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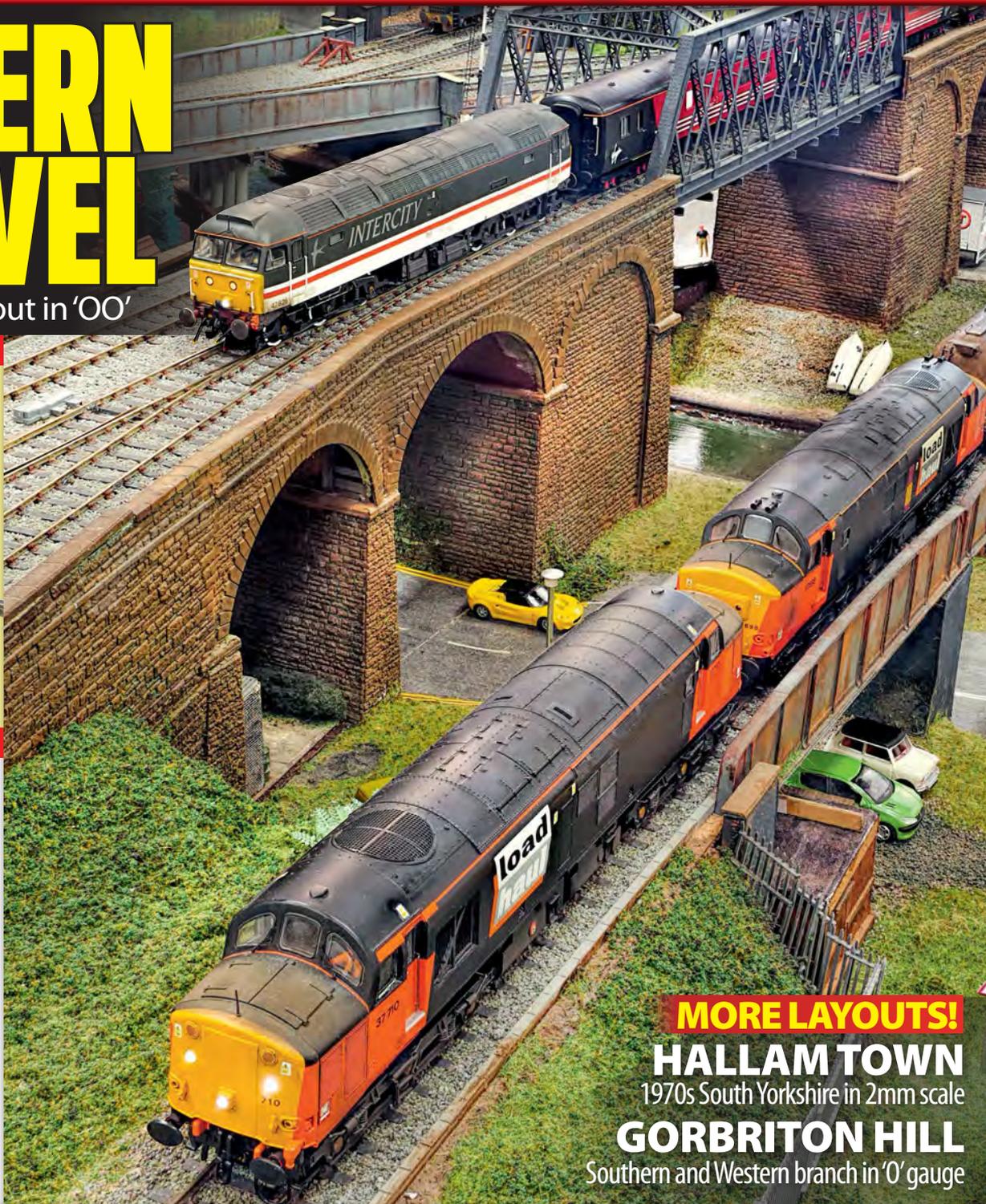
## magazine

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# MODERN MARVEL

Multi-level club layout in 'OO'



## NEW PRODUCTS REVIEWED



- Hatton's Barclay 0-4-0ST
- Oxford Rail BR Mk 3s in 'OO'
- Hatton's ICI stone hoppers

## WE SHOW YOU HOW ENGINE SHEDS IN CLOSE UP



**10** ways to build a better depot scene for any era

**MORE LAYOUTS!**  
**HALLAM TOWN**  
1970s South Yorkshire in 2mm scale  
**GORBRITON HILL**  
Southern and Western branch in 'O' gauge

## LATEST NEWS

- TMC reveals LNER 'G5' 0-4-4T for 'OO'
- Caledonian '812' 0-6-0 planned by Rails

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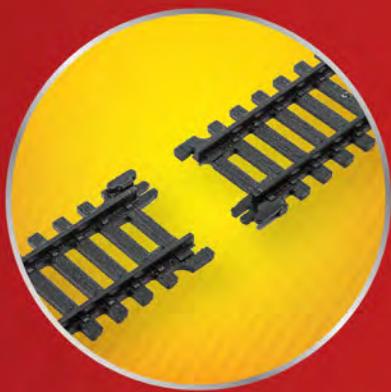
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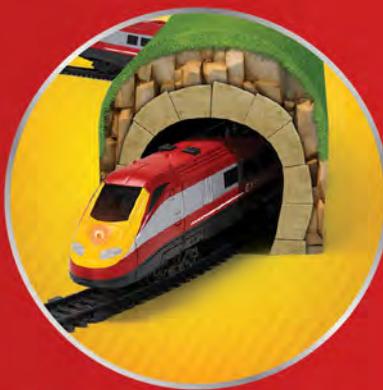
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Editor: Mike Wild

Assistant Editor: Mark Chivers

Senior Designer: Steve Diggle

Sub-editor: Andrew Roden

Group Editor: Roger Mortimer

Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Nigel Burkin, Julia Scarlett, Ben Jones, Trevor Jones, Ian Rae, Alan Whitehouse, Bill Blackburn and Tony Ingall.

#### EDITORIAL ADDRESS

Hornby Magazine, Key Publishing,  
PO Box 100, Stamford, Lincolnshire PE9 1XQ  
Tel: 01780 755131  
Email: hornbymagazine@keypublishing.com  
Website: www.hornbymagazine.com

#### ADVERTISING

Advertising Manager: Brodie Baxter

Email: brodie.baxter@keypublishing.com

Telephone: 01780 755131

Sales Executive: Liz Ridge

Email: elizabeth.ridge@keypublishing.com

Telephone: 01780 755131

Sales Executive: Hollie Keeling

Email: hollie.keeling@keypublishing.com

Advertising Production/Design: Rebecca Duffy

Tel: 01780 755131

Fax: 01780 757261

Email: rebecca.duffy@keypublishing.com

#### ADVERTISING ADDRESS

Hornby Magazine, Key Publishing Ltd,  
Po Box 100, Stamford, Lincolnshire PE9 1XQ

#### SUBSCRIPTIONS/MAIL ORDER

PO Box 300, Stamford, Lincolnshire PE9 1NA, UK

Tel: 01780 480404

Email: Subscriptions - subs@keypublishing.com

Email: Mail Order - orders@keypublishing.com

#### PUBLISHING

Publisher: Adrian Cox

Managing Director: Adrian Cox

Commercial Director: Ann Saundry

Group Marketing Manager: Martin Steele

Chairman: Richard Cox

Webmaster: Simon Russell

Registered Office: Units 1-4, Gwash Way Industrial Estate,  
Ryhall Road, Stamford, Lincolnshire PE9 1XP

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ISSUE  
130

# HORNBY magazine

## LATEST OFFERS

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Starting life as a club test track, this busy seaside terminus has been developed into a fully scenic exhibition layout with an enticing back story.

**BILL BLACKBORROW** and **TONY INGALL** explain all.

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The latest news from Hornby, Rails of Sheffield and TMC launch new locomotive projects, Accurascale updates progress on its new 'OO' hopper wagon and much more. Plus, you could win a trio of LNER steam locomotives from Hornby's 'OO' gauge Railroad range worth £280, plus nine runners up prizes too, in our latest exclusive competition.

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## ALSO REVIEWED...

Another busy month of new releases from Bachmann, Busch, Hatton's, Hornby, Oxford Rail, Revolution Trains and more.

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# WELCOME

## THE EDITOR'S PAGE



IT LOOKS LIKE the model makers mean business this year. We are only just over two months into 2018 and already 12 brand new models have landed in the UK - and there are more on the way too.

Like the last issue, this month the reviews section is packed to the rafters - so much so that the last minute arrival of Bachmann's Baldwin 4-6-0T for 'OO' just can't quite fit into this issue. Have no fear though, as there is plenty of model railway product to feast your eyes on in this issue. Highlights include Hatton's Andrew Barclay 0-4-0ST and ICI bogie hoppers for 'OO' gauge, Revolution Trains' Class 390 Pendolino for 'N' gauge and the new BR Mk 1 carriages by Darstaed in 'O' gauge. Add to this Oxford's Mk 3s and a host of other new products and it's hard not to be impressed by what we have seen so far this year.

However, progress isn't limited to what is landing in the shops. Hornby has been making rapid strides through development of its 'Lord Nelson' and streamlined 'Princess

Coronation' models - the latter featuring exclusively in our news pages - while new announcements are continuing to come through thick and fast, even following on from last month's round up of catalogue reveals. Turn to page 10 to read the latest projects to be announced by TMC, Rails, Minerva and Revolution Trains.

We've picked a different era layout to be our headline act this issue - Stafford Railway Circle's Whiteacres. *Hornby Magazine* is well known for its steam era content, but we are just as interested in the diesel scene too. Whiteacres is a fascinating model in all respects. It started life as a steam era plan, but was then brought forward to the 1995-2005 period and the track plan is really quite spectacular. Set across multiple levels and with gradients linking the main line and lower level route it is inspirational in all respects and is a real showcase for club modelling projects. You can read the full feature on pages 18-25 while we also have full insights into Alan Whitehouse's 2mm finescale layout Hallam Town as well as the Somerset Railway Modellers Club O Gauge Groups's Gorbriton Hill.

For the *Hornby Magazine* team, layout construction is at the centre of what we do and this year we have a list of projects

to undertake, all with the aim of bringing more detailed step-by-step hands-on projects to the pages of the magazine. Right now we are unfolding our designs for the expansion and renovation of Topley Dale and, while it might not look much different yet, there is plenty to come from this layout. We'll be keeping you posted with regular updates in the Staff Project section as well as going into detail on specific areas of the build in separate features.

As ever we have enlisted the support of *Hornby Magazine's* modellers to offer up a selection of detailed hands-on guides for this issue covering subjects as diverse as adding extra pick ups to industrial tank engines and assessing their performance to picking the right paint brush. Digital sound is here too with a simple beginner's project for the Class 56 and more.

We hope you enjoy the issue and all it has to offer.

Happy modelling.

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

# IN YOUR MAGAZINE APRIL 2018

## HORNBY'S 'CORONATION'

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## WHITEACRES

**18** Stafford Railway Circle decided on the privatisation period for this impressive and extensive multi-level 'OO' gauge exhibition layout. Turn to page 18 to read the full story.

## NEW PRODUCTS

**64** All the latest model reviews including Hatton's Andrew Barclay, Oxford Rail's Mk 3s and products from Bachmann, Hornby, Busch, Darstaed and more.

## WE SHOW YOU HOW

**42** Tim Shackleton offers 10 top tips for making your engine shed models even more realistic in any scale with reference to photographs and stunning layouts.

**FIRST LOOK** Hornby streamlined 'CORONATION' **WIN** RAILROAD LNER TRIO WORTH OVER £260

# HORNBY

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- Hatton's ICI stone hoppers

**WE SHOW YOU HOW** ENGINE SHEDS IN CLOSE UP

**10** ways to build a better depot scene for any era

**MORE LAYOUTS!** HALLAM TOWN 1970s South Yorkshire in 2mm scale GORBRITON HILL Southern and Western branch in 'O' gauge

**LATEST NEWS**

- TMC reveals LNER 'G5' 0-4-4T for 'OO'
- Caledonian '812' 0-6-0 planned by Rails

## WIN A RAILROAD LNER TRIO

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## MORE LAYOUTS!

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## LATEST NEWS

- TMC plans LNER 'G5' 0-4-4T for 'OO' gauge
- Rails reveals Caledonian '812' 0-6-0 in 'OO'
- Minerva GWR gunpowder vans for 'O'
- Revolution proposes 'Sturgeon' for 'N'

# STREAMLINED 'CORONAT



**H**ORNBY has received the first engineering sample of its new model of the LMS streamlined 'Princess Coronation' 4-6-2. The 'Pacific' was announced in the 2018 catalogue as a follow-up to

the 2017 range 'Duchess' models with which it shares the chassis.

The first full sample is a complete running model, paired with a standard 'Duchess' tender for initial testing. Further work is being done around the chimney and

boiler hands to improve these areas while the split line below the chimney is also being modified. Streamlined tenders are being produced for the locomotives.

The all-new tooling for the streamlined 'Coronations' will

feature enhanced detail, more separately fitted parts than the previous generation, cab interior detail and speedometer drive. Three locomotives are planned and all will be DCC ready with 8-pin decoder sockets mounted

## 'Patriot' reintroduction progresses

Hornby's 'Rebuilt Patriot' 4-6-0 is making a return to the range in 2018 and engineering samples of the revised models arrived during February. The reintroduced model will feature a tender mounted 8-pin decoder socket as well as space for a 28mm round speaker. Two versions are planned: 5521 *Rhyl* in LMS lined black without smoke deflectors (Cat No. R3614) and 45534 *E. Tootal Broadhurst* in BR lined green with large early crests and fitted with smoke deflectors (R3633). Both will be paired with Stanier 4,000 gallon welded tenders and the price per model is £169.99.

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



## 'LORD NELSON' TRIO LANDS FOR INSPECTION



# ION' DEBUTS



in the tender plus provision for installation of a 28mm round speaker. The identities are 6221 *Queen Elizabeth* in LMS Caledonian lined blue (Cat No. R3623), 6244 *King George VI* in LMS lined crimson lake (R3639)

and 6229 *Duchess of Hamilton* in LMS lined crimson lake (R3677).

Release is expected in the fourth quarter of 2018 with prices set at £189.99 per model.

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

## Decorated Hawksworth carriages



The GWR designed Hawksworth carriages are back for 2018 in BR carmine and cream livery with new running numbers. Vehicles selected for release are Brake Composite Corridor W7858W (Cat No. R4408B), First Corridor W8119W (R4493B), Composite Corridor W7803W

(R4407B), Brake Second Corridor W2251W (R4406B), Corridor Second W2267W (R4405B) and Gangway Brake W329W (R4404B). Priced at £49.99 per coach, release is expected in June 2018.

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

Decorated samples of all three versions of the new 2018 range Maunsell 'Lord Nelson' 4-6-0 have been received for inspection by Hornby. Joining 30850 *Lord Nelson* (HM129) are samples of 851 *Sir Francis Drake* in Southern Railway olive green without smoke deflectors (Cat No. R3634) and

30863 *Lord Rodney* in BR lined green with early crests and smoke deflectors (R3635). Delivery is expected in July 2018 with DCC ready versions priced at £169.99 while the Twin Track Sound fitted model of 30850 costs £194.99.

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

# INSIDE

## The latest from Hornby HQ

### NEW COUPLINGS FOR MK 3s

The Hornby range of Mk 3 carriages is to receive NEM coupling pockets in 2018 as well as all vehicles being supplied with buffers in a separate accessory bag to suit both HST and locomotive hauled train formations. Close couplings will be fitted from the factory with optional wider tension locks supplied in the accessory packs. The first to receive the new coupling pockets will be the 2018 range InterCity and Virgin Trains stock.



