  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

## DON'T MISS...

### 23-25 MODEL RAIL SCOTLAND 2018

**Hosts:** Association of Model Railway Societies in Scotland (AMRSS)  
**Location:** Scottish Exhibition and Conference Centre (SECC), Exhibition Way, Glasgow G3 8YW  
**Times:** Fri 10.30am-6pm, Sat 10am-6pm, Sun 10.30am-5pm  
**Prices:** Adults £13 (£12), children £6 (£5), family (2+2) £29 (£28) – advance ticket prices in brackets  
**Website:** [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)  
**Features:** More than 45 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SECC is a short walk from Exhibition Centre railway station.

### 24 EXMOOR MODEL FAIR

**Hosts:** Exmoor Coast Railway Modellers  
**Location:** Richard Huish College, South Road, Taunton, Somerset TA1 3DZ  
**Times:** 10am-3pm  
**Prices:** £2  
**Contact:** 01643 706736  
**Features:** Sales stands, refreshments and parking. Organised by Exmoor Coast Railway Modellers to raise funds for the club.

### 24/25 LINCOLN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Lincoln and District Model Railway Club  
**Location:** Lady Eastwood Pavilion, Newark Showground, Newark NG24 2NY  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £7, children £3, family (2+3) £20  
**Website:** [www.ladmrc.wixsite.com/ladmrc](http://www.ladmrc.wixsite.com/ladmrc)  
**Features:** 28 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus operating between venue and Newark Northgate/Castle railway stations.

### 24/25 NEW MILLS AND DISTRICT RAILWAY MODELLERS EXHIBITION

**Hosts:** New Mills and District Railway Modellers  
**Location:** Chapel-en-le-Frith Leisure Centre, Long Lane, Chapel-en-le-Frith, Derbyshire SK23 0TQ  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £5, family (2+2) £15  
**Website:** [www.nmdrm.co.uk](http://www.nmdrm.co.uk)  
**Features:** 20 layouts, trade support, demos and societies.



## 24/25 SOLENT MODEL RAILWAY SHOW INCORPORATING EUROTRACK 2018

**Hosts:** Solent Model Railway Group  
**Location:** Oasis Academy Lord's Hill, Romsey Road, Southampton SO16 0XN  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** TBA  
**Website:** [www.solentmodelrailwaygroup.webs.com](http://www.solentmodelrailwaygroup.webs.com)  
**Features:** Layouts, trade support, displays, societies, refreshments and disabled access.

## 24/25 TENTERDEN MODEL RAILWAY EXHIBITION

**Hosts:** Ashford Model Railway Club  
**Location:** Homewood School, Ashford Road, Tenterden, Kent TN30 6LT  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4.50, concessions £4, children £3, family (2+2) £12  
**Website:** [www.ashfordmrc.com](http://www.ashfordmrc.com)  
**Contact:** 01233 733416  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

## 25 ILKESTONE (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Ilkestone (Woodside) Model Railway Club  
**Location:** Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** 07930 909571  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

## 25 MALDON MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Plume, Maldon's Community Academy, Farnbridge Road, Maldon CM9 6AB  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

# MARCH

## 3 GAUGE O GUILD SPRING SHOW - KETTERING

**Hosts:** Gauge O Guild  
**Location:** Kettering Leisure Village, Thurston Drive, Kettering NN15 6GN  
**Times:** 10am-4pm  
**Prices:** Members £5, non-members £10  
**Website:** [www.gaugeoguild.com](http://www.gaugeoguild.com)  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

## 3 MARCH MODEL RAILWAY EXHIBITION

**Hosts:** March and District Model Railway Club  
**Location:** March Braza Club, Elm Road, March, Cambridgeshire PE15 8NZ  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, children £2, family (2+2) £10  
**Website:** [www.mdmrc.co.uk](http://www.mdmrc.co.uk)  
**Contact:** [secretary@mdmrc.co.uk](mailto:secretary@mdmrc.co.uk)  
**Features:** 19 layouts, trade support, demos, Traction Engine rides, refreshments, parking and disabled access.

## 3/4 LEAMINGTON AND WARWICK MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Leamington and Warwick Model Railway Society  
**Location:** Warwickshire College, Warwick New Road, Royal Leamington Spa CV32 5JE  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £8, children £2, family (2+2) £18  
**Website:** [www.lwmrs.co.uk](http://www.lwmrs.co.uk)  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 3/4 PRESTON MODEL RAILWAY EXHIBITION

**Hosts:** Preston and District Model Railway Society  
**Location:** Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £7, children under 14 £4, family (2+2) £18  
**Website:** [www.prestonanddistrictmrs.org.uk](http://www.prestonanddistrictmrs.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 3/4 RAINHILL MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Rainhill Model Railway Club  
**Location:** Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £3, family (2+2) £13  
**Website:** [www.rainhillmrc.org.uk](http://www.rainhillmrc.org.uk)  
**Contact:** 01925 226266

**Features:** Layouts, trade support, demonstrations, refreshments and disabled access.

## 4 RUSPER MODEL RAILWAY CLUB RUNNING DAY

**Hosts:** Rusper Model Railway Club  
**Location:** Pickhurst, Bromley, Kent – contact club for directions  
**Times:** 11am-3pm  
**Prices:** Initial visit free  
**Website:** [www.ruspermrc.co.uk](http://www.ruspermrc.co.uk)  
**Features:** Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.

## 10 EM GAUGE SOCIETY SKILLS DAY

**Hosts:** EM Gauge Society  
**Location:** Kidderminster Railway Museum, Station Approach, Comberton Hill, Kidderminster DY10 1QX  
**Times:** 11am-4.30pm  
**Prices:** Free  
**Website:** [www.emgs.org](http://www.emgs.org)  
**Contact:** 07806 093340  
**Features:** Two layouts, demonstrations, trade support and refreshments.

## 10 NEWTON AYCLIFFE MODEL RAILWAY SHOW

**Hosts:** Rotary Club of Newton Aycliffe  
**Location:** Youth and Community Centre, Burn Lane, Newton Aycliffe, County Durham DL5 4HT  
**Times:** 10am-5pm  
**Prices:** Adults £5, concessions £4, children 50p, family £10  
**Website:** [www.newtonayclifferotary.org.uk](http://www.newtonayclifferotary.org.uk)  
**Contact:** 07870 210269  
**Features:** 20 layouts, trade support, societies, refreshments, parking and disabled access.

## 10 SWINDON MODRAIL 2018

**Hosts:** Swindon Model Railway Club  
**Location:** STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.swindonmodelrailwayclub.com](http://www.swindonmodelrailwayclub.com)  
**Features:** 14 layouts, trade support, demonstrations, refreshments and disabled access. Admission to STEAM museum is not included and not required to visit the exhibition.

## 10 WOMBORNE MODEL RAILWAY EXHIBITION

**Hosts:** Midarc Promotions  
**Location:** Womborne Civic Centre, Gravel Hill, Womborne, Wolverhampton WV5 9HA  
**Times:** 10am-4pm  
**Prices:** Adults £5, concessions £3, children under 12 £1  
**Contact:** 07734 000260  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

# DON'T MISS...

## 10/11 BASINGSTOKE MODEL RAILWAY EXHIBITION

**Hosts:** Basingstoke and North Hampshire Model Railway Society  
**Location:** Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HQ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, accompanied children £3, family (2+3) £14  
**Website:** [www.basingstokemrs.org](http://www.basingstokemrs.org)  
**Features:** Layouts, trade support, societies, demonstrations, refreshments and parking. Free heritage bus service between venue and Basingstoke railway station. Visit the *Hornby Magazine* stand for exclusive offers and see our 'OO' gauge BR Southern Region layout, 'Twelve Trees Junction'.

## 10/11 EAST ANGLIAN MODEL RAILWAY EXHIBITION

**Hosts:** St Neots Model Railway Club  
**Location:** Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £7, children £4, family (2+2) £20  
**Website:** [www.stneotsmrc.com](http://www.stneotsmrc.com)  
**Features:** Layouts, trade support, demonstrations, miniature outdoor traction engine rides, refreshments, parking and disabled access. Free vintage bus operating between venue and Huntingdon railway station.



## 10/11 KEIGHLEY MODEL RAILWAY SHOW

**Hosts:** Keighley Model Railway Club  
**Location:** University Academy Keighley, Greenhead Road, Keighley BD21 6EB  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £6, children £3, family (2+2) £15  
**Website:** [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk)  
**Features:** 15 layouts, trade support, live steam rides, refreshments and parking.

## 17 ABRAIL 2018 - ABINGDON MODEL RAILWAY EXHIBITION

**Hosts:** Abingdon and District Model Railway Club  
**Location:** \*New Venue\* Abingdon College, Wootton Road, Abingdon OX14 1GG  
**Times:** 10am-5pm  
**Prices:** Adults £8, accompanied children (max 2) free  
**Website:** [www.admrc.org.uk](http://www.admrc.org.uk)  
**Features:** 17 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

## 17 BAWDESWELL MODEL RAILWAY EXHIBITION

**Hosts:** 32A Model Railway Club  
**Location:** Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU  
**Times:** 10am-4pm  
**Prices:** Adults £5, concessions £4, children £2, family (2+2) £10  
**Website:** [www.32amrc.co.uk](http://www.32amrc.co.uk)  
**Contact:** 07717 502597  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

## 17 TADWORTH SPRING 2018 MODEL RAILWAY EXHIBITION

**Hosts:** North Downs Model Railway Circle  
**Location:** The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AH  
**Times:** 10am-5pm  
**Prices:** Adults £5, concessions £4, children £3, family (2+2) £10  
**Website:** [www.ndmrc.info](http://www.ndmrc.info)  
**Contact:** 07758 458827  
**Features:** 33 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 17/18 DORSET MODEL RAILWAY EXHIBITION

**Hosts:** Ray Heard Model Railways  
**Location:** Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £6, children free  
**Contact:** 01823 480097  
**Features:** 35 layouts, trade support, demonstrations, refreshments and parking.