### Apple green for Woodcock



A decorated sample of Gresley A4 4-6-2 4493 *Woodcock* in LNER lined apple green has been received for inspection by Hornby. The 4-6-2 is due to be released in June 2018 with a price of £169.99 (Cat No. R3630). An 8-pin decoder socket is fitted as standard in the tender together with space for a 28mm round speaker.

### COLLECTOR CLUB GOES LIVE

The Hornby Collector Club went live from February 24 at the Model Rail Scotland event in Glasgow. Annual membership costs £28 and is available to set up online

via [www.hornby.com/club](http://www.hornby.com/club). Benefits include a membership card, Collector 2018 pin badge, a quarterly 56-page magazine and more.

### Second coming for 46256



Following high demand, Hornby is lining up a second production run of Stanier 'Duchess' 4-6-2 46256 *Sir William A. Stanier F.R.S.* in BR lined maroon (Cat No. R3555). The new batch of models is expected to arrive in October 2018 priced at £204.99 and it is available to pre-order from Hornby and its retailer network.

### COMING UP IN...



Keep up with the latest from the Hornby development team in the online Engine Shed blog. The next blogs will be live on March 23. Visit [www.hornby.com](http://www.hornby.com) to read the latest blogs.

# TMC commissions LNER 'G5'

TMC has commissioned Bachmann to produce a 'OO' gauge model of the LNER 'G5' 0-4-4T. On August 13 1954 'G5' 67273 simmers at Hull Paragon. John P. Wilson/Rail Archive Stephenson.



**B**ACHMANN has been commissioned to produce a 'OO' gauge ready-to-run model of the LNER 'G5' 0-4-4T by The Model Centre (TMC). The project was revealed at Model Rail Scotland on February 23 2018.

The 'G5' is the latest exclusive commission by TMC, but its first locomotive. Previous products include the BR Mk 1 horsebox and it's soon to be released plate and double bolster wagons, all produced by Bachmann.

The class of 110 'G5' 0-4-4Ts was built between 1894 and 1901 to a Worsdell design for the North Eastern Railway. Originally 'Class O' they

were intended for branch passenger and freight work as well as being deployed as station pilots. The last were withdrawn in December 1958 and a number were modified with push-pull equipment. The class also saw service on the Great Eastern and Scottish regions.

Development of the TMC 'G5' is at an advanced stage of research, but a delivery date and price were to be announced as *Hornby Magazine* closed for press. The specification includes a Next18 decoder socket, factory fitted speaker, firebox LEDs and detail differences incorporating boiler, bunker, smokebox and whistle position.

Ten versions are being produced including

the new build 'G5' which is currently under construction. £10 from the sale of each model of the new build locomotive, 1759 in NER lined green, will be donated towards the project. Other liveries include 1779 in NER lined green, 1752 in LNER lined black, 2802 in LNER lined black with push-pull equipment, 67263 in BR lined black with early crests, 67250 in BR lined black with late crests and push-pull gear, Great Eastern allocated 67322 in BR lined black with early crests and Scottish Region allocated 67327 in the same livery.

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

## REVOLUTION SELECTS 'STURGEON' FOR 'N'

Engineering trains are set to be boosted in 'N' gauge by Revolution Trains' announcement of a crowd-funding project to produce a ready-to-run model of the BR 'Sturgeon' wagon.

Built between 1952 and 1960, 900 entered service in the engineering fleet. The last were withdrawn from main line service in 2003 with some remaining in departmental use after 2010.

Revolution Trains' model is to have NEM coupling pockets, a die-cast chassis, options for wagons with and without dropside doors and a choice of BR black, Indian red, olive green and 'Dutch'

liveries. The price per wagon is expected to be £28-£30, but the model will only go into production if enough support is gained. ● Visit [www.revolutiontrains.com](http://www.revolutiontrains.com) for more information.



# Accurascale reveals... **HUO sample and artwork**

The first engineering sample of Accurascale's debut British outline ready-to-run 'OO' gauge model has been received giving a detailed view of the HUO hopper it is currently developing (HM129).

The wagon is set to be released in triple packs following the pattern established by sister company Irish Railway Models. The triple packs are priced at £59.95 each and will contain individually numbered wagons with the five triple packs producing enough vehicles to model a 15-wagon train.

All of the first batch will be delivered in pre-TOPS BR unfitted freight grey with variants including self-contained or spindle buffers, vehicle markings and route information.

Following receipt of the first sample Accurascale says it will be amending the coupling pocket height and brake shoes for the production models which are expected to be delivered in the second quarter of 2018.

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



## Gunpowder van next from Minerva

The Great Western Railway (GWR) gunpowder van is to be Minerva Model Railways' second ready-to-run 'O' gauge goods wagon with release anticipated in March 2018. It follows delivery of Minerva's first goods wagons, the GWR 'Iron Mink', in December 2017.

The GWR gunpowder vans were introduced in 1885 with the type modelled by Minerva being first produced in 1897. The last were withdrawn from

service in the early 1980s.

Minerva's model will have a plastic body and chassis, metal wheels, compensated axleboxes, sprung buffers and three-link couplings. Liveries will cover GWR with 25in and 16in lettering, later improvised GWR livery and British Railways unfitted grey.

Prices are set at £42.00 per wagon with ordering available direct through Minerva Model Railways either via its website or by calling 02920 531246.

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



**HELJAN**



## **CLASS 25/3 ENGINEERING SAMPLE DEBUTS IN 'O'**

Heljan has received the first engineering sample of its under development model of the BR Class 25/3 Bo-Bo diesel. It follows on from production of the Class 25/1 which was released in 2016 with the latest variation anticipated for release during 2018. Prices are set at £525 per locomotive with a choice of BR two-tone green with small yellow warning panels, BR two-tone green with full yellow ends and three versions of BR blue to choose from.

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

# Caledonian '812'

## PROJECT REVEALED

Caledonian '812' 0-6-0 57550 stands at Dalry Road shed, Edinburgh, on April 20 1962. Ian Turnbull/Railphotoprints.uk.



**R**AILS OF SHEFFIELD has teamed up with Bachmann to develop a new ready-to-run model of the Caledonian Railway (CR) '812' 0-6-0 for 'OO' gauge. The model was announced at Model Rail Scotland on February 23 following agreement with the Caledonian Railway 828 Trust for the models production.

The first of the class entered service in 1899

with the last being withdrawn in 1963. In total 79 were built with construction carried out by the CR at St Rollox works as well as by outside contractors Neilson Reid, Sharp Stewart and Dubs. One has been preserved – 828 which is resident at the Strathspey Railway in Scotland.

Development of Rails' model of the '812' class is in the research stage and final prices and delivery timescales have yet to be announced.

Five locomotives are planned for Rails consisting of 828 in as-preserved Caledonian Railway lined blue, 828 in as-built Caledonian Railway lined blue, 17566 in LMS black, 57565 in weathered BR black with early crests and as 57566 in BR black with late crests. Pre-orders are available now with a £30 deposit to secure a model.

● Visit [www.railsofshffield.com](http://www.railsofshffield.com) for more information and project updates.

## HATTON'S SHOWS FEA WAGON PROGRESS

The first 3D printed samples of the FEA-F spine wagon for 'OO' gauge have been received by Hatton's, showcasing development

work on the Liverpool based retailer's latest project. The sample has been produced with and without the Rail Head

Treatment Train (RHTT) modules loaded on it and on release it will be available in twin packs for Sandite and water jet trains

as well as single water wagons to expand the trains' capacity. ● Visit [www.hattons.co.uk](http://www.hattons.co.uk) for more information.





## Exclusive crews for Hatton's by ModelU

Hatton's has teamed up with Model U 3D Scanning and Printing to develop a range of bespoke crew figures for its new

'OO' gauge Wainwright 'P' 0-6-0T (HM129) and Andrew Barclay 0-4-0ST (see pages 64-67). The figures are supplied unpainted

in resin and will require painting before installation. Each pair is specifically posed to go with the locomotives. Prices are

set at £9 per pack with two choices for each tank engine.  
 ● Visit [www.hattons.co.uk](http://www.hattons.co.uk) for more information.

## Final call for BASINGSTOKE EXHIBITION

The Basingstoke Model Railway Exhibition takes place on March 10/11 at Aldworth Science College, Basingstoke with more than 20 layouts, 20 traders and societies stands in attendance. *Hornby Magazine* will be exhibiting throughout the weekend with its trade stand and Southern Region 'OO' gauge layout Twelve Trees Junction.

The event is open from 10am each day and closes at 5pm on March 10 and 4pm on March 11. Entry costs £6 for adults, £3 for children and £14 for a family. Refreshments are available together with free parking on site (postcode RG22 6HQ) and a heritage bus service will link Basingstoke railway station with the exhibition.

● Visit [www.basingstokemrs.org](http://www.basingstokemrs.org) for full show details.

## Hatton's Class 07 decorated sample

A production sample of Hatton's exclusive limited edition of Harry Needle Railroad Company Class 07001 has been received from manufacturer Heljan ahead of its planned Spring 2018 release. The model is of the later period Class 07 with air brakes and will feature an 8-pin DCC decoder socket.

● For more information, visit [www.hattons.co.uk](http://www.hattons.co.uk)



## MIDDLETON PRESS INDEX

Middleton Press has produced an online searchable index for its catalogue of more than 400 hardback railway profiles. The 'Index to Stations' covers

more than 10,000 locations including British main line and overseas narrow gauge routes. Each album includes historic maps and track

diagrams as well as period photographs presented in date and station order.

● For more information visit [www.middletonpress.co.uk](http://www.middletonpress.co.uk)

## 'N' gauge Cargowaggon twin set gets colour

Revolution Trains has received decorated samples of its in-development model of the IZA Cargowaggon twin sets for 'N' gauge. The wagons are being produced with crowd-

funding in original and revised Cargowaggon livery as well as Perrier colours. A version is also being produced with a battery-operated flashing tail lamp. The models are currently

available to pre-order via Revolution's website.

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



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## PLUS Nine runner up RailRoad tank engines!

**T**HE HEADLINE PRIZE in this issue's exclusive competition is a trio of Hornby RailRoad locomotives in LNER lined apple green consisting of Gresley 'P2' 2001 *Cock 'O The North* (Cat No. R3171), newly released 'B17' 2864 *Liverpool* (R3588 – see Reviews) and 'D49' 4-4-0 222 *Berkeley* (R3062). The

total value of this trio is £280 and all are DCC ready with 8-pin decoder sockets.

PLUS we have nine runner up prizes of Hornby RailRoad 0-6-0 and 0-4-0 steam and diesel locomotives consisting of: Somerset and Dorset blue 'Jinty' 0-6-0T 24 (R2882), GWR '2721' 0-6-0PT 2765 in GWR green (R3066), Class 08 0-6-0 diesel

shunter *Thomas 1* (R2774), Caledonian 'Pug' 0-4-0ST 56025 *Smokey Joe* (R3064), Class 06 0-4-0 diesel shunter 06008 in BR blue (R3065), and four industrial 0-4-0Ts (R2671, R2673, R2773 and R2940).

To enter the competition all you have to do is answer the following simple question by April 25 2018.

### QUESTION: WHAT DOES LNER STAND FOR?

- a. London and North Eastern Railway    b. London Northern East Railway  
c. London North East Railway

#### HOW TO ENTER

• For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine LNER Trio 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 LNER Trio Competition' in the subject field.

Closing date for entries is April 25 2018 at 12:00 GMT and winner will be notified no later than May 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.

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DCC27 OMNI 21 & 8 Pin Decoder £19.95

DCC28 OMNI 6 Pin Decoder with Harness £22.95

DCC29 OMNI Direct Plug Decoder £20.95

BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95

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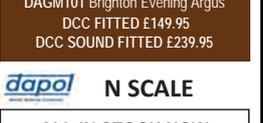
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**GAUGEMASTER Limited Edition News**



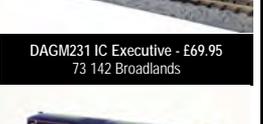
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# Whiteacres

Originally proposed as a transition era layout, Stafford Railway Circle recast this Midlands-set 'OO' gauge model railway to the early years of privatisation, as **IAN RAE** describes.

PHOTOGRAPHY, TREVOR JONES





**Left: A boat's eye view from the river showing the road bridge and rail viaducts. Above a 'Deltic' hauled special on the main line takes attention away from the Class 150/1 in the background.**

**Below: A Class 153 passes the signalbox on the lower level as a Class 60 hauled train of Railtrack liveried MRA wagons is crossing the main line viaduct above.**



**S**TAFFORD RAILWAY CIRCLE'S (SRC) modern image exhibition layout is the replacement for our well-travelled 'OO' model called Littleton Parkway (HM50). The new layout,

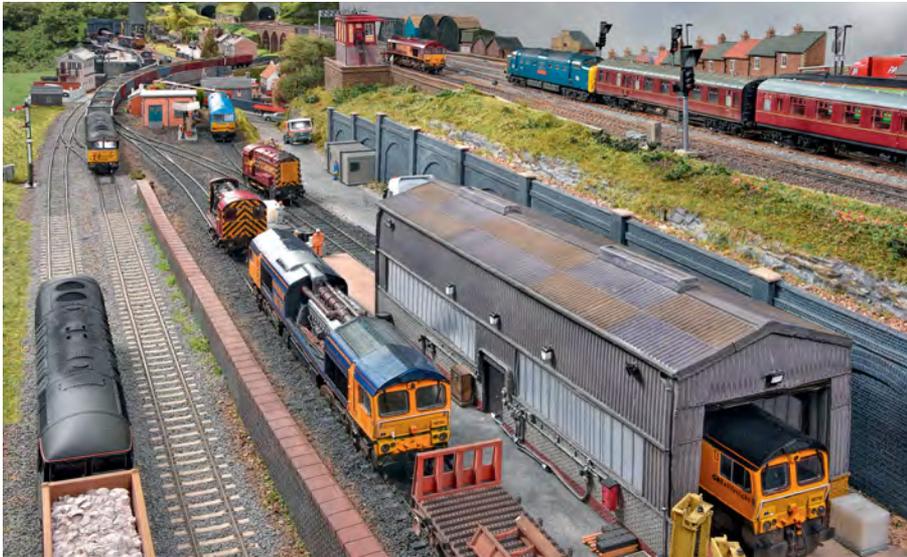
Whiteacres, is a combined continuous run and end-to-end multi-level layout in 'OO' gauge, with track to finescale standards.

The design of the layout was agreed at the Stafford Railway Circle annual general meeting in 2008. It was originally intended to be a steam/diesel era layout but was subsequently recast to a later era based on experience with our then main finescale exhibition layout Littleton Parkway. The operators of this layout formed the nucleus of the team who took over the Whiteacres project and redesigned the track layout to reflect modern practice.

Due to the poor facilities and lack of space at the old clubroom in Stafford, construction was very slow and did not really show any progress until the move to the current premises in Stone in 2010. A further impetus was an invitation to the 2012 Warley show so the team put in a lot of additional hours to get the four main scenic boards in a presentable state. The first test trains ran in early 2012 and apart from a few electrical gremlins the layout worked as intended. There was no time to complete the low-level scenic boards and storage yards for Warley, but the opportunity was taken to take two of these front boards to the Stafford exhibition in February 2012 as demonstrations of tracklaying, ballasting and DCC operation.

The layout is set in 1995-2005 plus or minus a few years, but without any Network Rail yellow, and is placed somewhere in the east of Staffordshire on a fictitious route from Birmingham via Walsall and Lichfield to Derby and Nottingham, assuming the current railway was never built. The low-level line is again a 'what might have been' ex-Great Central Railway line from Loughborough to the Potteries, built much later than the earlier route, hence the plate girder bridge incorporated into the main stone arch viaduct. The truss girder bridge was a later repair due to the partial collapse of the stone arch viaduct following a major flood scouring the foundations to one of the piers, or so the story goes.

The viaduct is constructed from heavily modified Wills kits with the plate and truss girder bridges scratchbuilt. The plate girder bridges on the connecting line are >>



**3** A feature of the lower level is a stabling point and maintenance depot. Class 66s and 08s dominate the yard as Class 56s pass on the low level main lines. Above a 'Deltic' races through on the upper through line.

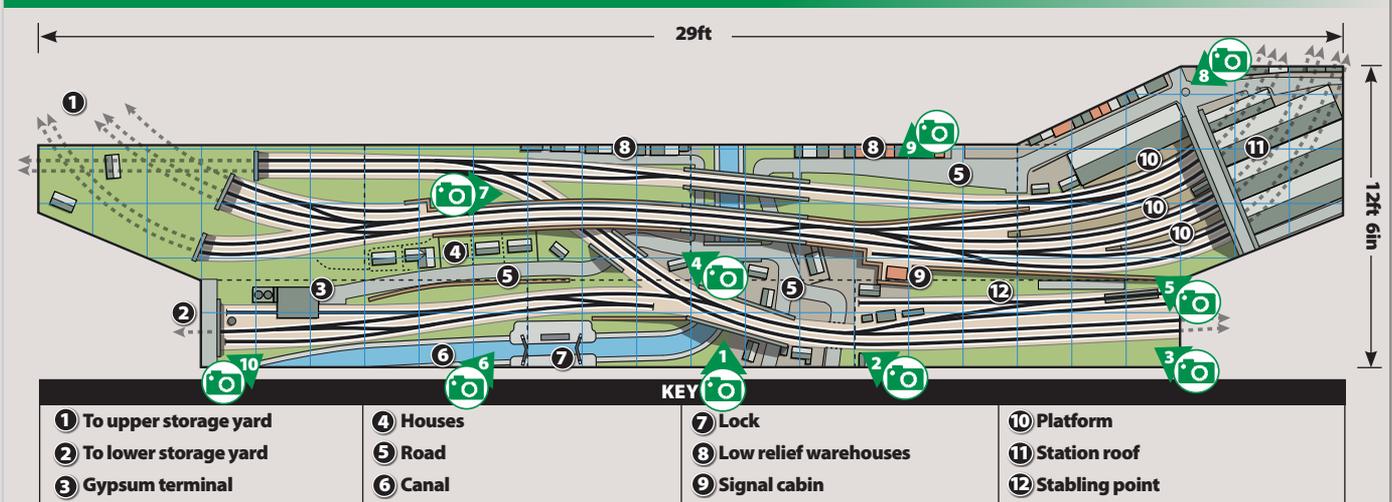


**4** A contrast in motive power: A Virgin 'Voyager' heading for Derby passes preserved BR '8P' 4-6-2 71000 Duke of Gloucester on a Pullman dining train. An EWS Class 37 with inspection saloon waits for the junction to clear.

**5** Right: At the station throat a Class 150 leaves for Derby while a Freightliner Class 66 heads a container train into the up goods loop.



### WHITEACRES TRACK DIAGRAM (Not to scale)





Peco while the other plate girder bridge on the low-level line is scratchbuilt. Only one of the station throats is modelled, plus the junction of the Derby/Nottingham lines, the connection between the low and high-level lines and the low-level line, yard and servicing depot.

There are four distinct levels to Whiteacres. The high level main lines and storage yards, the junction between the low level and interconnecting line (and tunnel and storage yard representing the line to Loughborough), the interchange yard, level crossing and servicing depot with the fourth level being the low-level storage yard on the right of the layout as viewed from the front. This is now a truncated line which goes to a quarry and cement works and low-level station. The gradient on the connecting line is 1-in-35 with the other gradients being 1-in-60.

## TRACK AND CONTROL

Track and pointwork on the scenic sections is hand-built using C&L and Exactoscale components with Peco code 75 track and pointwork on the hidden sections and storage yards (of which there are four). Although originally planned to be able to run as either analogue or Digital Command Control (DCC) it is now run as DCC only using the Lenz system.

All the pointwork on the layout is live frog and, apart from one of the low-level hidden yards, is operated using Tortoise and Cobalt point motors on the scenic sections and mainly H&M solenoids elsewhere. The crossing polarity is switched using either the in-built point motor switches or additional microswitches. The one low level storage yard with manual point operation uses slide switches (which also take care of crossing polarity) with piano wires and

cranks. Again, apart from the manually operated points, all point positions are indicated on the control/indicator panels. The points on the low level and part of the main storage yard are DCC operated using Roco accessory controllers, the remainder are controlled via analogue switches on three control/indicator panels.

It is a large layout (29ft x 12ft 6in) but needs an area of 32ft x 16ft to allow for operator and access space. The scenic part of the layout is 24ft x 4ft. There are 21 individual boards all built from 12mm and 9mm plywood with 2in x 1in framing aligned with adjacent boards using pattern-makers dowels and secured using 6mm and 10mm bolts. All the integral board legs are fitted with height adjusters. With hindsight, and based on more recent experience, we would not have used 12mm plywood as this makes the board very heavy despite»



**06** Left: An EWS Class 08 shunts hopper wagons at the canal interchange yard with a Virgin HST and Class 60 hauled freight passing on the main line.

**07** Below: A diverted Virgin Pendolino hauled by a Class 57 crosses the main line viaduct with a Class 31 hauled special leaving the station. On the connecting line a Class 150 heads downgrade to the lower level.

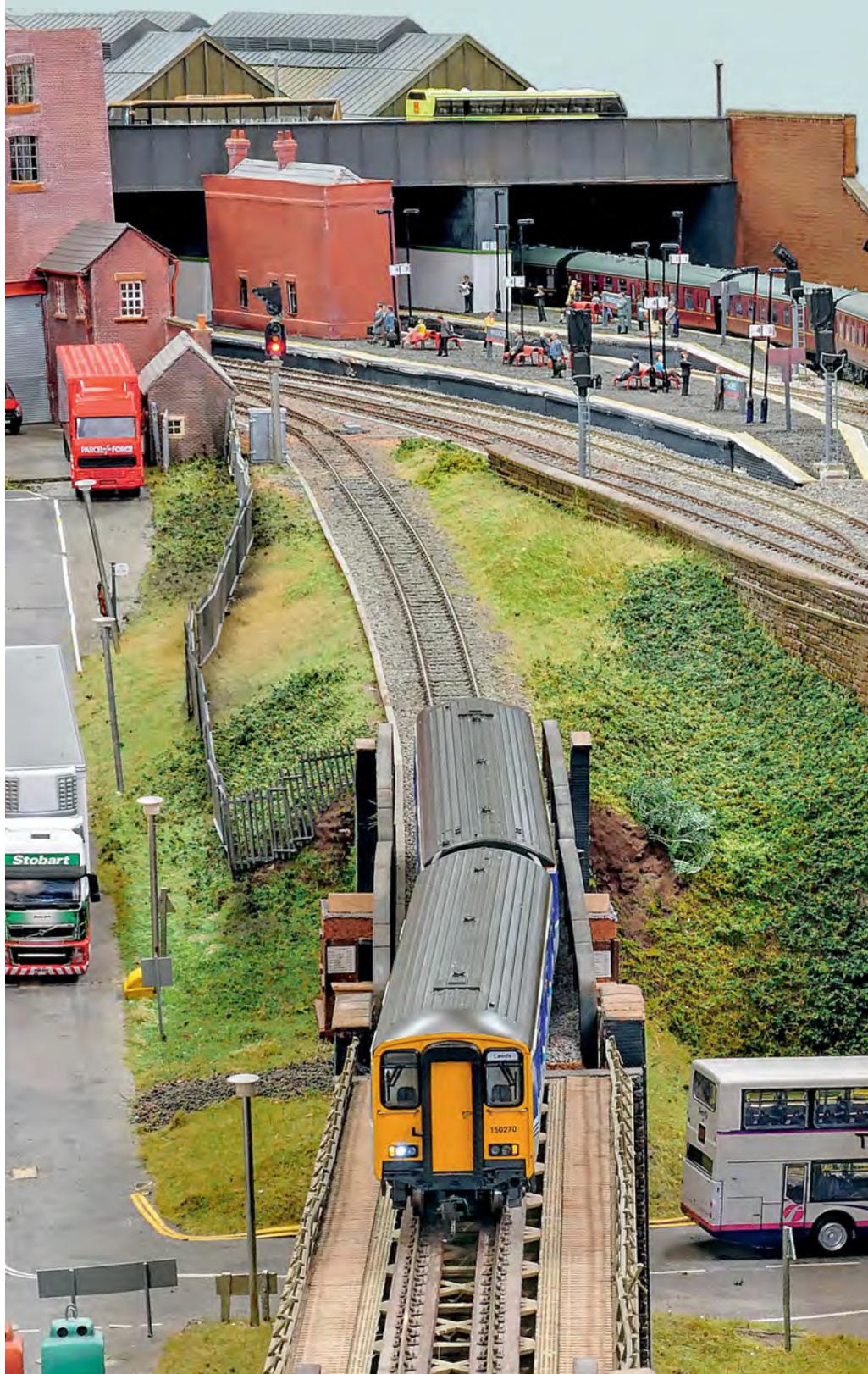
cutting nearly 100 50mm diameter holes in parts of the boards to reduce weight.

The scenic boards are all 6ft long and either 2ft 6in or 1ft 6in wide. The main storage yard boards are all 3ft wide and 6ft or 7ft long with various sizes for the transition boards. Again, we would probably now go for smaller boards despite increasing the number of board joints. The scenic boards use open frame construction which was critical for creating the embankments and viaducts due to the multi-level nature of the layout evident from the photographs.

## CONTINUOUS RUNNING

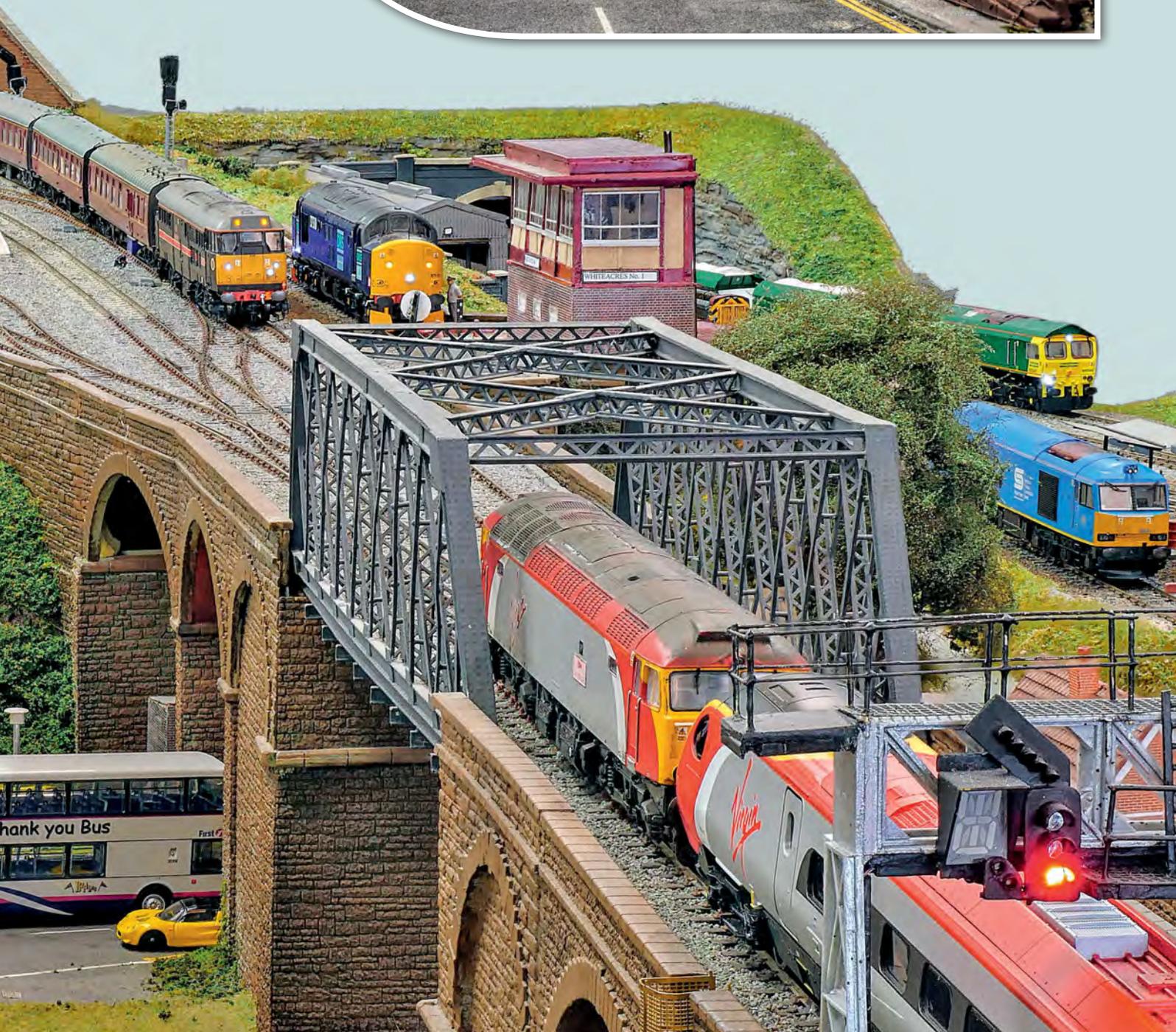
As befits what represents the main South West and Midlands to the North East and Scotland route the yards have storage capacity for up to 60 trains. We can run a considerable variety of passenger and freight services utilising appropriate stock owned by two of the team members. Most items are from the main manufacturers Bachmann, Hornby, Dapol and Heljan. All locomotives and multiple units are sound fitted and have new lighting where required. Several are resprays/renumbered or otherwise modified and detailed. Kadee and tension lock couplings are used depending on the owners' preference - we always take a large stock of both to allow interchange when required.