## 17/18 MIDLANDS GARDEN RAIL SHOW

**Hosts:** Meridienne Exhibitions  
**Location:** Warwickshire Event Centre, The Fosse, Fosse Way, Leamington Spa, Warwickshire CV31 1XN  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £8.50 (£7.50), concessions £7.50 (£6.50), children £3 (£2) – online prices in brackets  
**Website:** [www.largescalemodelrail.co.uk](http://www.largescalemodelrail.co.uk)  
**Features:** Large scale layouts, trade support, live steam models, refreshments and parking.

## 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](mailto:hornbymagazine@keypublishing.com). Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.



Alton Model Railway Group  
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**FEBEX 2018**  
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**February 3rd and 4th 2018**

**Sat. 10.30-5.00 Sun. 10.30-4.00**

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Further details at

**[www.altonmrg.co.uk/febex](http://www.altonmrg.co.uk/febex)**

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Over 20 layouts and 30 trade stands

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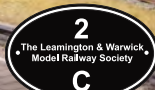
Admission: Adults £8, Children £2, Family £18

**Royal Leamington Spa College**

Warwick New Road, Leamington Spa CV32 5JE

More information at [www.lwmrs.co.uk](http://www.lwmrs.co.uk)

Kimble O Gauge - featured club layout 2018



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**SATURDAY 17<sup>th</sup> &  
SUNDAY 18<sup>th</sup> MARCH 2018**

Open 10am - 4pm Daily

Last admission 1 hour before closing

**WARWICKSHIRE  
EVENT CENTRE**

Fosse Way, Nr Leamington Spa, CV31 1XN



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\* Tickets are available via our website at discounted prices.

\*\* Full price tickets are available on the day at the venue. Please call SEE Tickets on 0871 3861118 if you would like to book a ticket by phone. Calls cost 13p per minute plus network extras.

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H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black (1960s)



H4-P-012 - 323 "Bluebell" in Bluebell Railway lined blue (2010s)

#### Andrew Barclay 14" & 16" 0-4-0ST

Pre-order for £99

Due in Stock: Q1 2018

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

Produced exclusively by Hatton's



H4-AB14-001 - 14" 2047 '705' in BR black with early crest

H4-AB14-002 - 14" 2047 '705' in GWR green with shirtbutton roundel

H4-AB14-003 - 14" 2134 "Coronation" in lined green

H4-AB14-004 - 14" 1863 in Caledonian Railway lined blue

H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

H4-AB16-003 - 16" 2226 "Katie" in lined maroon

H4-AB16-004 - 16" 1964 in CPC UK blue

#### ICI Hopper Wagons

Pre-order for £24 (Pristine) or £25

(Weathered)

Due: Mid 2018 [www.hattons.co.uk/ici](http://www.hattons.co.uk/ici)

Produced in partnership with Oxford Rail



20 versions available covering the lifespan of the wagons from 1936 to 1997, with multiple tooling variations.

#### Beilhack ZZA Snowplough

Pre-order for £43

Due: Q1 2018 [www.hattons.co.uk/beilhack](http://www.hattons.co.uk/beilhack)

Produced exclusively by Hatton's



12 versions available covering both the ex-class 40 and ex-class 45 versions of the ploughs.

#### Class 121 'Bubble Car'

Pre-order for £129.95

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

NOW IN STOCK



### Hatton's O Gauge Exclusives

#### Class A3 4-6-2

Pre-order for £750

Due in stock Q3 2018

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

Produced in partnership with Heljan



**Unstreamlined Corridor Tender Variants:**

H7-A3-001 2750 "Papyrus" in LNER grass green

H7-A3-002 4472 "Flying Scotsman" in LNER grass green

H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

**Unstreamlined Non-Corridor Tender Variants:**

H7-A3-003 2745 "Captain Cuttle" in LNER black

H7-A3-004 60072 "Sunstar" in BR Express blue

H7-A3-005 60035 "Windsor Lad" in BR green with early crest

H7-A3-006 60077 "The White Knight" in BR green with late crest



#### Class A4 4-6-2

Pre-order for £750

Due in stock Q3 2018

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

Produced in partnership with Heljan



**Streamlined Corridor Tender Variants:**

H7-A4-001 2509 "Silver Link" in LNER silver

H7-A4-005 4464 "Bittern" in LNER garter blue

H7-A4-007 60012 "Commonwealth of Australia"

in BR green with early crest

**Streamlined Non-Corridor Tender Variants:**

H7-A4-002 4468 "Mallard" in LNER garter blue (1938 condition)

H7-A4-003 4468 "Mallard" in LNER garter blue (as preserved)

H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

**Unstreamlined Corridor Tender Variants:**

H7-A4-004 4489 "Dominion of Canada" in LNER garter blue with steel numbers/letters

H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue

H7-A4-008 60009 "Union of South Africa" in BR green with late crest

#### Warwell Wagons

Pre-order for £85

Due in stock Q1 2018

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

Produced exclusively by Hatton's



**Diamond Frame Bogies:**

H7-WW-701 - MS.1 in WD Livery (GWR registered)

H7-WW-702 - WW.55 in WD livery (LMS registered)

H7-WW-703 - WD livery (LNER registered)

H7-WW-704 - MODA95560 in MOD 1970s olive

H7-WW-705 - M360333 in BR grey

H7-WW-706 - M360329 in BR brown

H7-WW-707 - ADRW96501 in BR Engineers yellow

**Gloucester GPS Bogies:**

H7-WW-708 - MODA95511 in MOD 1970s olive

H7-WW-709 - MODA95537 in MOD 1990s olive

H7-WW-710 - MODA95536 in MOD 2000s olive



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20,000+ items available on [www.hattons.co.uk](http://www.hattons.co.uk)

## Hatton's New Rolling Stock Announcements in OO

### Rail Head Treatment Train (RHTT)

Due in Stock: November 2018

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

Produced exclusively by Hatton's



#### Pristine

H4-RHTT-001 'Sandite' with 2 wagons and sandite modules

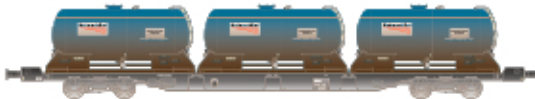
H4-RHTT-002 'Water Jet' with 2 wagons and water jetting modules

H4-RHTT-003 Additional 'Water' wagon with 3 water modules



#### Weathered

H4-RHTT-004 'Sandite' with 2 wagons and sandite modules - weathered



H4-RHTT-005 'Water Jet' with 2 wagons and water jetting modules - weathered

H4-RHTT-006 Additional 'Water' wagon with 3 water modules



### FEA Intermodal Wagon

Due in Stock: November 2018

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

Produced exclusively by Hatton's



H4-FAE-001 6410xx in Freightliner green

H4-FAE-002 6410xx in Freightliner green

H4-FAE-003 6410xx in Freightliner green

H4-FAE-004 6410xx in Freightliner green



H4-FAE-005 641015 in Freightliner green with track panel carriers



H4-FAE-001 6406xx in GBRF blue

H4-FAE-002 6406xx in GBRF blue

H4-FAE-003 6406xx in GBRF blue

H4-FAE-004 6406xx in GBRF blue



H4-FAE-005 6409xx in GBRF/Metronet yellow with track panel carrier

H4-FAE-006 6409xx in GBRF/Metronet yellow with track panel carrier

H4-FAE-007 640931xx in TransPlant yellow

Link	Price	Date	CAD done	In Tooling	Seen 1st EP	Deposited samples	In process
Q Gauge 12 Varnell Wagon	<a href="http://hattons.co.uk/QGauge12">hattons.co.uk/QGauge12</a>	132	Oct 2016				
12 Hopper Wagon	<a href="http://hattons.co.uk/12H">hattons.co.uk/12H</a>	149	May 2015				
SECR P Class 0-6-0T	<a href="http://hattons.co.uk/SECR">hattons.co.uk/SECR</a>	199	Sep 2017				
Arden Sealey 1'6" 1'6" 3-4-0ST	<a href="http://hattons.co.uk/Arden">hattons.co.uk/Arden</a>	199	Sep 2017				
Bethel 22A Grouse	<a href="http://hattons.co.uk/Bethel">hattons.co.uk/Bethel</a>	143	Oct 2016				
Q Gauge Class A3M4	<a href="http://hattons.co.uk/QGaugeA3M4">hattons.co.uk/QGaugeA3M4</a>	173	Aug 2016				
Rail Head Treatment Train (RHTT)	<a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>	149	Nov 2017				
FEA Intermodal Wagon	<a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>	149	Nov 2017				

Keep up to date with all of our projects at:

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

## 2018 Product Range Announcements



Sunday 7th January 2018



[www.hattons.co.uk/bachmann2018](http://www.hattons.co.uk/bachmann2018)

The full ranges will be available to view and pre-order on the dates shown above.