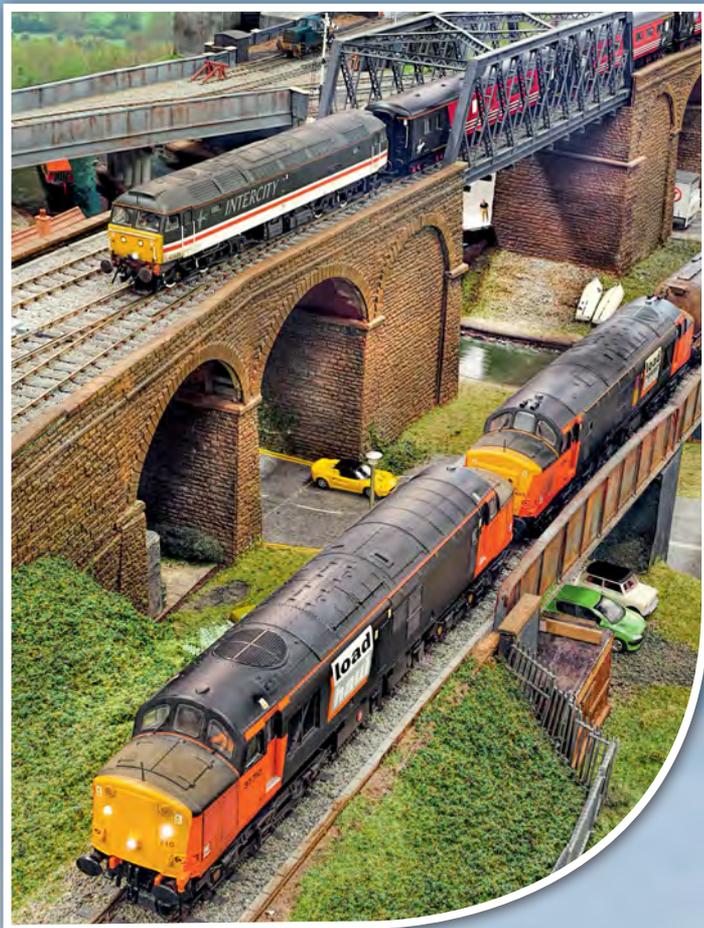
Signature trains are the Class 37 hauled Regional Railways service from Birmingham to Skegness, the Class 57-hauled Class 390 and the EWS Class 66 convoy. Other notable trains are the Class 47 or 67 hauled Royal Train, steam and diesel hauled specials, the double-headed Class 20 nuclear flask train and the two EWS coal trains. The layout is not operated to a fixed timetable but to a relaxed sequence which allows for some complex moves between the various storage yards. We use a cordless phone >>>





Right: The steeply graded road running from the station with the Royal Mail building on the left. The Royal Train is in the hands of a Class 67 while a Class 150/2 climbs the incline to the station from the lower level.





**View of the viaducts crossing the River Acre with a pair of Loadhaul liveried Class 37s on an empty oil train climbing the grade to the upper level and a Class 47 hauled Virgin Cross Country train en route to Birmingham and Bournemouth.**

**EWS coal trains, loaded and empty, cross on the upper main lines while a Class 08 attends to the tankers in the gypsum loading siding.**

system for communications between the four operating positions so that (hopefully) all moves can be made correctly.

Our main aim when exhibiting the layout is to have something moving at all times as that is what most of the people attending want to see. However, we also recognise that the scenery is an attraction, so we have tried to incorporate buildings, structures and natural features which represent a believable stage on which the trains run. Although we have used some commercial products, most of the buildings and structures are scratchbuilt or modified kits built not only by the team but other SRC members as well. Other infrastructure still being finished includes the signalling, which is all installed but not yet fully functioning, and the level crossing. Road vehicles are also an important part of the impression we



want to give. These are all owned by SRC members and are not fixed to the layout but placed in position during set-up and are also moved about during exhibitions so there is always something different to see. We have always endeavoured to add or change details on the layout so that it is never exhibited in the same way keeping it fresh for both the viewers and operators.

## ON SHOW

One major consideration with any large exhibition layout is how it is going to be transported while protecting vulnerable areas - particularly board ends and fragile scenic items. Based on experiences with other layouts, it was decided early on that bespoke transport/protection boards and stacking systems would be constructed and these have proved to be very successful. We originally thought

that we would need two long wheelbase vans to transport the layout, but by adding additional protective shelving on top of the layout boards that can be used to store other boards and equipment, we now need only one Luton type van.

Whiteacres has appeared at a lot of exhibitions since its first appearance in 2012 and in 2017 was exhibited five times - at Stafford, York, Perth (awarded best scenic layout), Loughborough (best layout voted by the traders) and Warley (winning the Mayor of Sandwell's trophy). It has now been put into store pending further work on the signalling and level crossing and some additional scenic areas. There are one or two exhibition invitations in the offing and details will be announced via the SRC website in due course.

Meanwhile, the SRC is currently building two new layouts in 'N' and 'OO' gauges,

while a new 'O' gauge project is in the early stages of planning and approval. Some of the Whiteacres team are involved in these and also with their own layouts (Crimson Road and Carminster) both of which are appearing at exhibitions in 2018.

We would like to acknowledge the help and support given by fellow members of Stafford Railway Circle during the building of the layout, the handling in and out of the clubroom, loading/unloading the vans and attending exhibitions as operators. It has been a very rewarding experience - particularly meeting and conversing with other modellers and members of the public who, after all, are the main reason we give up our time and not a little expense to provide a miniature version of reality for their enjoyment. If we can encourage further participation in our chosen hobby, then it is all worthwhile. 



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# ENHANCING INDUSTRIAL TANKS

Short wheelbase tank engines are in vogue for 'OO'. After putting 'Austerity' 0-6-0STs and Peckett 0-4-0STs to the test, **TREVOR JONES** decided to invest in enhancing their performance by adding a wagon with extra pick-ups.

**I**NDUSTRIAL locomotives have come into much greater focus recently and happily this sector is gaining similar support to main line locomotives. Soon to be released is the Andrew Barclay 0-4-0ST by Hatton's (see Reviews) and the Adams 'B4' 0-4-0T by Dapol for 'OO' which will join the Hunslet 'Austerity' 0-6-0ST by DJ Models and Hornby and the excellent Hornby Peckett 'W4' 0-4-0ST.

More short wheelbase tank engines are available including the South Eastern & Chatham Railway 'P' 0-6-0T which is due to

arrive in March (HM129), the 'USA' 0-6-0T and Sentinel 4wVBT by Bauer Media together with plans by the same to produce the LNER 'J70' 0-6-0T and for DJ Models to release a Hudswell Clarke 0-6-0ST too. We can't pass without mentioning the GWR '1361' 0-6-0STs by Heljan and Kernow Model Rail Centre and '1366' 0-6-0PT by Heljan – both of which were used on dock railways.

All this is great news for the potential of our railway scenes as we have a selection of locomotives which can be used as the

catalyst to create industrial settings which either stand alone or become part of a larger layout. In the case of the latter, it means we are more able to replicate real railway operations with industrial locomotives shuffling wagons on private systems prior to being collected for onward movement on the main line.

## READY-TO-RUN

The most prolific of the industrial locomotives in model form is the Hunslet 'Austerity' 0-6-0ST – or 'J94' if we are talking about those operated by the London and North Eastern Railway (LNER) and later BR Eastern Region. The first version of these hard-working saddle tanks was produced by Dapol in the 1980s and this later passed into Hornby's ownership in the 1990s. It is still part of the range today and has been a benchmark for industrial motive power chassis in 'OO' scale.

The latest production of the 'Austerity' is the DJ Models version which was released in October 2016 (HM112). This differs wildly on the inside to the Hornby model as it uses a coreless motor and is equipped with a 6-pin decoder socket too – the Hornby version being devoid of the latter. In addition DJ's 'Austerity' features full gearing to all the drive wheels, giving it a significantly different mechanism to that of the Hornby locomotive.

For part of this feature the Hornby and DJ Models 'Austerities' were compared in performance and mechanical design together with an original Dapol version of the same locomotive. To extend the range of tests further, Hornby's delightful and diminutive Peckett 0-4-0ST – first released in December 2016 (HM115) – was also put through its paces under the same circumstances.

The test sample of the Hornby 'Austerity'



is 'J94' 68049 in BR black with late crests. It weighs in at 205g while the 2016-released DJ Models version in NCB livery weighs in at 190g, after the addition of lead. The Peckett weighs 135g after addition of weights.

To test their haulage capacity, a 5ft length of angle iron with track laid on top is used to set different gradients. For the purpose of this test it is set at 1-in-45, the steepest gradient on my own main line layout. Table 1 below gives the results - the interesting point is that the Hornby 'J94' outperforms the DJ one by far more than the weight difference would have us to believe.

**MOTOR VARIATIONS**

Moving on to power comparisons, coreless motors are generally less rugged than can or open frame designs that we are accustomed to seeing in model railway locomotives. If we look back at the coreless Portescap motors, their power and performance came from an extremely efficient precision gearbox; without that they certainly would be in danger of damage and underperformance under load.

To begin the tests the three locomotives were placed against the buffers and the voltage measured to see at what point the wheels would start to revolve and slip. The results showed that the Hornby 'Austerity' was the most powerful in this case as it required 2.6v to slip while the Peckett came in a close second at 2.8v. The DJ 'Austerity' required

**TABLE 1 – TANK ENGINE HAULAGE CAPACITY ON 1-IN-45**

Locomotive	Weight	Weight of load on 1-in-45
Hornby 'Austerity' 0-6-0ST	205g	932g
DJ Models 'Austerity' 0-6-0ST	190g (with lead added)	680g
Hornby Peckett 0-4-0ST	135g (with lead added)	437g

**TABLE 2 – SCALE SPEED TESTS WITH 'AUSTERITY' 0-6-0ST**

Locomotive	Downhill	Uphill	Difference
DJ Models 'Austerity' 0-6-0ST	25mph	17mph	8mph
Hornby 'Austerity' 0-6-0ST	22.5mph	18mph	4.5mph

5.1v before the wheels slipped in this test.

Whilst this is an indication of power, gear ratios play a part as well. The best test for power was conducted on a section of my garden layout which has a scale ¼ mile downhill followed by ¼ of a mile uphill. Feedback was switched off and the load was set at 20 wagons with the speed matched as closely as possible. Table 2 has the results showing that the Hornby model was more consistent between downhill and uphill gradients.

It is interesting to also compare loaded starting voltages on level track and speed obtained at different voltages; the train was loaded to 12 wagons. The Dapol 'J94' and the Hornby Peckett were included in these tests - the Peckett and the DJ 'J94' had a wagon with extra pick ups attached for these tests, as outlined in Table 3.

The DJ Models 'Austerity' 0-6-0ST did come out

with the most realistic running speed range and was therefore geared appropriately for the type, but on reflection the Hornby 'Austerity' would be my preference for its electrical/mechanical ruggedness. From these tests it shows the new Hornby Peckett as a real winner in the latest industrial offerings; however, three more models are to follow soon with Dapol's B4 having compensation which should greatly assist in its ability to continually collect current and have a low stall speed for slow speed operation.

The future for industrial and dock locomotives looks bright for 'OO' gauge and it is encouraging to see manufacturers turn their attention to what are very much workaday unsung heroes of the railway scene. The increasing choice provides new scope and inspiration for an even more diverse range of modelling opportunities. Long may it continue. [Hobby](#)

**TABLE 3 – VOLTAGE TESTS WITH 'AUSTERITY' AND PECKETT SADDLE TANKS**

Locomotive	Weight	Feedback	Max running voltage	Min volts	Speed at 6v	Speed at 8v	Speed at 10v	Speed at 14v
Dapol 'J94' 0-6-0ST	205g	2	8	2.0v	23	41	56	75
Hornby 'J94' 0-6-0ST	205g	2	11	2.0v	18	26	36	60
DJ Models 'J94' 0-6-0ST	190g	0	15	3.7v	12	16	23	38
Hornby 'W4' 0-4-0ST	135g	2	10	2.2v	16	24	33	54

**Three generations of 'OO' gauge Hunslet 'Austerity' 0-6-0ST stand together. On the left is DJ Models' latest version followed by the current Hornby product and its predecessor from Dapol.**

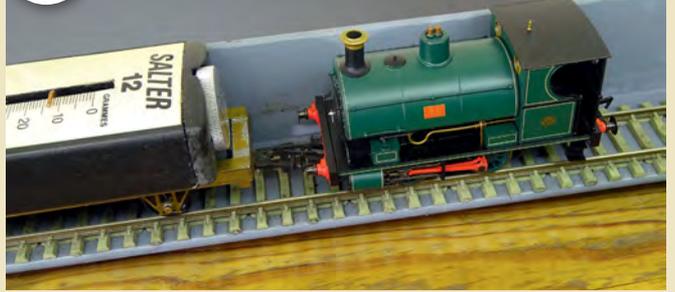


## STEP BY STEP TESTING AND MODIFYING HUNSLET AND PECKETT SADDLE TANKS

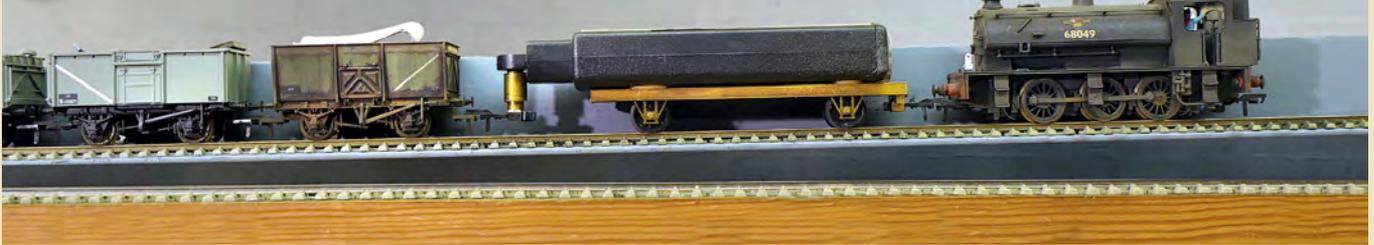
**1** The DJ 'J94' at the bottom of my gradient test ramp. The same 1-in-45 incline was used throughout the tests of all the locomotives shown here.



**2** The Peckett on test showing a figure of about 13g at 1.5 grams per wagon; it equates to eight to 12 wagons on a 1-in-45 gradient.



**3** The Hornby 'J94' on the ramp with the spring balance wagon and the open wagons with lead load. Lead is added until the locomotive slips and the figure on the spring balance noted.



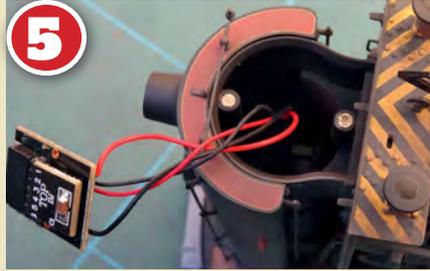
### USEFUL LINKS

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Squires Tools	<a href="http://www.squirestools.com">www.squirestools.com</a>
Hornby	<a href="http://www.hornby.com">www.hornby.com</a>
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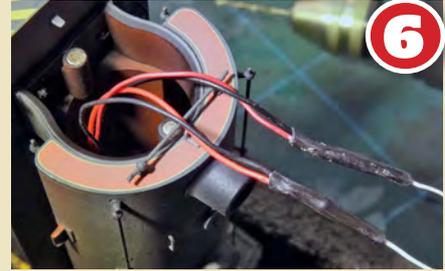




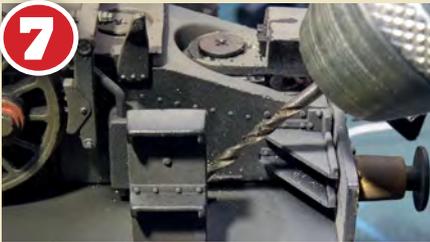
**4** A wheel comparison between the DJ '94' and the older Hornby one. Note the difference in the depth of flanges, DJ's chassis having much finer and accurate wheel profiles.



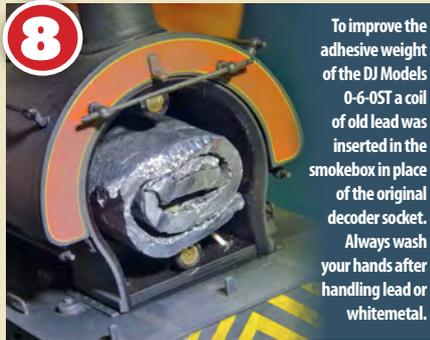
**5** The smokebox door is removed from the DJ '94' and the decoder socket board pulled out. As this particular model will operate solely with analogue control this board was removed as I needed the space to increase the model's weight.



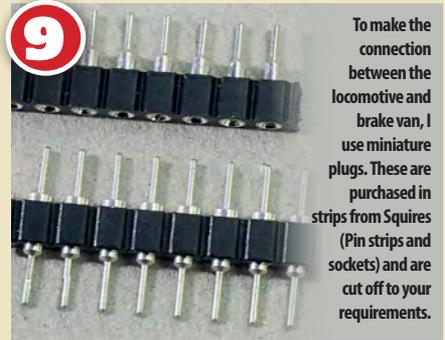
**6** The board was removed and leads from the motor and track pick ups were soldered together (red and black). For ultimate connection to an additional pick-up wagon a pair of white wires were added at the same time for routing to the rear of the locomotive.



**7** For ease it was decided that the connection would be at the front of the locomotive and it would arrive and depart with a brake van in tow. A hole for the lead to a miniature plug was drilled at an angle behind the front steps into the smokebox and the leads threaded through.



**8** To improve the adhesive weight of the DJ Models 0-6-0ST a coil of old lead was inserted in the smokebox in place of the original decoder socket. Always wash your hands after handling lead or whitmetal.



**9** To make the connection between the locomotive and brake van, I use miniature plugs. These are purchased in strips from Squires (Pin strips and sockets) and are cut off to your requirements.



The Hornby Peckett 0-4-0ST is a superb little model. Here it shows its new Modelmasters name and numberplates and the MSC pick-up coal wagon.

## STEP BY STEP TESTING AND MODIFYING HUNSLET AND PECKETT SADDLE TANKS

Intermediate  
Beginner **SKILL LEVEL** Advanced

**10**



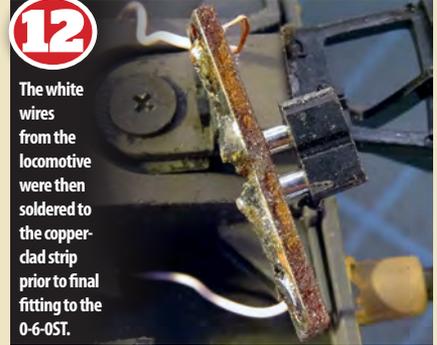
The miniature plug to be attached to the brake van was held in a vice whilst the leads were soldered on; after cleaning off the flux the pins were covered with heat seal to protect them from potential short circuits.

**11**



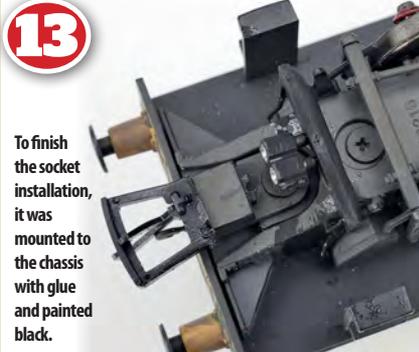
The socket which was to be attached to the locomotive was soldered to a piece of copper clad strip as a mounting plate.

**12**



The white wires from the locomotive were then soldered to the copper clad strip prior to final fitting to the 0-6-0ST.

**13**



To finish the socket installation, it was mounted to the chassis with glue and painted black.

**14**



The fitting of the additional pick-up to a brake van involved firstly gluing two pieces of copper clad sleeper material to the underside of the van with contact adhesive.

**15**



A wire pick-up was fashioned from phosphorus bronze wire and soldered to the copper strip followed by the wire to the connecting socket.

**16**



The couplings were shortened by the usual method of shortening the NEM socket using a circular saw blade in a minidrill. This reduces the coupling gap between the locomotive and rolling stock. Be sure to check that your layout curves will accommodate this before proceeding.

**17**



The coupling was replaced with a Bachmann 36-030 type as they have a shorter coupling bar than all the other makes which all helps to close couple rolling stock.

**18**



Moving on to the Hornby Peckett 0-4-0ST, the first step for this analogue project was releasing the DCC connection plug from the motor side.

**19**



The electrical connection was remade with leads attached to connect to a converted coal wagon to provide additional pick-ups. The leads were held in place with a rubber band whilst a drop of superglue was used to hold them in the correct route to the side of the chassis.

**20**



The connecting leads and a Squires miniature socket are attached to the rear nearside of the chassis. Once these were painted matt black they became virtually invisible as seen in the main image. The wagon pick ups were assembled in the same way as the brake van for the 'Austerity'.

**21**



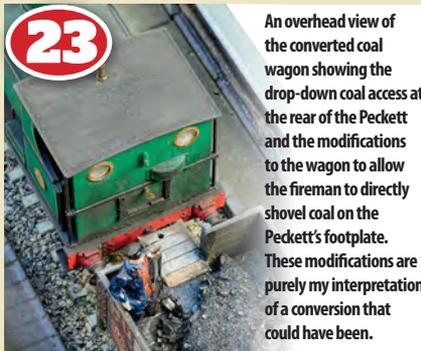
Part of the project was to give the Peckett a new set of number and nameplates. The original tampon printed number was carefully removed with T-cut using a cotton bud.

**22**



The Manchester Ship Canal brass etched fret as produced by Modelmasters. The same supplier also produces the MSC wagon transfers as seen in the main image.

**23**



An overhead view of the converted coal wagon showing the drop-down coal access at the rear of the Peckett and the modifications to the wagon to allow the fireman to directly shovel coal on the Peckett's footplate. These modifications are purely my interpretation of a conversion that could have been.

**24**



The underside of the converted coal wagon showing the pick-up. The slow running performance was dramatically improved by the addition of the pick-up wagon and eliminated stalling providing the track and wheels are clean.

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B333635 [route information blanked out]  
B335009 [route information blanked out]  
B335539 [route information blanked out]



### SET B (ACC1001-HUO-B)

B333897 "Load only to Stella North/South Dunston/Blyth power stations"  
B334155 "Load only to Stella North/South Dunston/Blyth power stations"  
B334160 "Load only to Stella North/South Dunston/Blyth power stations"



### SET C (ACC1002-HUO-C)

B334429 "Load only to Kincardine power station SC Region"  
B334438 [route information blanked out]  
B334548 "Load only to Kincardine power station SC Region"



### SET D (ACC1003-HUO-D)

B335703 [route information blanked out]  
B335039 [route information blanked out]  
B334949 [route information blanked out]



### SET E (ACC1010-HUO-E)

B336817 "Load only to Thorpe Marsh power station (Yorks) N.E.R."  
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# The best of both

The impending influx of new 'OO9' locomotives and rolling stock prompted **MARK CHIVERS** to develop a dual-gauge track plan, acting as an ideal setting to showcase these new 'OO9' models and their larger 'OO' gauge counterparts.

**N**EWLY-TOOLED models provide much sparkle and excitement as anticipation grows towards their release. With a plethora of new 'OO9' models from Bachmann and Peco, together with an imminent 'OO9' locomotive release from Heljan, thoughts quickly turned to drawing up a track plan that would provide an exciting platform for narrow-gauge operations. But what to do?

Following a little research, an exciting idea spawned in the form of an interchange station between the main line and a narrow-gauge railway, enabling 'OO' and 'OO9' operation side-by-side, with prototype examples surfacing such as the joint station at Blaenau Ffestiniog in Wales, linking the popular Ffestiniog Railway with the National Rail network.

At 16ft x 8ft, the basis for this scheme is a double-track 'OO' gauge continuous loop main line, with a through station at one end and a series of storage loops at the other, while within the loops, a series of 'OO9' narrow gauge lines wend their way from the interchange to two other stations along the line.

The plan utilises 32 lengths of Peco 'OO' gauge code 75 flexible track for the standard gauge route together with two curved double radius right points, one double radius left-hand turnout, four medium radius right-hand points and eight medium radius left-hand examples. For the 'OO9' section, 28 lengths of Peco code 80 track are used, together with four small radius left-hand points, seven main line right-hand points, six main line left-hand turnouts and a single Y point.

Two main platform faces form the main station section, together with a useful bay platform intended for push-pull or Diesel Multiple Unit (DMU) operation and offering easy access to/from both main lines. Alongside is the narrow-gauge island platform, which is linked by footbridge to the main platform, with provision for run-round facilities in the form of a headshunt. The station area also includes the line's main servicing facilities with a locomotive shed, water tower, coaling stage and carriage sidings.

## VIRTUAL TOUR

Embarking on a virtual tour of the narrow-gauge line, from the interchange the single-track line runs alongside the main lines before veering left towards the next station halt, passing over a bridge and descending a gradient into the platforms. Here, two platform faces offer a passing point for trains on the line, while the adjacent tunnel offers a hidden storage loop, enabling more than one train to be used at a time, if required. As the tightly curved line emerges from the tunnel loop, it passes beneath the spans of the rail overbridge and approaches journey's end, a single platform station with adjacent visitor centre and café. A run-round loop allows the train engine to change ends,



but also allows occasional goods services to use the small branch line at the bottom right of the plan. They would recess and run-round before drawing forward and then propelling wagons down the branch, under the main lines to the small yard. A useful link line, which bypasses the large tunnel loop here, is intended mainly for freight services, but could also sustain occasional passenger services too, offering a choice of routes. It also provides an option for continuous running on the narrow gauge section allowing locomotives to be run in or simply enjoyed.

Local slate and aggregates are transported from the freight route, slotting in between passenger services, as they negotiate their way to the second freight branch located at the top right of the scheme. To do this, the freight train must head back up the line, propel back to the previous run-round loop and then wait for a clear road. As the freight train veers right, it heads towards the tunnel at the centre of the scheme and takes the long sweeping route to the upper right of the plan, before branching off and negotiating the tight curves of the second freight branch line, finally arriving at its destination.

Whilst intended mainly for freight, the occasional 'special' passenger train can also run along these lines, again offering further exciting scenarios. Before long, a series of complex movements can be drawn up, plus the series of tunnels offer added entertainment as trains disappear and re-emerge.

## ON THE MAIN LINE

By contrast, the 'OO' gauge main line is intended for continuous operation, fed by a series of hidden storage lines in the upper right of the scheme. Three roads in each direction are included, although you could add more if you wish. >>

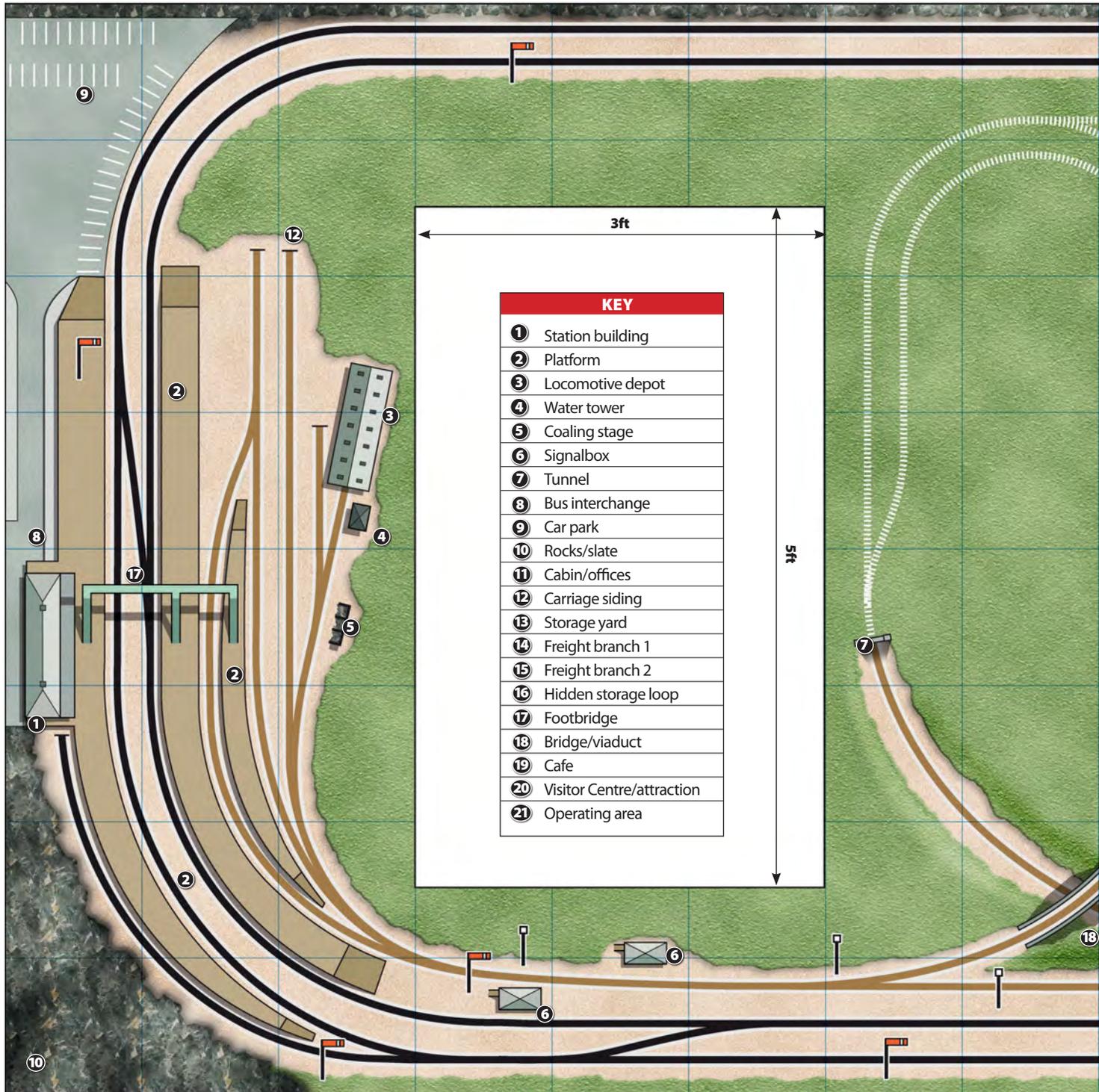
# worlds!

WHAT WE USED				
PRODUCT	MANUFACTURER	SCALE	CAT NO.	QUANTITY
Flexible track, yard length	Peco	'OO'	SL-100F	32
Flexible track, yard length	Peco	'OO9'	SL-400/404	28
Curved double radius right-hand point	Peco	'OO'	SL-E186	2
Curved double radius left-hand point	Peco	'OO'	SL-E187	1
Medium radius right-hand point	Peco	'OO'	SL-E195	4
Medium radius left-hand point	Peco	'OO'	SL-E196	8
Small radius left-hand point	Peco	'OO9'	SL-E491	4
Mainline right-hand point	Peco	'OO9'	SL-E495	7
Mainline left-hand point	Peco	'OO9'	SL-E496	6
Y point	Peco	'OO9'	SL-E497	1

**Main image:** The Ffestiniog Railway in North Wales is amongst the best known of Britain's narrow gauge railways. At Blaenau Ffestiniog the 2ft gauge line meets the standard gauge network and in 2005 one of the railway's Double Fairlie 0-4-4-0s departs the terminus alongside the standard gauge branch to Llandudno Junction. *Martin Loader.*

**Left inset:** The terminus at Blaenau Ffestiniog provided part of the inspiration for our trackplan. The standard gauge line is on the right with a footbridge linking its platform to that for the Ffestiniog Railway. In 2014 one of the Double Fairlies has just arrived at the terminus from Porthmadog. *Martin Loader.*





Crossovers between the Up and Down lines at the station and the storage yard end offer the ability to run an out and back push-pull or DMU operation, for added variety. An additional crossover at the station provides a run-round for visiting special trains or railtours, again adding extra operational interest.