Monday 8th January 2018



[www.hattons.co.uk/hornby2018](http://www.hattons.co.uk/hornby2018)

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

Pre-orders accepted  
via credit or debit card only  
Pre-order prices subject to manufacturer RRP.





Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.


**0151 733 3655**


**17 Montague Road,  
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Phone opening times Mon to Sat **7:30am-6pm**  
Sun **9am-5pm**  
Shop opening times Mon to Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	<a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>	£55.21	Mar 2014							
Warflat Bogie Flat wagon	<a href="http://hattons.co.uk/warflat">hattons.co.uk/warflat</a>	£42.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	<a href="http://hattons.co.uk/baldwin460">hattons.co.uk/baldwin460</a>	£123.21	Jul 2014							
Class H2 Atlantic 4-4-2	<a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a>	£152.96	Mar 2013							
Class 90	<a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>	£119 (EST)	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/ 122	<a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a>	£123.25	Dec 2012							
GWR Streamlined Railcar	<a href="http://hattons.co.uk/gwrrc">hattons.co.uk/gwrrc</a>	from £123.25	Jul 2014							
Class 59	<a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>	from £124.43	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	<a href="http://hattons.co.uk/OGaugeWW">hattons.co.uk/OGaugeWW</a>	£85	Oct 2016							
SECR P Class 0-6-0T	<a href="http://hattons.co.uk/pclass">hattons.co.uk/pclass</a>	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	<a href="http://hattons.co.uk/barclay">hattons.co.uk/barclay</a>	£99	Sep 2017							
Beilhack ZZA Snowplough	<a href="http://hattons.co.uk/beilhack">hattons.co.uk/beilhack</a>	£43	Oct 2016							
ICI Hopper Wagon	<a href="http://hattons.co.uk/ici">hattons.co.uk/ici</a>	from £24	Mar 2015							
O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	<a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>	from £118	Nov 2017							
FEA Intermodal Wagons	<a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 07 Shunter	<a href="http://hattons.co.uk/cl07">hattons.co.uk/cl07</a>	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	<a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a>	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H Wainwright 0-4-4T	<a href="http://hattons.co.uk/hclass">hattons.co.uk/hclass</a>	from £90	Sep 2016							
Class 8P Princess Coronation 4-6-2	<a href="http://hattons.co.uk/duchess">hattons.co.uk/duchess</a>	from £161	Nov 2016							
Hltachi IEP Class 800	<a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>	from £229.50	Nov 2016							
Class 87	<a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>	£144	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	<a href="http://hattons.co.uk/janus">hattons.co.uk/janus</a>	from £84	Nov 2015							
4 & 6-wheel Toad Brake van	<a href="http://hattons.co.uk/oxtoad">hattons.co.uk/oxtoad</a>	£12.50	Sep 2016							
Mk3 Coaches	<a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>	£29	Jan 2016							
GER/LNER Class N7 0-6-2T	<a href="http://hattons.co.uk/oxn7">hattons.co.uk/oxn7</a>	£87	Jan 2017							

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

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

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

Information correct at the time of going to press on 14/12/17.



17 Montague Road, Widnes, WA8 8FZ  
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Est. 1946

## OO Gauge (1:76 Scale) Steam locos

R3525 Battle of Britain Class (Air Smoothed) 4-6-2  
S21C159 "Sir Archibald Sinclair" in British Railways  
malachite green (Hor) ..... £139.50

R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in  
GWR Green (Hor) ..... £140

R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby  
2014 Collectors Club special edition (Hor) ..... £26

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 shirtbutton  
emblem (Hel) ..... £124

1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) ..... £124  
1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel) ..... £124

1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel) ..... £124  
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (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

H1409 Class 14xx 0-4-2T 1470 in BR Lined black early  
emblem (DJ) ..... £99

32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black  
early emblem (Bac) ..... £123.21

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

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

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early  
emblem (Bac) (RRP £129.95) ..... **BARGAIN** ..... £69

31-128 Class 30xx 2-8-0 ROD 3036 in BR black early  
emblem - weathered (Bac) (RRP £142.95) **BARGAIN** ..... £72

31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great  
Western green (Bac) ..... £118.96  
32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest -  
weathered (Bac) ..... £84.96

R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad  
Range (Hor) (RRP £49.99) ..... **BARGAIN** ..... £25  
R3455 Class 4000 'Star' 4-6-0 4013 'Knight of St Patrick' GWR Green (Hor) ..... £127

R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black  
late crest (Hor) (RRP £119.99) ..... **BARGAIN** ..... £82

R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black  
early emblem (Hor) (RRP £119.99) ..... **BARGAIN** ..... £82  
32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) ..... £93.46

R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green  
late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** ..... £57

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor)  
(RRP £99.99) ..... **BARGAIN** ..... £58  
32-575A Class 4MT Ivatt 2-6-0 3000 in LMS black (Bac) ..... £114.71

R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler  
tender - Railroad range (Hor) (RRP £84.99) **BARGAIN** ..... £45

R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black  
late crest (Hor) ..... £119

H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early  
emblem (DJ) ..... £99

R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined  
Black early crest - TTS sound fitted (Hor) ..... £170

R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late  
crest (Hor) ..... £144

R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR  
Green late crest (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

31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined  
green late crest - weathered (Bac) ..... £90.05

31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR  
black early emblem (Bac) ..... £81.55

31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR  
green (Bac) ..... £81.55

R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR  
Green early crest - Railroad range (Hor) ..... £64.80

R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black  
late crest (Hor) (RRP £124.99) ..... **BARGAIN** ..... £69

R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black  
early emblem (Hor) (RRP £124.99) ..... **BARGAIN** ..... £69

R3419 Class 700 "Black Motor" 0-6-0 693 in Southern  
Railway black (Hor) (RRP £124.99) ..... **BARGAIN** ..... £69

R3520 Class 7MT 4-6-2 Britannia 70007 'Coeur-de-Lion'  
in BR green late crest (Hor) ..... £153

R3517 Class 7P 'Royal Scot' 4-6-0 6108 "Seaforth Highlander" in  
LMS black - "The Final Day" special edition (Hor) ..... £161

R3557 Class 7P 'Royal Scot' 4-6-0 6126 "Royal Army  
Service Corps" in LMS wartime black (Hor) ..... £144

R3564 Class 8F 2-8-0 48045 in BR black late crest -  
Fowler tender (Hor) **NEW** ..... £123

R3565 Class 8F 2-8-0 8035 in LMS black (Hor) **NEW** £123

R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014  
"Nederland Line" in BR green early emblem (Hor) **NEW** £157

R3553 Class 8P Princess Coronation 4-6-2 6231  
"Duchess of Atholl" in LMS Crimson Lake (Hor) ..... £161

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple  
green - Railroad Range (Hor) (RRP £109.99) **BARGAIN** ..... £55

R3080 Class A1 4-6-2 60163 "Tornado" in British Railways Apple  
Green (Railroad Range) (Hor) (RRP £109.99) ..... **BARGAIN** ..... £68  
R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The  
Final Day" special edition (Hor) ..... £161

R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early  
emblem (Hor) (RRP £154.99) ..... **BARGAIN** ..... £94

R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR  
green late crest - TTS Sound fitted (Hor) ..... £187

R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue -  
Railroad range (Hor) ..... £74.06

R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in  
LNER wartime black (Hor) (RRP £164.99) **BARGAIN** ..... £109

R3451 Class B1 4-6-0 61032 "Stembok" in BR Lined  
Black early emblem (Hor) ..... £148

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor)  
(RRP £155.99) ..... **BARGAIN** ..... £87  
R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) ..... £136

R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) ..... £136

R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green  
early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79





**UK P&P £4 per order**  
**£2 per single diecast item**  
**£7 guaranteed Next Day delivery**  
 (Orders before 2pm)

**NEW**



31-137A Class D11/2 4-4-0 6401 "James Fitzjames" in LNER black (Bac) **NEW** ..... £144.46



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99) ..... **BARGAIN** ..... £73  
 35-076A Class E4 0-6-2T Brighton tank 2517 Southern Railway green (Bac) ..... £101.96



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) ..... **BARGAIN** ..... £80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) ..... £80



31-321D5 Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) ..... £203.96



R3414 Class J15 0-6-0 5444 in LNER Black (Hor) (RRP £126.49) ..... **BARGAIN** ..... £79  
 R3529 Class J15 0-6-0 7942 in LNER black (Hor) **NEW** ..... £108  
 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



R3533 Class J94 0-6-0ST "Lord Phil" in lined green - as preserved (Hor) ..... £72



R3242A 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



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervé de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** ..... £108  
 3913 Class 02/3 Tango 2-6-0 63952 BR black late crest stepped tender (Hel) ..... £148



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) ..... £119  
 R3542 Class Q6 'Raven' 0-8-0 63427 in BR black early emblem (Hor) **NEW** ..... £132  
 R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) ..... **BARGAIN** ..... £105



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) ..... **BARGAIN** ..... £88



R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) ..... £69.50



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (Bac) ..... £101.96



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) ..... £101.96



R3524 Rebuilt 'West Country' 4-6-2 34096 "Trevone" in BR green late crest (Hor) ..... £144



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) ..... £118.96



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) ..... £110.46



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 80135 BR green late crest (As Preserved) (Bac) ..... £110.46



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 80135 BR green late crest (As Preserved) (Bac) ..... £110.46



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) ..... £144  
 R3500 The Sir Nigel Gresley Collection (Hor) ..... £480



R9287 Thomas & Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £46.99) ..... **BARGAIN** ..... £31

**NEW**



32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) **NEW** ..... £135.96

**Train packs**



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) ..... **BARGAIN** ..... £150



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) ..... £490



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) ..... £280  
 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

**Diesel locos**



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957 (Dap) (RRP £105) **BARGAIN** ..... £94  
 R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) (RRP £119.99) ..... **BARGAIN** ..... £86  
 32-115B Class 08 Shunter 08818 BR Blue Wasp Stripes (weathered) (Bac) ..... £101.96



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) ..... £118



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



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



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) ..... £93.46



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) ..... **BARGAIN** ..... £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) ..... **BARGAIN** ..... £61

**NEW**



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) **NEW** ..... £110



2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) **NEW** ..... £119



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) **NEW** ..... £110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) **NEW** ..... £119



R3275 Class 31 31144 in Civil engineers 'Dutch' grey and yellow - Railroad range (Hor) ..... £59



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) ..... £101



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) ..... £99



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) ..... £117.26



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) ..... £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) ..... £117.26



32-376A Class 37/4 37422 "Robert F. Fairlie" Regional Railways (Bac) ..... £123.21



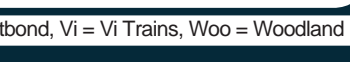
32-390 Class 37/7 37706 "Conidae" in Railfreight Petroleum (Bac) ..... £101.96



32-391DS Class 37/7 37796 Railfreight coal sector (DCC Sound Fitted) (Bac) ..... £203.96  
 32-484 Class 40 40159 in BR Blue (Bac) ..... £123.21



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) ..... **BARGAIN** ..... £74



32-482 Class 40 97407 "Aureol" in BR blue - weathered (Bac) ..... £131.71



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) ..... **BARGAIN** ..... £39



Visit

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

for all new releases



32-068 Class 43 Warship D838 "Rapid" in BR maroon full yellow ends (Bac) ..... £127.46



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) ..... £127.46



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) ..... £144  
5311 Class 53 D6280 "Falcon" in BR two tone green - Ltd Ed (Hel) ..... £125



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) ..... £212.46



32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green (Bac) ..... £131.71



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) ..... £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) ..... £208.21



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) ..... £142.76



32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) ..... £132



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) ..... £131.71  
R3573 Class 66/7 66751 "Inspiration Delivered - Hitachi Rail Europe" in GB Railfreight (Hor) ..... £85



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) ..... **BARGAIN** ..... £99



R3388TTS Class 67 67004 "Calm Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) ..... **BARGAIN** ..... £104



R3574 Class 67 67013 in DB Schenker red (Hor) ..... £136



R3481 Class 67 67025 "Western Star" in EWS (Hor) (RRP £159.99) ..... **BARGAIN** ..... £99



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) **NEW** ..... £131.71



4D-022-009 Class 68 68006 "Daring" in Scotrail (Dap) **NEW** ..... £131.71



4D-022-010 Class 68 68008 "Avenger" Direct Rail Services compass (Dap) **NEW** ..... £131.71



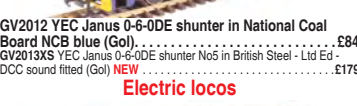
4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) **NEW** ..... £131.71



4D-022-012 Class 68 68015 in Chiltern Railways (Dap) **NEW** ..... £131.71



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) ..... £155



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) ..... £67.96



GV2012 YEC Janus 0-6-0DE shunter in National Coal Board NCB blue (Gol) ..... £84



GV2013XS YEC Janus 0-6-0DE shunter No5 in British Steel - Ltd Ed - DCC sound fitted (Gol) **NEW** ..... £179



R3373 Class 71 E5001 in BR Green (Hor) ..... £127.50



OO71-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) ..... £139.95



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivas Trains (Hel) ..... £160

### Electric locos



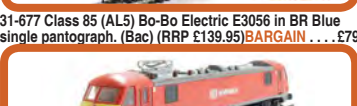
R3373 Class 71 E5001 in BR Green (Hor) ..... £127.50



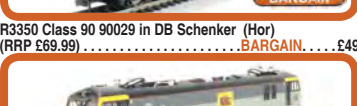
OO71-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) ..... £139.95



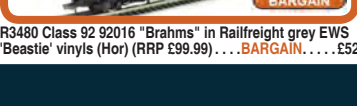
7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivas Trains (Hel) ..... £160



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** ..... £79



R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) ..... **BARGAIN** ..... £49



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99) ..... **BARGAIN** ..... £52



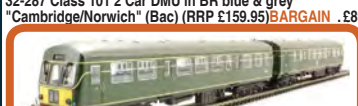
9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) ..... £108



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) ..... £246



32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) **BARGAIN** ..... £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) ..... **BARGAIN** ..... £94



32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) ..... £229.46



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack "coaching stock" maroon - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 980011 in Railtrack blue and green - Hatton's limited edition (Dap) **NEW** ..... £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) **NEW** ..... £123.25



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) ..... £271.96



4D-009-004 Class 121 single car DMU 'Bubblecar' W55023 in BR blue (Dap) **NEW** ..... £123.25



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) **NEW** ..... £123.25



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) **NEW** ..... £123.25

4D-015-001 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55002 in BR blue & grey (Dap) ..... £123.25

4D-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) ..... £123.25



4D-015-005 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) ..... £123.25



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (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



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) ..... **BARGAIN** ..... £69



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe - (Bac) (RRP £164.95) ..... **BARGAIN** ..... £114



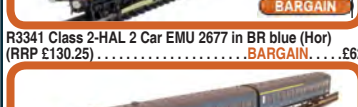
R3575 Class 153 133379 in ex-Central Trains green East Midlands Trains branding (Hor) **NEW** ..... £93



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) ..... £123.21



4D-011-001 Streamlined railcar 12 in GWR lined chocolate and cream shirbutton emblem (Dap) ..... £123.25



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) ..... **BARGAIN** ..... £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) ..... **BARGAIN** ..... £62



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) ..... £271.96



Prices valid until 07/02/18

All prices correct  
when going to press.  
Errors excepted.

31-041 Class 450 Desiro 450127 4 car unit South West Trains -  
weathered (Bac) ..... £297.46

**Train sets - analogue**

R1183 'Master of the Glens' 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  
R1176 Eurostar 2013 Train Set (Hor) ..... £140



R1167 Flying Scotsman Train Set 3 x LNER coaches  
(loco has 3-pole motor) (Hor) ..... £130



R1180 GWR Postal Express train set - operating  
travelling post office (Hor) ..... £70



R1215 Hornby Junior Train Set - "Express Train" -  
battery powered (Hor) ..... £34



R1155 Pendolino trainset Class 390 390004 in Virgin  
Trains "Alstom Pendolino" branding (Hor) ..... £150



R1210 Santa's Express - Christmas starter train set (Hor) £47



30-165 The Thanet Flyer train set (Bac) ..... £152.95



R9285 Thomas the Tank Engine - Passenger and Goods  
Train Set (Hor) (RRP £115.99) ..... **BARGAIN** ..... £80

**Train sets - DCC**

R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in  
Experimental blue & BR Class 47 (Hor) (RRP £239.99) **BARGAIN** ..... £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0  
BR diesel electric loco, steam loco & 4 wagons (Hor)  
(RRP £262.99) ..... **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 £209.99) ..... **BARGAIN** ..... £130



30-049 The Permanent Way DCC train set Digital  
Sound (Bac) ..... £233.70



R1184 Western Express digital train set eLink TTS sound  
Hall steam loco (Hor) (RRP £329.99) ..... **BARGAIN** ..... £199

**Coaches**

R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight  
compartment brake third 2638 in SR malachite  
green (Hor) ..... £38



R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight  
compartment brake third S2646S in BR maroon (Hor) £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine  
compartment all third 320 in SR malachite green (Hor) £38



R4749A 58' Maunsell Rebuilt (Ex-LSWR 48') nine  
compartment third class S280S in BR maroon (Hor) £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment  
brake composite 6403 in SR malachite green (Hor) ..... £38



R4748A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment  
brake composite S6405S in BR maroon (Hor) ..... £38  
R4793 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third  
2628 in SR malachite green (Hor) ..... £38



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive  
green (Bac) **NEW** ..... £55.21



39-601 60' ex-SECR Birdcage brake third lavatory 3518 in  
SR olive green (Bac) **NEW** ..... £55.21



39-602 60' ex-SECR Birdcage brake third lavatory S3500S  
in BR crimson (Bac) ..... £50.96



39-622 60' ex-SECR Birdcage brake third S3428S in BR  
crimson (Bac) ..... £50.96



39-612 60' ex-SECR Birdcage composite S5468S in BR  
crimson (Bac) ..... £50.96  
39-576 BR Hawksworth Auto Trailer Maroon (Bac) ..... £58.61  
39-050 G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) ..... £33.11  
R4759 Collett corridor brake third (right hand) 5089 GWR chocolate and  
cream (Hor) ..... £38  
R4762 Collett corridor composite (right hand) 6531 GWR chocolate and  
cream (Hor) ..... £38  
39-778 ex-LMS 50' inspection saloon DM45029 EWS maroon and  
gold (Bac) ..... £50.96  
39-777A ex-LMS 50' inspection saloon M45030M BR Blue & Grey (Bac) ..... £50.96