In terms of 'OO' gauge motive power and rolling stock, the major manufacturers offer a wide choice of suitable products, ensuring the layout could be operated in steam or diesel eras and could be easily backdated. Bachmann, Hornby and Oxford Rail's respective ranges of resin-cast ready-to-plant 'OO' gauge buildings include station buildings, footbridges, signalboxes, waiting rooms, platforms, seats, kiosks and more, while Dapol's 'OO' gauge operating semaphore signals would add the finishing touch to the main lines.

For the 'OO9' section, there has been a

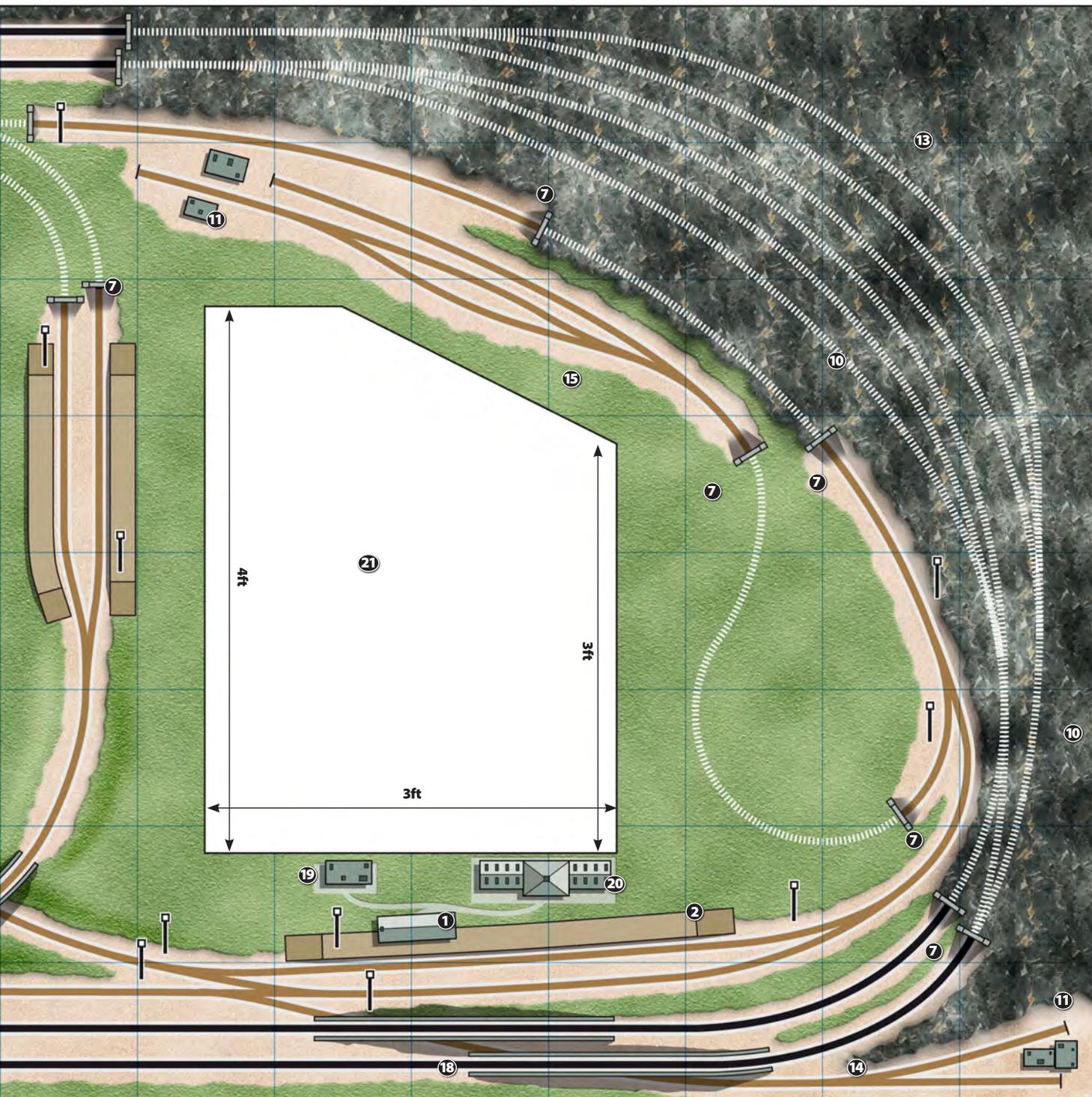
step-change in terms of available ready-to-run locomotives with new models including soon to be released Bachmann Baldwin Class 10-12-D in a choice of colour schemes including War Department and Ashover Light Railway. Also added to the Bachmann range this year is a Quarry Hunslet 0-4-0 which will be available in a number of configurations including open and closed cabs and with and without buffers. Bachmann's range of 'OO9' rolling stock includes a covered bogie goods wagon and four open bogie wagons, while new for the 2018 range are bogie coaches in Ashover Light Railway and Lincolnshire Coast Light Railway liveries. A newly-tooled triple-pack of weathered grey four-wheel slate wagons is also planned from the manufacturer.

Heljan's ready-to-run 'OO9' Manning Wardle Lynton & Barnstaple (L&B) 2-6-2T is expected to be available soon. A few were issued last year, but the bulk of releases are expected within the next

few months and include examples in Southern Railway (SR) lined green, intermediate SR green, L&B plain green, plain black and BR lined black.

Peco's prolific range of 'OO9' rolling stock is particularly suited to the forthcoming Heljan model with a good selection of L&B bogie coaches including composite, composite brake, third class and third-class observation cars in selected liveries such as L&B Railway, Indian red, SR olive green and plain olive green. Four wheeled coaches include an enclosed coach, first class and open sided examples in Glyn Valley Tramway green plus brake and freelance brake vehicles in plain green. Wagons include a four-wheel open wagon and four-wheel box vans as well as a series of flat, bolster, slate and hopper wagons. There is an extensive range of narrow gauge kits available too including products by Dundas Models and Peco.

It should also be remembered that European



manufacturers have plenty to offer for 'OO9' scale, known as 'HOe', locomotives and rolling stock and a visit to [www.gaugemaster.com](http://www.gaugemaster.com) is highly recommended if you are planning to make the move into narrow gauge modelling. It offers stock from Minitrains and Roco as well as specific scenic accessories, such as tunnel mouths, by Noch.

Bachmann has also added a range of 'OO9' Scenecraft ready-to-plant cast resin buildings offering a main station, water tower, locomotive shed and stone station halt. A useful pack of slate loads for wagons is also offered. With a much-improved selection of ready-to-run models now available off-the-shelf (or soon to come), factor in the many 'OO9' kits and accessories already available from model shops and specialist suppliers, and there is an impressive repertoire of products to call upon. Mix in the 'OO' gauge operations too, and you have a plan that will certainly prove exciting and engaging. [Hobby.com](http://www.hobby.com)



**Narrow gauge modelling brings unusual modelling scenarios, such as railways running along roads and giant motive power in a setting which wouldn't be usual for standard gauge lines. At Porthmadog in 2012 one of the ex-South African Railway NGG16 Beyer-Garratts departs Porthmadog for the journey along the Welsh Highland Railway to Caernarfon. Martin Loader.**

# A Brush with painting

**TIM SHACKLETON** looks at the different types of paintbrush that are available, what they're best for and how you can use them to improve your hand-finishing skills.

**P** AINTBRUSHES are an integral aspect of many forms of modelmaking. Like all tools they need to be chosen carefully and be well looked after. Once they're past their best they should be thrown away or put to other uses. The details of selecting a paint brush are often disregarded by modellers, putting price first over design. But there are many designs, all of which have distinct abilities which, with the correct knowledge, can really enhance our abilities to paint. There's nothing intrinsically wrong with cheap paintbrushes (by which I mean anything costing less than a couple of pounds) but you need to be wary. They tend to shed their bristles, go out of shape and wear out far more quickly than better-quality, more expensive brushes. Often you end up buying twice, which isn't good policy. As a starting point buying something halfway reasonable is a sensible way forward. Take good care of it and use those cheap brushes for things like rough scenic work and dabbing on glue. But buying and using paintbrushes isn't just about brands and price tags. I must have been modelmaking for 20 years before I realised that different types and shapes of brushes (and especially the bristles) did different things.

This was ironic as I'd been an enthusiastic painter in oils and acrylics throughout my student days. When I started painting my models using high-quality watercolour brushes by the likes of Rowney and Winsor & Newton, then the quality of my work improved noticeably. I soon learned, though, that the enamel and acrylic paints we use in modelmaking are a lot tougher on bristles than watercolour or gouache. The object of this piece isn't so much to show you how to paint models as to differentiate between the many different varieties of brush that are available and how to get the best from them. I view all brushes as disposables – they last so long, and then need replacing. The oldest brush I own is a cheap plastic thing I bought in my local post office at least 20 years ago – I still use it occasionally for weathering powders. Most have much shorter lives, even though I take good care of them. On the whole, I reckon to get around 12-18 months out of my 'everyday' paintbrushes but some of the more specialised types that see less frequent use will last far longer than this, provided they're cared for properly. So, let's look at what's on the market, who makes them and how you can use them to best effect in your modelmaking. Once you've grasped the basics, the rest is refreshingly straightforward. 



## BRAND SURVEY

**Right:** For general painting I like the Polar range from ProArte. They're robust, cheap, hold their shape well and are widely available online and from art shops. The candleflame-shaped bristles act as a paint reservoir, allowing paint to flow easily without constantly having to dip the brush into the paint. To minimise brushmarks, you need to paint with the whole brush, not just the tip.



**Left:** For putting on tiny quantities of paint, Humbrol's 'Detail' range is very good, not least on account of the ergonomically designed handles. Expensive watercolour brushes don't last five minutes with enamels and acrylics. I should know – I used nothing but sables for many years.



**Left:** Lifecolor is another brand I know I can trust for paintbrushes as well as its extensive range of acrylic paints. I particularly like the pure sable brushes (sizes 000-1) in the 532 and 542 series, which I use for delicate work such as figure-painting. The 532 series has long bristles that help you flow the paint on – this is invaluable when putting on small quantities of paint in sweeping lines. The shorter 542 brushes give enhanced precision so you can add subtle detail touches exactly where you need them.

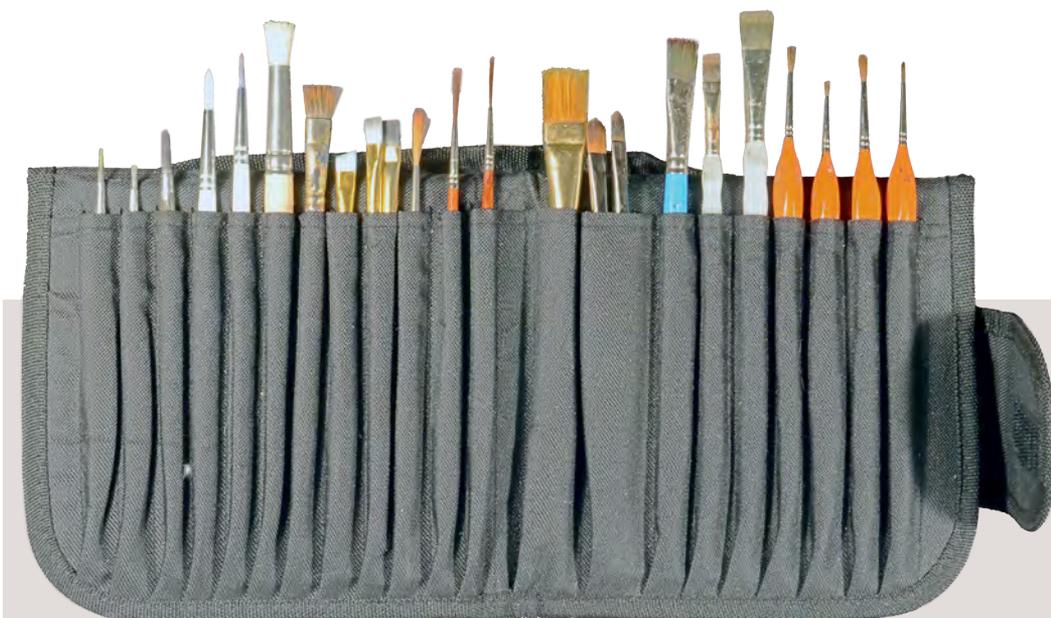


**Left:** Aquafine is a long-established range of watercolour products from Daler Rowney. They stand up well to the much thicker paints modellers use and though their life expectancy is finite, you should get a couple of years' use out of them if you clean them carefully.



**Above:** I was using paintbrushes long before I discovered airbrushing, and I continue to make extensive use of both, as often as not in combination. I have no preference for one or the other, merely using whatever is most appropriate at the time. The same logic applies to my choice of materials – there are many ways to achieve the same effect, and it's good to ring the changes from time to time.

I keep my front-line brushes in a protective wallet – delicately shaped tips are easily damaged. With all the brushes that I've picked out for this article, expect to pay about £3 - £3.50 per brush (you can pay considerably more, but I'd be wary of paying significantly less). Local art shops can compete well on price with online retailers and in my experience invariably give excellent customer service and advice.



## DIFFERENT BRUSHES FOR DIFFERENT NEEDS



As any painter and decorator will tell you, there's no such thing as a generic paintbrush – it's a case of different strokes for different folks. The candle-flame brush on the right, as a case in point, is perfect for general painting – the pointed tip allows you to flow the paint on with great accuracy, even when using a large brush, while the plump bristles act as a highly efficient paint reservoir. The almond-shaped brush on the left (known technically as a filbert) is ideal for weathering powders – the curved bristles enable you to create subtle shapes on the area you're working on.



A closer look at the business end of a couple of filberts. I use them exclusively for weathering powders – square-ended flat brushes don't give you the same control. The bristles are quite stiff, so they're great for brushing pigment into little nooks and crannies, and for feathering off the edges. These examples are from the Daler Rowney System 3 range, sizes 8 and 10. I've never used anything smaller.

These ragged-edged brushes are called 'combs' and I use them to create an unevenly-spaced streaking effect down the sides of boilers or on tank wagons and hoppers. You can buy them online or from art suppliers.



This abnormally long, slender brush is referred to as a rigger – marine artists traditionally used them for painting the long, flowing lines of ships' rigging. They come into their own for painting scratch marks on the sides of wagons, or limescaling on locomotive fireboxes.



As an alternative to filberts, these brush-like colour applicators from ProArte have a solid, rubbery tip that's perfect for use with PanPastels and similar powdery products used in weathering. Make-up sponges have a similar effect and can be cut to shape to make them more controllable.



Above: You can use all kinds of tools besides conventional paintbrushes. Make-up brushes come in all shapes and sizes and are particularly useful with weathering powders. Soft brushes are great for creating diffused effects whereas stiff-bristled mascara brushes are handy for stabbing on random patches of rust and discoloration.

Right: These packs of cheap disposable paintbrushes are readily available from chains such as The Works and The Range. I find them very useful but not perhaps for fine work. They do however encourage you to experiment without the risk of ruining expensive brushes. I'll never forget completely destroying a brand-new sable by using it to paint a roadway surfaced with sandpaper!



Below: Using a make-up brush to add rust effects on the firebox of a Bachmann 'Super D' 0-8-0. The stiff bristles help create very definite marks that can later be toned down with softer brushes.



## GETTING THE BEST FROM YOUR BRUSHES

I use conventional paintbrushes both for general painting and in weathering. Whatever medium I'm using – enamels, acrylics, powders, pastels or, as here, artists' gouache – I like the feeling of control they give me. Airbrushes are superb in many modelling applications but there are times when only hand-finishing can give you a 100% naturalistic result.