39-578 Hawksworth Auto-trailer in W234W in BR crimson  
& cream (Bac) ..... £59.46



39-455 LMS 57 ft Porthole Corridor 1st in BR crimson &  
cream (Bac) (RRP £39.95) ..... **BARGAIN** ..... £29

39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson &  
cream (Bac) (RRP £39.95) ..... **BARGAIN** ..... £29

R4624A Mk1 BG full brake W84166 BR chocolate & cream (Hor)  
(RRP £24.99) ..... **BARGAIN** ..... £16

R4785 Mk1 BSK brake second corridor E34729 BR maroon without  
crest (Hor) **NEW** ..... £34



R4788 Mk1 BSO brake second open E9220 in BR  
maroon (Hor) **NEW** ..... £34

R4777 Mk1 BSO brake second open W8353 in BR blue and grey (Hor) ..... £34

R4784 Mk1 CK composite corridor E15481 BR maroon without crest (Hor)  
**NEW** ..... £34



R4789 Mk1 FO first open E3050 in BR maroon (Hor) **NEW** £34

R4700 Mk1 TSO second open M4487 BR maroon (Hor)  
(RRP £32.99) ..... **BARGAIN** ..... £22



R4644A Mk1 TSO second open W4760 in BR chocolate &  
cream (Hor) (RRP £24.99) ..... **BARGAIN** ..... £16



R4702 Mk2E TSO standard open 5801 in Virgin Trains  
red/black - lights (Hor) (RRP £39.99) ..... **BARGAIN** ..... £27

R4655 Mk3 DVT driving van trailer E2146 in DB Schenker silver (Hor)  
(RRP £42.99) ..... **BARGAIN** ..... £26



39-530 SR PMV parcels van S1151S in BR green black  
ends (Bac) ..... £28.01

**Wagons**

4F-016-112 12 ton banana van B881910 in BR grey "Jaffa" emblem (Dap)  
£9.50

4F-016-113 12 ton banana van B881910 in BR grey "Jaffa" emblem -  
weathered (Dap) **NEW** ..... £10.50

37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) £12

37-225H 16 ton steel mineral wagon top flap doors BR grey -  
weathered (Bac) ..... £14.04



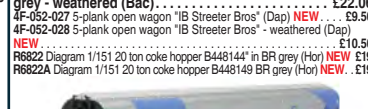
39-045 31 tonne ZBA Bass open wagon in BR  
brown (Bac) (RRP £22.95) ..... **BARGAIN** ..... £14

4F-040-026 4-plank open wagon "W. McLaren, Abertyswg" -  
weathered (Dap) **NEW** ..... £10.50

4F-040-025 4-plank open wagon "W. McLaren, Dundee" (Dap) ..... £9.50

4F-013-031 4-wheel Gunpowder van W105755 in GWR (Dap) ..... £9.50

4F-013-032 4-wheel Gunpowder van W105755 GWR - weathered (Dap)  
**NEW** ..... £10.50



37-601B 46T VGA sliding wall van in Railfreight red &  
grey - weathered (Bac) ..... £22.06

4F-052-027 5-plank open wagon "IB Streeter Bros" (Dap) **NEW** ..... £9.50

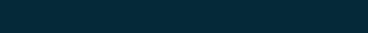
4F-052-028 5-plank open wagon "IB Streeter Bros" - weathered (Dap)  
**NEW** ..... £10.50

R6822 Diagram 1/151 20 ton coke hopper B448144 in BR grey (Hor) **NEW** £19

R6822A Diagram 1/151 20 ton coke hopper B448149 BR grey (Hor) **NEW** ..... £19



R6724 Drax 102t biomass hopper in Drax 'Swoosh'  
- 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

R6794 KFA container wagon Tiphook Rail 1x 20' and 1x 40' container (Hor) £28  
37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete -  
weathered (Bac) (RRP £41.95) ..... **BARGAIN** ..... £28



R6473 Pack of 3 16 ton mineral wagons in BR bauxite -  
Railroad Range (Hor) (RRP £19.99) ..... **BARGAIN** ..... £15



R6890 Pack of three HFA coal hopper wagons in BR  
railfreight yellow cradle and "Barry Depot" branding -  
Railroad Range (Hor) ..... £21



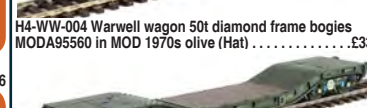
R6814 Six plank open wagon "Huntley and Palmers Ltd,  
Reading" (Hor) ..... £13



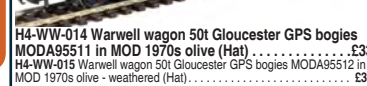
H4-WW-009 Warwell wagon 50t diamond frame bogies  
DM721227 in BR Olive green ELECTRIFICATION  
branding and steel/rail carriers (Hat) ..... £33



H4-WW-015 Warwell wagon 50t Gloucester GPS bogies  
MODA95560 in MOD 1970s olive (Hat) ..... £33



H4-WW-004 Warwell wagon 50t diamond frame bogies  
MODA95560 in MOD 1970s olive (Hat) ..... £33



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies  
MODA95511 in MOD 1970s olive (Hat) ..... £33



H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in  
MOD 1970s olive - weathered (Hat) ..... £37



H4-WW-018 Warwell wagon 50t Gloucester GPS bogies  
MODA95536 in MOD 2000s olive (Hat) ..... £33

**Analogue controllers**

R8012 HM2000 High output power & speed controller, mains supply. (Hor) ..... £87

**DCC controllers**

R8214 DCC Elite unit digital controller (Hor) ..... £205

R8213 DCC Select unit (boxed) (Hor) ..... £90

**DCC accessories**

R8238 DCC reverse loop control module (Hor) (RRP £39.99) **BARGAIN** ..... £12

**Point motors**

R8014 Mark 2 Point Motor (Hor) ..... £7.50

R8243 Surface Mounted point motor (Hor) ..... £7.50

**Switches & Levers**

R044 Passing contact lever frame switch (for point motors) (Hor) ..... £9

**Lighting equipment**

CL2 Standard Coach Lighting Strips - Warm White (Tra) ..... £17

**Accessories**

SFX10 Steam loco sound capsule (with built battery, speaker & motion  
detector) (Tra) ..... £37

**Spares**

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO &  
HO gauge - Pack of 24 (Pec) ..... £2

SL-111 Insulated rail joiners/fishplates for OO, HO & O gauge code 100  
rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) ..... £2

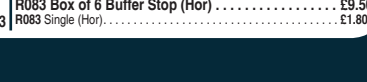
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco &  
Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) ..... £2.20

19KADEE NEM362 Kadее coupling - Long (10.6mm) - Pack of four (Kad) ..... £5

18KADEE NEM362 Kadее coupling - Medium (8.63mm) - Pack of four (Kad) ..... £5

**Man-made scenic structure - railway-related**

89121 21.5 metre (90ft) Motorised turntable - ready for  
installation. Upgraded 89111. For HO/OO scales. DCC  
ready (Hel) ..... £199



LK-55 76ft Well type turntable (Pec) ..... £39



R083 Box of 6 Buffer Stop (Hor) ..... £9.50

R083 Single (Hor) ..... £1.80



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LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2  
ropes and 16-page Shows How You Now Guide (Pec) ..... £70  
R636 Double track level crossing (Hor) ..... £18  
R334 Double-track station platform canopy (Hor) ..... £19



R070 Electrically Operated Turntable (Hor) ..... £64  
R537 Lineside Fencing (Hor) ..... £7  
P0580 Signal box interior parts - card kit (Met) NEW ..... £6  
R460 Straight Platform (Hor) ..... £5

### Signals

R169 Home junction signal (Hor) ..... £12  
DS2L One Touch two aspect distant signal left hand feather indicator  
(green/yellow) - DCC fitted (Tra) NEW ..... £32.40  
DS2R One Touch two aspect distant signal right hand feather indicator  
(green/yellow) - DCC fitted (Tra) NEW ..... £32.40  
4L-002-001 Signal - Motorised LMS home (OOSIGN3) (Dap) ..... £22  
4L-001-003 Signal - Motorised, Round post GWR home (Dap) ..... £25  
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant  
(OOSIGN1) (Dap) ..... £22

### Buildings - general



44-040 Diesel depot fuelling point - Scenecraft range (162  
x 37 x 56mm) (Bac) ..... £13  
44-587 Fibre Board Hut (Bac) NEW ..... £26

NEW



44-0079 Grain Warehouse (Bac) NEW ..... £63.71



44-265 Low Relief Block of flats (Bac) (RRP £62.95) BARGAIN .. £36

Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac) ..... £33.96

### Bridges, Tunnels & Walls

R076 Foot Bridge (Hor) ..... £16  
R8008 Grand suspension bridge (Hor) ..... £39



P0244 Retaining wall in red brick - 4 sections per pack -  
card kit (Met) ..... £12

### People - civil

36-408 12 x Seated Coach Passengers (Bac) ..... £11.50



36-047 Locomotive staff x 6 (Bac) ..... £8.46  
36-044 Station passengers standing x 6 (Bac) ..... £6.46

### Track - Code 100 Setrack

ST-245 Setrack curved double radius left 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

### Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec) ..... £66

SL-100 Single (Pec) ..... £3



SL-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-E99 3 way medium radius point - electrofrog (Pec) £26

SL-99 3 way medium radius point - insulfrog (Pec) ..... £26



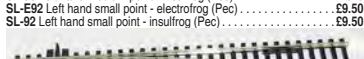
SL-90 Double slip - insulfrog (Pec) ..... £32

SL-E96 Left hand medium point - electrofrog (Pec) ..... £10

SL-96 Left hand medium point - insulfrog (Pec) ..... £10

SL-E92 Left hand small point - electrofrog (Pec) ..... £9.50

SL-92 Left hand small point - insulfrog (Pec) ..... £9.50



SL-E95 Right hand medium point - electrofrog (Pec) ..... £10

SL-95 Right hand medium point - insulfrog (Pec) ..... £10



SL-E91 Right hand small point - electrofrog (Pec) .. £9.50

SL-91 Right hand small point - insulfrog (Pec) ..... £9.50

### Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver

bullhead rail flexible track (Pec) ..... £4.50

SL-108F Box of 25 (Pec) ..... £100

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete

sleeper flexible track (Pec) ..... £3.25

SL-102F Pack of 25 (Pec) ..... £82

SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £3

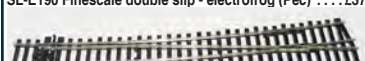
SL-100F Pack of 25 (Pec) ..... £72



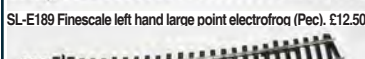
SL-E199 3 way finescale medium radius point -  
electrofrog (Pec) ..... £28



SL-E190 Finescale double slip - electrofrog (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-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



SL-U1188 Right hand large radius bullhead rail point -  
unifrog (Pec) ..... £26

### Track & Points

R0890 1 single yard length of Semi-Flexible Track (Hor) ..... £3.50

R0900 Pack of 24 (Hor) ..... £79

R605 1st radius double curve (8 make a circle) (Hor) ..... £2.40

R605 Circle of 8 (Hor) ..... £15

R607 2nd radius double curve track (8 make a circle) (Hor) ..... £2.25

R607 Circle of 8 (Hor) ..... £18

R609 3rd radius double curve track (8 make a circle) (Hor) ..... £2.60

R609 Circle of 8 (Hor) ..... £20

ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) ..... £16

R8262 Double 4th radius curve (8 make a circle) (Hor) ..... £3

R8223 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x

R606, 1 x R063 (Hor) ..... £22.50

R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x

R606, 1 x R063 (Hor) ..... £22.50

R8074 Left hand curved point (Hor) ..... £14

R8077 Left hand Express point (Hor) ..... £14.50

R8072 Left hand Standard point (Hor) ..... £9

R603 Long Straight - 670mm (Hor) ..... £3

36-603 Long straight track nickel silver (same as R603) (Bac) ..... £3

36-603 Box of 10 (Bac) (RRP £35) ..... BARGAIN ..... £24.80

R8078 Right hand Express point (Hor) ..... £14.50



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

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ST1474 24' Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm

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76B1002 Beadle Integral Maidstone & District (Oxf) ... £15.50

76B1001 Irizar i6 Translink Goldline (Oxf) ..... £19.50

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76B1002 Irizar i6 West Coast Motors (Oxf) NEW .. £19.50



OM46618A New Routemaster - Stagecoach, 8 Bow  
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76SB001 Saro Bus Ribble (Oxf) ..... £15.50

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76H1003 Hillman Imp firebrand red (Oxf) NEW ..... £5

76ETYP010 Jaguar E Type coupe bluebird blue - Donald Campbell (Oxf) NEW £5

76MGB008 MGB Roadster mineral blue (Oxf) NEW ..... £5

76MNB008 Mini Cooper surf blue / old english white (Oxf) NEW ..... £4.50

76TR4002 Triumph TR4 British Racing Green (Oxf) NEW ..... £4.50

76TR6001 Triumph TR6 Mosses Yellow (Oxf) NEW ..... £4.50

76V0002 Volvo 760 Red Wood Metallic (Oxf) NEW ..... £5

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76SCT005 Eddie Stobart Car Transporter - Christina  
Frances (Oxf) ..... £27

76T026 Ford Transit LWB High - Police Network Rail Speed Camera (Oxf) £5

76FBB003 Fowler BB1 Ploughing Engine No.15436 Princess Mary (Oxf) ... £14



OR76ROR003 Land Rover Defender 110 posable rail  
wheels - "British Rail" - non-motorised (Oxf) ..... £6.50



OR76ROR002 Land Rover Defender 110 posable rail  
wheels - "Network Rail" - non-motorised (Oxf) ..... £6.50

76LAN2013 Land Rover Series II Station Wagon Shell/BP (Oxf) NEW ..... £4.50

76LR5001 Land Rover Series III Station Wagon Limestone (Oxf) NEW ..... £5

76MB007 Mercedes Adros CSC Curtainside McGowan Bros (Oxf) NEW ..... £21

76S94004CC Scania 94D 6 wheel curtainside - "Coca Cola" (Oxf) NEW ..... £14

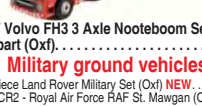


76TCAB008 Scania T Cab 3 Axle Nootboom Semi Low  
Loader Sandy Kydd (Oxf) ..... £19.50

76TCAB009 Scania T Cab Curtainside Ian Hayes (Oxf) NEW ..... £19.50



76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low  
Loader Stobart (Oxf) ..... £19.50

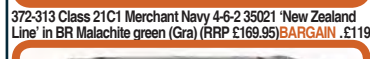


76SET57 10 Piece Land Rover Military Set (Oxf) NEW ..... £49.50

76TAC004 TACR2 - Royal Air Force RAF St. Mawgan (Oxf) NEW ..... £9.50



372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand  
Line' in BR Malachite green (Gra) (RRP £169.95) BARGAIN .. £119



372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika  
Line' BR green early emblem (Gra) (RRP £169.95) BARGAIN .. £119



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven'  
in GWR lined green (Gra) ..... £118.96



372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS  
black (Gra) (RRP £119.95) ..... BARGAIN ..... £84



372-139 Class 5 4-6-0 45206 in BR Lined Black Early  
Emblem (Gra) ..... £110.46

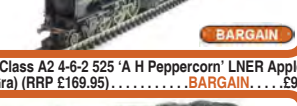
2S-007-020D Class 57xx Pannier 0-6-0PT L90 in London Transport red  
original cab - DCC fitted (Dap) ..... £98.65



372-800A Class A1 4-6-2 60163 "Tornado" BR lined  
Brunswick green (Gra) (RRP £169.95) ..... BARGAIN ..... £113

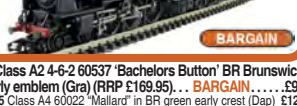


372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple  
green (Gra) (RRP £169.95) ..... BARGAIN ..... £94



372-386 Class A2 4-6-2 60537 "Bachelors Button" BR Brunswick  
green early emblem (Gra) (RRP £169.95) ..... BARGAIN ..... £94

2S-008-005 Class A4 60022 "Mallard" in BR green early crest (Dap) £122



2S-008-011 Class A4 4-6-2 2512 "Silver Fox" in LNER grey valances -  
DCC Fitted (Dap) ..... £128.83

2S-008-011D Class A4 4-6-2 2512 "Silver Fox" in LNER grey valances -  
DCC Fitted (Dap) ..... £150.57

372-932 Class N 2-6-0 31811 in BR black late crest (Gra) ..... £106.21

2S-002-002D Class V Schools 4-4-0 30921 "Shrewsbury" in BR black  
early emblem - DCC fitted (Dap) ..... £142.50

### Train packs



2S-011-001 Class A1 4-6-2 4472 "Flying Scotsman" in  
LNER apple green four Gresley teak coaches - light bars  
fitted (Dap) ..... £198.90



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

### Diesel locos



371-064 Class 03 Shunter 03170 in BR Blue Wasp Stripes  
& Air Tanks (weathered) (Gra) ..... £80.71

371-036 Class 20 20227 in London Underground (Gra) ..... £101.96



371-087A Class 25/2 25225 in BR blue (Gra) ..... £101.96

2D-013-000 Class 27/1 27108 in BR blue (Dap) ..... £108

2D-001-020 Class 33/1 33102 in BR blue (Dap) ..... £112.74



371-450A Class 37/0 37041 in BR blue split headcode  
boxes (Gra) ..... £103.66



371-457 Class 37/0 D6714 in BR green small yellow panel  
and split headcode boxes (Gra) ..... £103



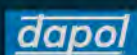
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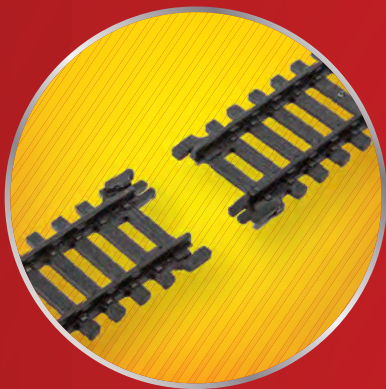