Above: Use a long-bristled brush for painting lines and streaks. All paintbrushes need to be carefully cleaned after use and this is especially true when preserving the shape of the bristles is the determining factor.

The larger the brush, the fewer brush marks you'll leave. I always use the biggest brush I can possibly get away with – this is a No. 6 candle-flame brush – and keep the paint well thinned so I can simply flow it on. The fewer brushstrokes you leave the better, hence my preference – even for delicate work – for larger 'candle-flame' brushes with sharply pointed tips that give the required precision.



Dip your brush well into the paint so the broad body of the brush acts as a reservoir as the paint flows out through the pointed tip. Flow the paint on, don't dab at it – you shouldn't need to keep dipping your brush in the paint. I rarely use paint straight from the tin, but always let it down slightly with the appropriate thinner – this makes it far more user-friendly and gives a better result even though a second coat may be necessary.



One of the few occasions when I use a small brush (0, 00 or 000) is in adding a thin wash to reinforce panel lines so the relief detail stands out better.



Painting the pipework on these Class 20s called for a size 000 brush and a steady hand to keep white paint off the bogies. As always, flow the paint on with a well-loaded brush rather than adding it in little dabs.



The filbert brush is ideal for dabbing on tiny quantities of weathering powder – here I'm using it to accentuate the metallic gleam of handrails.



Flood on weathering washes with a broad brush and then, with the brush dipped in white spirit, take it off again so a residue collects on corners. A half-inch flat brush has many applications in modelling so invest in a good one!



I added a succession of different-coloured washes to this Bachmann Polybulk and used combs to drag the thin paint down vertically so it has formed into little individual streaks.



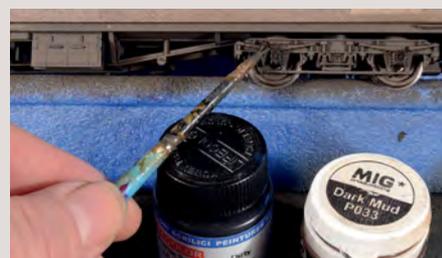
Another use for the half-inch brush – coating coach sides with satin varnish. For a job like this your brush needs to be in tip-top condition. After cleaning it, don't wipe it on a cloth or kitchen roll because it will pick up specks of dust and fibres that will be transferred to the model.



Using a broad, flat brush to drag lines of weathering down the sides of a Hornby 2-6-4T. The weathering has been airbrushed on with enamel paint and I've used a brush moistened with white spirit to take most of it off again, leaving a few tell-tale streaks on the tank sides.



I originally used this square-ended brush for cleaning out my airbrush colour cup but when the bristles lost their shape it gravitated on to rough weathering work, adding random blotches with a stabbing motion.



A life-expired No. 3 watercolour brush finds a new lease of life dabbing on gobbets of grease. Avoid using new brushes on uneven surfaces like springs and axleboxes – you don't need a perfect finish and the delicate bristles will soon be damaged.



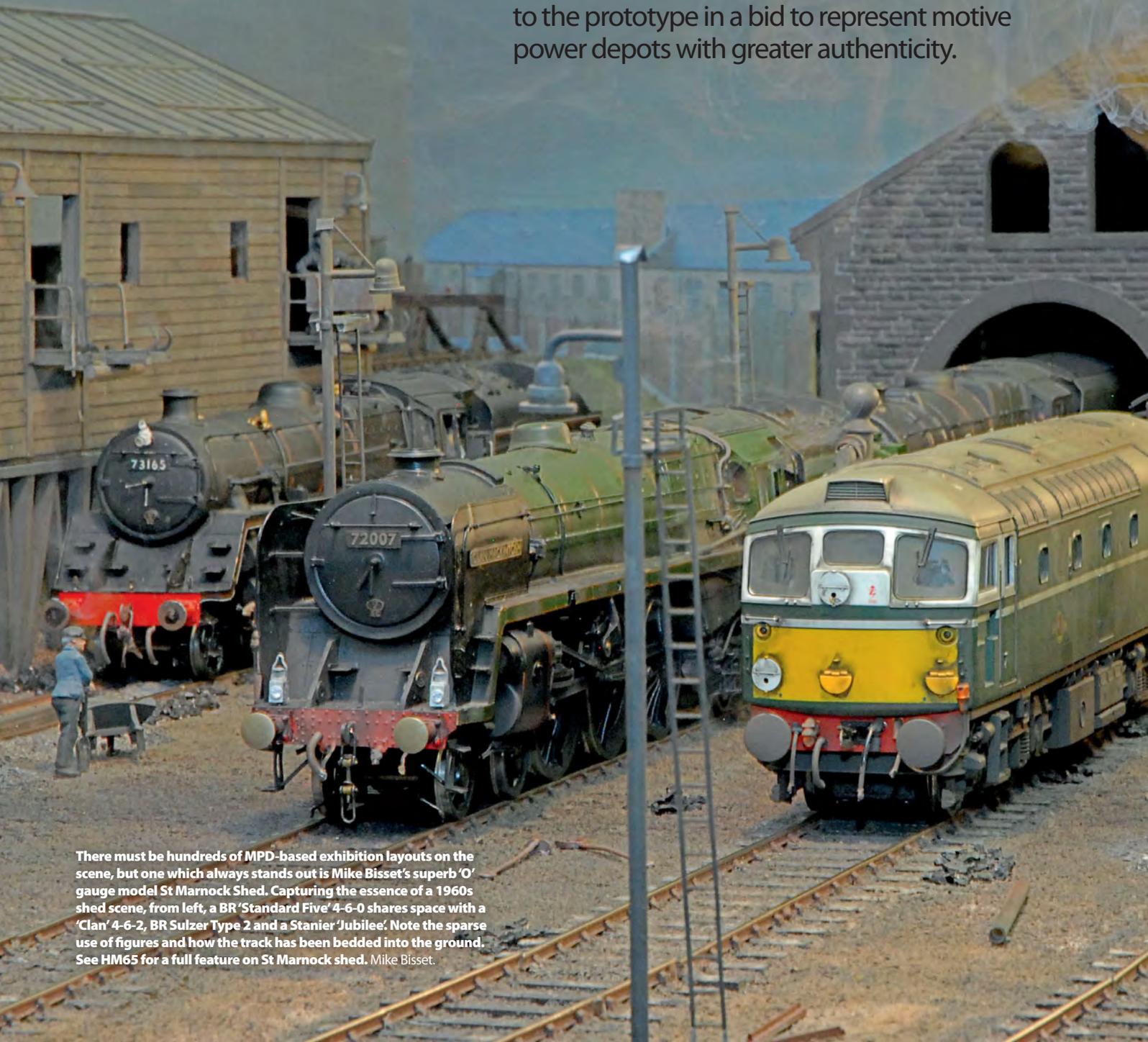
Practice makes perfect – old locomotive bodies acquired cheaply at swapmeets are ideal for learning how to use different types of paintbrush. When acquiring new skills – whether it's weathering or soldering – it's always better to test the waters first on something that doesn't matter!

# 10

brilliant ways to

# MODEL ENGINE SHEDS

Engine sheds are at the centre of railway operations, keeping locomotives in working condition everyday. **TIM SHACKLETON** looks to the prototype in a bid to represent motive power depots with greater authenticity.



There must be hundreds of MPD-based exhibition layouts on the scene, but one which always stands out is Mike Bisset's superb 'O' gauge model St Marnock Shed. Capturing the essence of a 1960s shed scene, from left, a BR 'Standard Five' 4-6-0 shares space with a 'Clan' 4-6-2, BR Sulzer Type 2 and a Stanier 'Jubilee'. Note the sparse use of figures and how the track has been bedded into the ground. See HM65 for a full feature on St Marnock shed. Mike Bisset.

**1 STUDY SESSION**

Research your subject carefully before making any plans. The best way to learn about any aspect of railways is by studying the prototype rather than copying other people's models. In steam days I visited more than 150 working depots and took a lot of photographs but there are plenty of well-illustrated books covering pretty well every engine shed that ever existed in the British Isles. Most depots developed in a piecemeal fashion over the years and almost

any arrangement you might be looking for in a model could be found somewhere in Britain.

Few steam-era depots now survive and most of the ones on preserved lines are new-build structures. Amongst the most evocative and authentic working engine shed in the country is that at Marley Hill on the Tanfield Railway in County Durham. It's been in continuous use since 1854 and inside it's exactly as I remember such places 50-plus years ago.

**2 AVAILABLE SPACE**



Size matters – railways owned a great deal of land and most engine sheds, even comparatively minor ones, occupied a lot of real estate. Even in incomplete form on Roy Jackson's 'EM' gauge layout (HM100), the former Great Northern shed at Retford seems positively enormous by the standards of most model railways. It's modelled to exact scale, but the real thing – hemmed in by the adjacent station and the cattle market – was quite small by normal protocols.



Even on main lines there were some compact depots such as Winchester – standing literally a few yards from the Bulleid 'Pacifics' thundering along the busy Waterloo-Bournemouth line – but you wouldn't expect to see more than a couple of engines at most stabled there, let alone a 'Merchant Navy'! Note the impressive range of engine-shed paraphernalia on view.



Stand-alone working models of engine sheds are becoming increasingly popular and can be any size you want. If you're planning to build a depot as a layout feature, however, I suggest you keep it in proportion to the rest of the plan. Grandborough Junction on Peter Denny's classic 'EM' gauge Buckingham (Great Central) is – in modelling terms – a large and very busy station but the shed is a modest two-road affair that doesn't overwhelm everything in sight.



## 3 IN CONTEXT

This shed building has the distinctive 'cathedral' style architecture of the old Glasgow & South Western and makes an impressive sight looming over the landscape, unerringly guiding the 'locospotter' to his goal. On any main line layout, a large three- or four-road motive power depot like this can be visually impressive but it occupies a lot of space. Ask yourself if you really need to model the actual shed buildings, or if they can merely be hinted at. The shed yard, after all, is where most of the action takes place and where you can display your loco stud to best advantage. From an operational point of view there's little to lose by this approach – a large shed building consumes quite an acreage of dead space and the locomotives inside it are entirely hidden from view.



Above: Most engine sheds were approached on foot, guided by an invaluable *Locomotive Shed Directory*. A long walk from the nearest station or bus stop eventually brought you to the point where the fabled 'cinder path leads to the shed'. East Kilbride MRC's 4mm scale model of Annan Road MPD (closely based on Dumfries) perfectly captures this feeling of discovery as you finally caught sight of the depot, hemmed in by running lines and adjoining housing or industry.

## 4 POPULATION CRISIS

Most models of engine sheds suffer from severe over-staffing. The smaller the depot, it seems, the more figures can be seen going about their business – fitters, coalmen, drivers, firemen, fire-raisers, disposal staff and more. In point of fact most of a depot's work went on out of sight, within

the shed building itself, and the yard would be largely deserted for much of the day. Apart from the engine crews, small rural sheds had only a small complement of fitters and labourers. During the day, when the resident locomotive was out on the branch, the place would be deserted.



Above: Shed staff rarely stand around doing nothing but at York on a Friday evening in July 1967, two footplatemen are ready to sign off duty.

Some depot buildings were visually very pleasing, particularly pre-grouping designs. The older structure here (below) was, for a mere four years between 1857 and 1861,



On his O gauge St Marnock shed, Mike Bisset has achieved the right balance and created a pleasing cameo.



## 5 DETAILS THAT COUNT

Don't let your engine shed become too cluttered. It's tempting to pack a scene with cameo after cameo involving all kinds of small details. Railways

have always placed emphasis on creating a safe working environment and you don't often see ladders, buckets, bins and sleepers lying around.

Mike Bisset's 7mm scale St Marnock, a Scottish Region engine shed, has just the right amount of visual clutter, keeping us focused on the motive power.



## 6 NOT-SO-PERMANENT WAY



Track in depots – steam, diesel or electric – isn't ballasted to main line standards, with neat shoulders and beautifully level rails. In steam days it was normally laid in a thin bed of ash and cinders while the track itself could be distinctly kinked and uneven. Track in and around today's servicing depots and fuel points often looks like its sitting in a mixture of hardened mud and oil, with only a few scattered grains of ballast to suggest it's built on firm foundations. This view of Birkenhead shed yard on its last day of operation on November 5 1967 maybe takes things to extremes, but the ground cover of Chris Pendleton's fictitious North Shields exactly captures the reality of most MPDs in the steam era.

## 7 ANCIENT AND MODERN

the engine shed of the Sandy & Potton Railway in Bedfordshire. It has survived almost unscathed for well over a century and a half, latterly in agricultural use. By contrast Colchester diesel depot

– seen here in the 1960s (below right) and now managed by Abelio Greater Anglia – is brutally functional, with no architectural pretensions whatsoever. Even in the modern era you can

reflect these differences in model form as shown by two popular 4mm scale exhibition layouts, which capture widely contrasting styles. Airthrey Park (centre), built by the Stirling & Clackmannann

MRC, is a full-on post-modern industrial structure while Damian Ross's Diesels in the Duchy (loosely based on St Blazey) sees traditional brick-built structures dating back to the steam era.



## 8 MORE THAN MEETS THE EYE

Smaller establishments would make do with a couple of tool vans such as this pair seen outside Pen Tor Road shed on Pendon Museum's Dartmoor scene. The Great Western built its own specialist vehicles but lesser railways had to make do with cast-offs from revenue stock.



One of the things I've always enjoyed about engine sheds – real and model – is the curious tranquility that often descends on these places. Nothing is moving, there's no one in sight, all you can hear is the gentle hiss of steam from engines standing in the yard, occasionally interrupted by the sound of unseen fitters at work. This 'OO' gauge model of Alloa shed exactly captures this quality.



In such circumstances the eye naturally starts to roam across the scene, and to take in unsuspected detail. Although the emphasis has always been on engines, there is usually a fair amount of rolling stock around depots. These days you'll see oil tank wagons where there'd once have been line after line of mineral wagons, all of them subtly different to one another, some empty, others acting as mobile storage bunkers to feed the depot's insatiable appetite for coal.



Like the impressive 36ton kit-built specimen seen on Steffan Lewis's Mairdee East, most major depots had a breakdown crane – Bachmann's forthcoming 45ton monster is very much the kind you'd see at a major depot or 'A' shed.



Left: Arguably the first engine shed to be modelled naturalistically was the one at Gammon Magna on John Ahern's ground-breaking Madder Valley Railway, built in the 1930s and now housed (and occasionally operated) at Pendon Museum in Oxfordshire. John Ahern made everything on the Madder Valley himself, much of it out of humble materials such as card and wood. He would never have dreamed that in 70 years a wealth of products such as we have today would become available.



## 9 ON AND OFF SHED

Maunsell 'S15' 4-6-0 30509 looks full of life standing in the shed yard at Nine Elms on April 19 1963, freshly coaled and watered and ready to go off shed. If you model the steam era, you can add a lot of interest by following prototypical patterns of operation on shed. Movements are very far from random, and nothing goes anywhere without a reason. At a busy depot the layout of the shed yard will be logically designed to make all movements as easy and non-conflicting as possible. Engines coming on shed for disposal will first of all head for the ashpit to have their fires cleaned and if necessary dropped. There may be quite a queue for this, before locomotives can move on to the next stage which is to take on coal. Once its bunker has been filled, the engine will visit the water column to have its tanks replenished and



then if necessary move on to the turntable so it will be facing in the right direction for its next duty. Only then will it retire, fully prepared, to the shed or to a position in the stabling roads in the shed yard.