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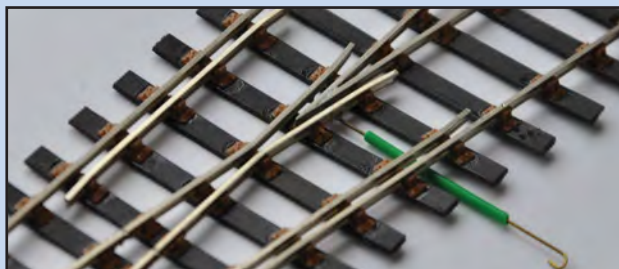
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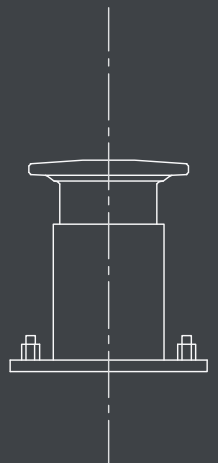
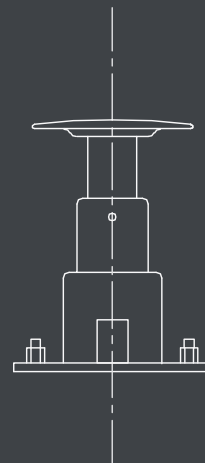
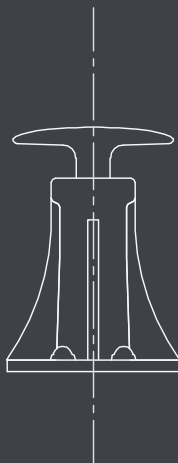
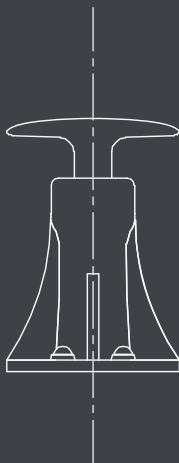
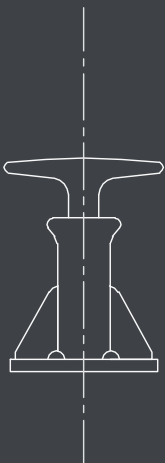
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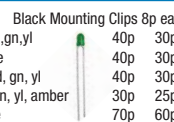
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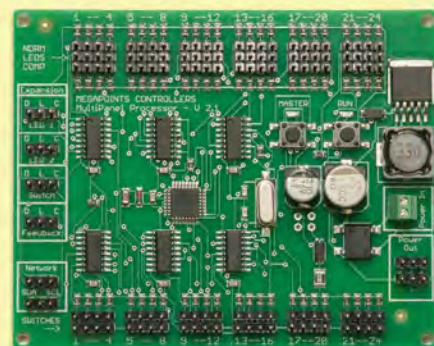
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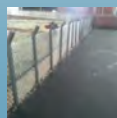
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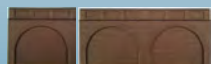


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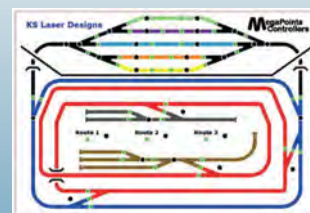
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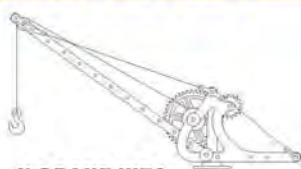
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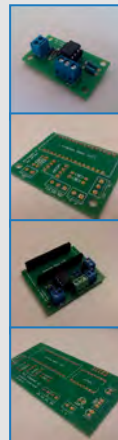


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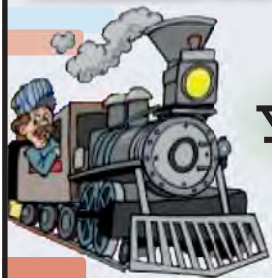
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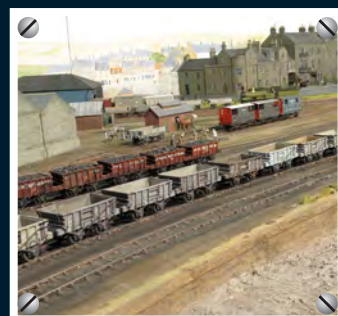
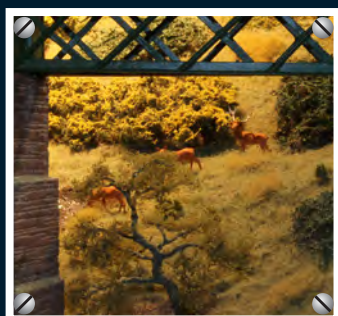
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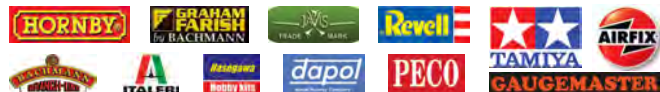
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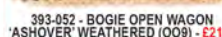
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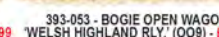
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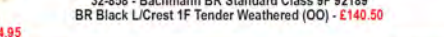
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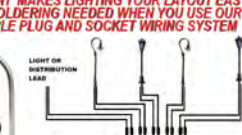
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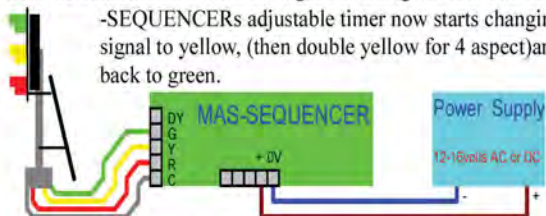
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## TOY & TRAIN FAIRS

## TOY & TRAIN FAIRS

**LUDLOW TOYFAIR** Ludlow Racecourse, Bromfield, Ludlow. Shropshire SY8 2BT (Off A49) Saturday 27th January 10.30 – 2.00pm, £2.00 entry, Tony Oakes Fairs 01270 652773

**KIDDERMINSTER TOYFAIR**, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster. DY11 7DY (off A451). Sunday 28th January 10.30am-2.00pm, £1.50 entry, Tony Oakes Fairs 01270 652773

**WIRRAL** Sunday 28th January 2018, 10.30am – 2.30pm Hulme Hall, Port Sunlight, Wirral, CH62 5DH, Up to 65 tables, Admission Adults £2.00 Children 50p. Contact: Barry Stockton on 0151 334 3362

**CHESTER LE STREET** - Park view school North lodge, Lombard Drive, Chester-le-Street, Co Durham, DH3 4BB (Near the Lambton worm pub, near Birtley) Sunday 28th January 2018 10am - 3pm Admission £3 Senior Citizens and Children £2 Early entry £5.00 Contact Jim Corr 07594035955 Email jim\_corr73@hotmail.co.uk Like us on Facebook Northerntoyfairs

**CHESTER TOYFAIR**, The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. Saturday 10th February 10.00am-3.00pm, £2.00 entry, Tony Oakes Fairs 01270 652773

**NOTTINGHAM TOY & TRAIN FAIR**, Bluecoat Academy, NG8 5GY (on ring-road 1 mile north of Uni.) Saturday 10th February, 10am-2pm, refreshments. Contact Malc: 07951 072790

**NEC BIRMINGHAM TOY & TRAIN FAIR**, Hall 18, National Exhibition Centre, Birmingham, B40 1NT. Sunday 11th February 2018 10.30am-3pm 550 stalls Adults £7 Seniors £6.50 Children £2 (Under 5's Free) FREE PARKING [www.bpffairs.com](http://www.bpffairs.com) Tel 01604 846688

**HAYDOCK PARK RACECOURSE** - Sunday 11th February 2018 10.30am – 2.30pm Haydock Park Racecourse, The Exhibition centre, WA12 OHQ – (M6 Junction. 23 - 1 mile) Up to 85 tables Admission - Adults £2.00 Children 50p Contact: Barry Stockton on 0151 334 3362

**ALFRETON LEISURE CENTRE, TOY AND TRAIN FAIR**: DE55 7BD Friday 16th February, 7pm -9pm, refreshments available. Perfect start to the weekend Contact Malc: 07951 072790

**VINTAGE TOY & MODEL TRAIN SHOW**  
Saturday 17th February 2018 from 10.00 to 4.30 at Knole Road Church Hall, Knole Road, Brighton BN1 6RB  
Working layouts and trade stalls. Refreshments. Near Preston Park rail station. Adults £4.00 accompanied children under 16 - free.  
Info: [sussexvintagemrc@hotmail.co.uk](mailto:sussexvintagemrc@hotmail.co.uk)

## KEMPTON PARK TRAIN & TOY FAIR

At: Kempton Park Racecourse, Staines Road East, Sunbury on Thames, Middlesex TW16 5AQ. M3 Jct 1 onto A308

**ON Sunday 4th February, 2018 10.30am - 3.00pm**

• Adults - £4.00 • Concessions - £3.50 • Children - £1.00  
• Early Entry Buyers - £10.00 (8.30am onwards)

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2018 Dates: May 20th, October 7th & December 2nd

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Squires will be exhibiting at the following shows in 2017

Diary updated as bookings are confirmed

## 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 20 EGHAM & STAINES** Model Railway Exhibition, Strode's College's Sports Hall, Egham High Street, Egham, Surrey, TW20 9DR. Saturday 10-5pm. \*\* NEW VENUE \*\*

**Jan 20/21 - CALNE** Model Railway Exhibition Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - \*\*Enlarged Show for 2018\*\*

**Jan 21 GUILDFORD** - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk)

**Jan 27/28 KENDAL** M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5  
**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.

**Jan 28 BOLTON** - IPMS MODEL SHOW, The Macron Stadium, Bolton. BL6 6SF. 10-4pm.  
**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 17 - TONBRIDGE** M/Railway Ex, Angel Centre, Tonbridge, Kent, TN9 1SF 10-5 [www.tonbridgemrc.com](http://www.tonbridgemrc.com)  
**Feb 18 - SHUTTLEWORTH** Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire SG18 9EP Sun 9.30 - 4pm

**FEB 23-25 GLASGOW** Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5.

[www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)

**Coming to Glasgow? Why not try Saturday? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand! :-)**

**Mar 3 - KETTERING** Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Saturday 10 - 4. \*\*\*Plenty of FREE parking\*\*\*

**Mar 3/4 - PRESTON** Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, 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 10/11 - HUNTINGDON** East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 \*\*Plenty of FREE Parking\*\*  
**Mar 10/11 - BASINGSTOKE** Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.

**Mar 17 - ABINGDON ABRAIL** 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5pm.

**Mar 17/18 PERTH GREEN** Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.

**MAR 31 - APRIL 2 - YORK** Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - .5, Monday 10 - 4.30.

**Coming to York Show? Why not try Sunday?? or Monday???**

**The show is less busy - See more of the layouts AND a lot easier to get to our stand!! :-)** \*\*Plenty of FREE Parking\*\*

**April 7 - NORWICH** Model Railway Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10-4.30pm  
**April 14/15 CORSHAM** Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 \*\*Plenty of FREE Parking\*\*

**April 14/15 - HORSHAM** Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. \*PLENTY OF FREE PARKING\*

**April 28/29 - SUTTON COLDFIELD** Model Railway Exhibition, Bishop Walsh School, Wyldes Green Road, Sutton Coldfield, B76 1QT. \*\*Plenty of FREE Parking.\*\* Sat 10-5, Sun 10-4.30. SCRS 50th Anniversary.

**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.

**May 12 - READING** The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. \*FREE entry to ALSRM Members\*

**MAY 19 LITTLEHAMPTON** South Downs 7mm NGA Group SWING Model Railway Exhibition, The Littlehampton Academy, Fitzalan Road, Littlehampton, West Sussex BN17 6FE 10-4.30. 10th Anniversary - New Venue - plenty of FREE Parking [www.swing.model-railway.org.uk](http://www.swing.model-railway.org.uk)

**JUNE 2 - DONCASTER** Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00.

**June 2/3 - SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. \*Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!! :-)

**June 9/10 - GLASGOW** 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. \*Free Parking, Close to Railway Stations\*

**July 28/29 - North Shields** RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. NE29 9PU Saturday 10 - 5, Sunday 10-4.30.

**Aug 4/5 - SOUTHWOLD** Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Saturday 10 - 5pm Sunday 10-4.30pm. \*\*Plenty of FREE Parking.\*\*

**Aug 11 - BEXHILL** Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm \*\*\*Plenty of FREE Car Parking on site!\*\*\*

**Aug 11/12 - SKIPTON** Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. [www.skiptonrailsoc.org.uk](http://www.skiptonrailsoc.org.uk)

**Sept 1/2 - TELFORD GUILDEX 2018**, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4.

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

## Mansion House

British Railway's Southern Region around London is the subject for Stephen Grant's enthralling 'OO' gauge home layout where steam runs side by side with Electric Multiple Units on bustling commuter services. Discover the full story next issue.

**PLUS!**

Full reports on Bachmann, Graham Farish and Oxford Rail 2018 product announcements.



## REBRANDING

Nigel Burkin explores the possibilities of vinyl overlays and explains how they can be used to re-invent rolling stock using a Graham Farish Class 350 EMU as the basis for this step by step guide.



## LAURENCEKIRK

Perth and District MRC looked to the Glasgow-Aberdeen route for this impressive main line 'OO' gauge exhibition layout which recalls the final years of steam in Scotland where the Gresley 'A4' 4-6-2s finished their careers.



THE NEXT ISSUE OF  
**HORNBY**  
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is on sale February 8 2018

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**PLUS**

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Showcase and helping you get the most out of your modelling projects.



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## January releases

### Class 8750 Pannier Tank

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**7S-007-003** - Class 8750 Pannier GWR Green 9659  
**7S-007-003D** - Class 8750 Pannier GWR Green 9659 DCC & Sound  
**7S-007-003U** - Class 8750 Pannier GWR Green Unnumbered  
**7S-007-003UD** - Class 8750 Pannier GWR Green Unnumbered DCC & Sound

**7S-007-005** - Class 8750 Pannier BR Black Late Crest 3716  
**7S-007-005D** - Class 8750 Pannier BR Black Late Crest 3716 DCC & Sound  
**7S-007-005U** - Class 8750 Pannier BR Black Late Crest Unnumbered  
**7S-007-005UD** - Class 8750 Pannier BR Black Late Crest Unnumbered DCC & Sound

### Class 68



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**2D-022-001/D/S** - Class 68 Intrepid 68002 DRS/DCC/DCC & Sound  
**2D-022-002/D/S** - Class 68 Defiant 68005 DRS/DCC/DCC & Sound  
**2D-022-003/D/S** - Class 68 Oxford Flyer 68010 Chiltern/DCC/DCC & Sound  
**2D-022-004/D/S** - Class 68 68014 Chiltern/DCC/DCC & Sound  
**2D-022-005/D/S** - Class 68 Daring 68006 Scotrail/DCC/DCC & Sound  
**2D-022-006/D/S** - Class 68 Valiant 68007 Scotrail/DCC/DCC & Sound  
**2D-022-007/D/S** - Class 68 Evolution 68001 DRS/DCC/DCC & Sound

**Also released this month:**

**7F-080-030** - 8 Plank - Chatterley Whitfield 4058  
**7F-080-030W** - 8 Plank - Chatterley Whitfield 4058 Weathered

### Class 142



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**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

**NEW!**

### Maunsell Coaches



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**2P-012-055** - Maunsell Coach - SR Brake 3rd Class Lined Green 3214  
**2P-012-056** - Maunsell Coach - SR Brake 3rd Class Lined Green 3215  
**2P-012-075** - Maunsell Coach - SR Brake Composite Lined Green 6565  
**2P-012-253** - Maunsell Coach Set 394 - Maunsell Green (Brake 3rd x 2 & Compo)  
**2P-012-355** - Maunsell Coach - BR Brake 3rd Class SR Green 3220  
**2P-012-356** - Maunsell Coach - BR Brake 3rd Class SR Green 3221  
**2P-012-375** - Maunsell Coach - BR Brake Composite SR Green 6567  
**2P-012-551** - Maunsell Coach Set 392 - Maunsell Green (Brake 3rd x 2 & Compo)  
**2P-012-653** - Maunsell Coach - BR Brake 3rd Class Crimson & Cream 3226  
**2P-012-654** - Maunsell Coach - BR Brake 3rd Class Crimson & Cream 3231  
**2P-012-675** - Maunsell Coach - BR Brake Composite Crimson & Cream 6574  
**2P-012-800** - Maunsell Coach Set 398 - Crimson & Cream (Brake 3rd x 2 & Compo)

**Also released this month:**

**2F-013-061** - Gunpowder Van - SR 62139  
**2F-013-062** - Gunpowder Van - SR 62139 Weathered  
**2F-023-010** - Siphon H - GWR 1432  
**2F-023-014** - Siphon H - GWR 1432 Weathered

**Also released this month:**

**4F-028-009** - 45Ft Container Argos WHMU 450006-1 & CO-OP WHMU 450063-1  
**4F-028-010** - 45Ft Container Argos WHMU 450006-1 & CO-OP WHMU 450063-1 Wthd  
**4F-031-041** - 6 Wheel Milk Tanker - Unigate Creameries 70349  
**4F-031-042** - 6 Wheel Milk Tanker - Unigate Creameries 70349 Weathered  
**4F-032-021** - Rectangular Tank - Rimer Bros 7  
**4F-032-022** - Rectangular Tank - Rimer Bros 7 Wthd  
**4F-034-029** - 21T Hopper - Liverpool Corporation 56  
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Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

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**GMC-COMBI** Single Track Controller/Transformer  
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

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Most Suited to HO/OO/N Scale Layouts



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Control Panels

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GMC-100MO	Single Track Controller for O Scale	£89.95
GMC-10LGB	Single Track Controller for G Scale	£104.95
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£179.95
GMC-P	Single Track Controller with Simulation	£99.95
GMC-D	Twin Track Controller	£99.95
GMC-DS	Twin Track Controller with Simulation	£179.95
GMC-TS	Three Track Controller with Simulation	£179.95
GMC-Q	Four Track Controller	£189.95

### Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£37.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£47.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£47.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£42.95
GMC-UQ	Single Track Controller with Simulation for Q (GMC-T2/M2)	£62.95
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GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WM1)	£62.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£72.95
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GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£87.95

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GMC-W	Single Track Walkabout Controller	£39.95
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GMC-HH	Single Track Handheld Controller with Feedback	£39.95

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GMC-M1	Cased Transformer 16V AC	£49.95
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### Did you know...

If you don't have a handy accessory output from a controller, the GMC-WM1 Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

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