Engines for repair, meanwhile, will have taken their place inside the shed ready for the fitters' attention

– others may be standing around in the shed yard for some time, their fires dropped and boilers cold. Over the next few hours working locomotives will be shunted about the yard to get them into the right sequence for departure. Depending on where they were stabled, this may involve quite a bit of shuffling

to and fro to get everything in the right order. Having already been coaled and watered, with the fire made up, it only remains for the crew to inspect their engine and oil round. Once this has been done, the locomotive is ready for its next turn and will leave the shed at the appointed time.

## 10 FROM FIRST TO LAST

**Main image:** The servicing depot is a Bachmann Scenecraft product, while the Clayton Type 1 was built from a Dave Alexander whitemetal kit. Each of these scenes encapsulates its era in the way that only craft-based railway modelling can. The trouble with kits and ready made buildings, however, is that you'll see identical structures used in a very similar way on other people's layouts. By all means buy off the shelf when you're first building a layout and want to get things up and running but think of replacing it in time with something a little more individual and unique to yourself.



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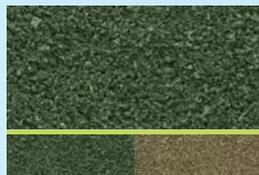
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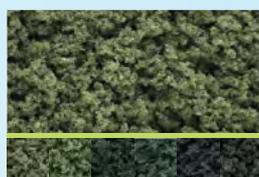
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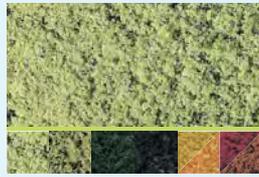
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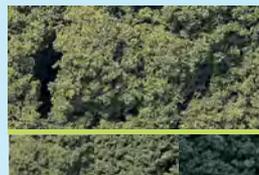
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# Completing the Standards

**W**ITH THE ANNOUNCEMENT of the major manufacturers' new releases for 2018, I have been pleasantly surprised with the interesting choices made by each company, not least by Hornby's announcement of the North British Railway 'J36' 0-6-0. We have never had it so good when it comes to diversity of era, region, liveries and specific detail differences of new releases.

That said, I am surprised that no manufacturer

has announced one of the few remaining BR 'Standard' classes, those being the '3MT' 2-6-0, '2MT' 2-6-0 and the '2MT' 2-6-2T. While I understand that the '3MT' and '2MT' tanks were both built in relatively small numbers - although we have models of *Duke of Gloucester* and the 'Clans' both of which were built in smaller numbers than the

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'3MT' and '2MT' tank - 65 examples of the '2MT' 2-6-0 were built and allocated to a number of different regions during their careers.

It would be fantastic to see the '2MT' (and both the '2MT' 2-6-2T and '3MT' 2-6-0) made available ready-to-run to complete the set of superb 'Standards' already on the market from Bachmann and Hornby.

**Colin Robertson, by e-mail.**

**A busy scene at Moat Lane Junction with, from left, Ivatt '2MT' 2-6-0 46521 shunting and classmate 46523 in the bay while BR '2MT' 2-6-0 78002 prepares to depart with the 4.20pm Newtown-Machynlleth on June 7 1960.** Hugh Ballantyne/Railphotoprints.uk.

Right inset: **The BR '2MT' 2-6-0s were regulars on the London Midland Regions of British Railways as well as being seen in the North East and Scotland. 78064 simmers at Crewe station in 1959.** Alan H Bryant/Railphotoprints.uk.



## The Ranger's stripes

I can supply some of the information requested by Malcolm Chambers about 'Royal Scot' 46165 *The Ranger* in HM129.

The yellow diagonal stripe was applied to steam locomotives that were too tall to work under the 25KV overhead electric wires south of Crewe from September 1964. This mark was applied to the remaining 'Princess Coronations', 'Royal Scots', rebuilt 'Patriots' and 'Jubilees'. Some '4F' 0-6-0s and 'Super D' 0-8-0s also had the stripe applied, as did one '8F' 2-8-0, 48773, as it had a 'WD' clack housing on the boiler. This was removed at a

boiler exchange but it retained its yellow stripe until withdrawal and subsequent preservation in 1968.

Some ex-LNER locomotives also had yellow cabside stripes including 'A4s' 60027 *Merlin* and 60031 *Golden Plover*, 'A3s' 60041 *Salmon Trout*, 60052 *Prince Palatine*, 60100 *Spearmint* and 'A2' 60527 *Sun Chariot*.

In the 1990s, some Hornby and Bachmann locomotives were released with the yellow stripe. 45736 *Phoenix*, 45552 *Silver Jubilee* and 46226 *Duchess of Norfolk* are examples I can remember. Stanier '8F' 48773 was released



in 2004 with a yellow stripe.

As for the white surrounds to the smokebox plate, I can only assume that was an embellishment applied by the depot, like Polmadie turned

out its 'Princess Coronations' with blue backed nameplates and smokebox plates in the 1950s.

**Quentin Haigh, Chairman, Helston and Falmouth Model Railway Club.**



## Model railways are a vibrant hobby



I was surprised to see Richard Simpson's letter about disliking what he has found after 40 years' absence from the hobby. I am sure there are plenty of swapmeets and exhibitions where Mr Simpson can find the old models he hankers for, but I am very grateful for all the improvements in the 40 years since I returned to railway modelling.

Models have become more expensive but the quality and available range is vastly improved in every way. Magazines like *Hornby Magazine* show us how to improve our own layouts through inspirational examples and excellent 'how to' articles.

There has never been a better time to be a railway modeller.

Expecting to find no change after 40 years is unrealistic and I for one wouldn't want to turn the clock back by even one minute. The hobby seems vibrant enough judged by manufacturers' product ranges, the number of high quality magazines and attendance at exhibitions. We must like what we find, or we wouldn't spend our hard-earned money on our hobby. The manufacturers and model shops are getting it right and long may they continue to do so.

*Peter Garrod, by e-mail.*

## Hornby's 0-4-0s have GREAT POTENTIAL

I was disappointed that the Class 06 and Bagnall 0-4-0 diesel shutters were not in the 2018 Hornby catalogue. I run a small freelance heritage railway and diesel locomotives of this size are very popular in real life.

Whilst the Hornby 0-4-0 chassis gets bad press due to poor speed control and stalling on insulated frog points, these problems are totally overcome under Digital Command Control (DCC) by fitting a Zimo MX645 sound decoder, cube speaker and 'stay alive' facility, all as explained by Paul

Chetter in HM86 (October 2014). Due to the small can motor, there is space to fit these components, which is not the case with the Sentinel or even the Class 08, which are in the catalogue.

For variety it is possible to modify the Class 06 to create reasonable freelance replicas of other makes of these small diesels. For example, my take on a Vulcan Drewry, which I use to shunt the yard and to give brake van rides on the short main line on non-steam days.

*Mike Shepherd, by e-mail.*

## PLATFORM GUIDE NEEDED

With so many manufacturers of 'OO' gauge platforms, could *Hornby Magazine* in the future do an Equipment Guide to which you find the best choice based on price, realism, ease of construction?

I believe this would be of benefit to many readers such as myself.

Great magazine, look forward to it each month. Keep up the good work!

*Chris Smith, Western Australia.*

## Spare screws are vital accessories

It seems remarkable that in this age of high-detail, high-performance locomotives, in any scale, that no manufacturer encloses duplicate screws for the convenience of modellers. I recently mislaid a screw for the drawbar of a Hornby 'J15' and have had great difficulty in replacing it. The manufacturers

will no doubt say that these items should be left alone, and that extra screws would therefore be unnecessary. However, when they can include features such as brake rodding perhaps they could also consider these basic but vital items.

*Geoffrey Howarth, by e-mail.*



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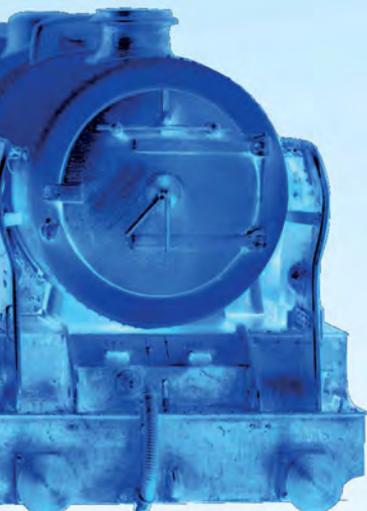
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# Hallam Town

If the thought of finescale modelling brings you out in sweats, **ALAN WHITEHOUSE** shows that recent developments have made it perfectly feasible to build a compelling layout without the tears.

PHOTOGRAPHY, MIKE WILD

**F**INESCALE railway models can look really nice. Set the arguments about elitism aside for a moment, and it is hard to argue against the idea that fewer compromises and finer standards produce some cracking models. If you have ever thought about going down

the finescale route yourself – and then abandoned the idea – the chances are that you have been put off by the time it takes to get even a basic layout up and running. All that hand-making. All those fine tolerances. There are only so many hours in the day.

But here is another argument: all these reasons not to model finescale are little

more than urban myths. The last few years have seen some real ‘game changers’ which now make it possible to build a working finescale model railway in a very short time. Hallam Town is a 2mm finescale (2FS) project, but my arguments are equally applicable to other scales.

Let’s begin by looking at what I see as



 Class 31 31173 idles at the head of the 'Hallam Pullman' nestled below the retaining walls at this South Yorkshire terminus. The locomotive is a rewheeled Graham Farish model with digital sound.

the three big developments – the ‘game changers’. Firstly, there is finescale flexible track. This has been around in both 4mm and 2mm scales for a while now. In 2mm I need to declare an interest: I was one of the small consortium which funded the development of 2mm Easitrac, which was later taken over by the 2mm Scale Association.

Secondly, there are point kits to match. Again, these have been around in 4mm for a while but it is only a couple of years since they became available in 2FS, via the Association shop. With a ready-milled common crossing and pre-drilled holes for the chairs, these kits take the guesswork out of gauging and alignment. The appropriate chairs are threaded onto a length of rail. The chairs have a peg on the underside which slots into the holes in the base.

Thirdly and finally is the introduction of laser cut plywood baseboard kits.

Building baseboards was once a lengthy process that could result in uneven boards which could cause trouble in finescale. Again, the guesswork has been removed because half-a-dozen or more suppliers will now sell you stock sizes or bespoke kits which simply slot and glue together.

### WEEKEND PROJECT

Pulling all these thoughts together, I began wondering if it might be possible to build a finescale model railway over a weekend. The 2mm stalwart Mick Simpson agreed that it might be and we began to think about what to build and where to build it.

The result was a plan to build the classic Cyril Freezer design Minories. It uses standard turnouts because when it was drawn that is all that was available - but it uses them in a way which manages to look more like the real thing and less like a model. It also uses six turnouts which Mick

and I felt was a fair challenge – a one-sided shunting plank would have been seen as a cheat and promising to do Clapham Junction clearly unrealistic! We found enthusiastic support from David Lane, organiser of Railx at Stoke Mandeville and decided to stage our attempt there.

The original Minories was 6ft 8in long, and allowed only for three-coach suburban trains and tank engines. One of the benefits of modelling in 2mm scale is the ability to run long trains in a small space, so we decided to keep the 2mm version almost the same length – 6ft on two equally-sized baseboards. This allows five-coach trains, plus locomotive, in platforms that nicely fit onto one board, leaving the second to accommodate all the pointwork, signals and so on – and most of the wiring.

I also ordered a traverser to the same dimensions. This did not form part of the challenge – Cyril Freezer left the storage >>





It might only be eight inches wide, but Hallam Town has a great atmosphere. A Class 37/0 ticks over at the buffers while waiting for a clear route out of the station.



Station nameboards are from Sankey Scenics and retain their 1950s Eastern Region style. Elsewhere you will find 1970s period posters and notice boards to set the tone.

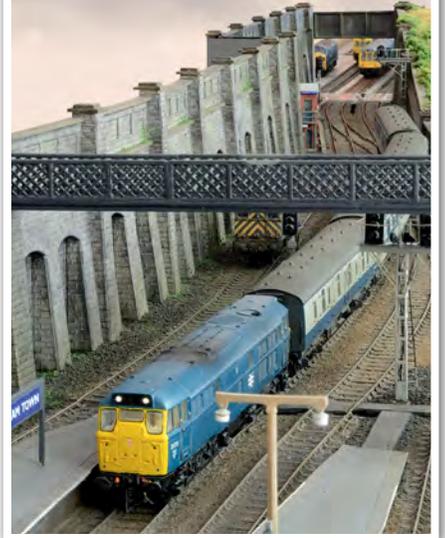




**A Graham Farish Class 08 with a custom chassis takes care of empty stock movements at Hallam Town, releasing the train engine from arriving locomotive hauled services.**



**The 'Hallam Pullman' portion enters the station in the hands of a work stained Class 31.**



yard for Minories an open question. It could just as easily be a simple ladder yard or a train turntable. All the baseboards came from White Rose Model Works.

We came within an hour or so of our goal of having the baseboards built, track laid, wired and a locomotive running. Laying the points took a little longer than anticipated and we simply ran out of time.

But we were working under exhibition conditions with none of the familiarity of having tools and equipment exactly where they always are and pausing to chat to visitors. Doing this at home would be a completely different proposition. It's not hard to see how you might get together with a couple of friends and spend, say, a bank holiday weekend getting a project up and running. By the middle of the following day, working solo, I had completed the wiring and had a locomotive trundling from end to end. And, when you *have* created your new layout – even just to the track on bare boards stage – you have the exciting decision to make about what to do with it.

Minories, as devised by Cyril Freezer, could be almost anything, a point made by the great man himself. It could be an Edwardian terminus with an intensive service operated by small tank engines and four or six-wheel carriages or a more conventional inter-war or 1950s portrait of city life with bogie stock, either in the (slightly) more colourful 1930s or the early BR period.

But for me the decision was simple. It had to be 1970s BR blue, a period I know well. And the location had to be South Yorkshire, a location I know well. The final choice – a name – also came easily. Hallam is a name familiar to anyone who has spent time in Sheffield – Radio Hallam, Royal Hallamshire Hospital and so on. But these days it has little geographical meaning, so I decided to borrow it to suggest somewhere in South Yorkshire – a town sitting somewhere in the Sheffield/Doncaster/Barnsley area.

'Town' was added to suggest a central station sitting a couple of miles off a main

line, which accounts for its relatively small size – there would be a Hallam Junction somewhere not far away, perhaps on one of the several joint lines which included the Great Central Railway as a partner.

Point control was the next subject to be tackled. At Raillex we had installed Blue Point switch machines. They worked well but I could not devise a way of making two work from one push rod. Not liking the idea of each crossover end being separately worked, I took these out and installed DCC Concepts Cobalt digital switch machines instead. These have the advantage of being controlled directly from my Lenz DCC handset.

The four-road traverser represents the rest of the rail network and I was now at a stage where I had a working layout all controlled from a DCC handset with no need for a control panel. It was time for some scenic work.

## THE SCENERY

I began by painting the track, followed by ballasting with white aquarium sand fixed with dilute PVA, which is then tinted using acrylic inks. Unlike paint, the inks do not clog the individual grains of sand, giving a good interpretation of real railway ballast. The inks are diluted and applied in several coats giving good control over the final shade.

Real ballast varies enormously in colour. Anywhere locomotives stand quickly becomes black and oily whether you are modelling the steam or diesel era. I tried to make the whole thing look more and more murky approaching the buffers. Tracks in the platforms would be relaid far less frequently than the station throat yet would get brake and road dust deposits as trains came to a stand. Mick and I promised to take the layout back to Raillex in 2017 in a more or less complete condition, so I began thinking about both scenic treatment and speed.

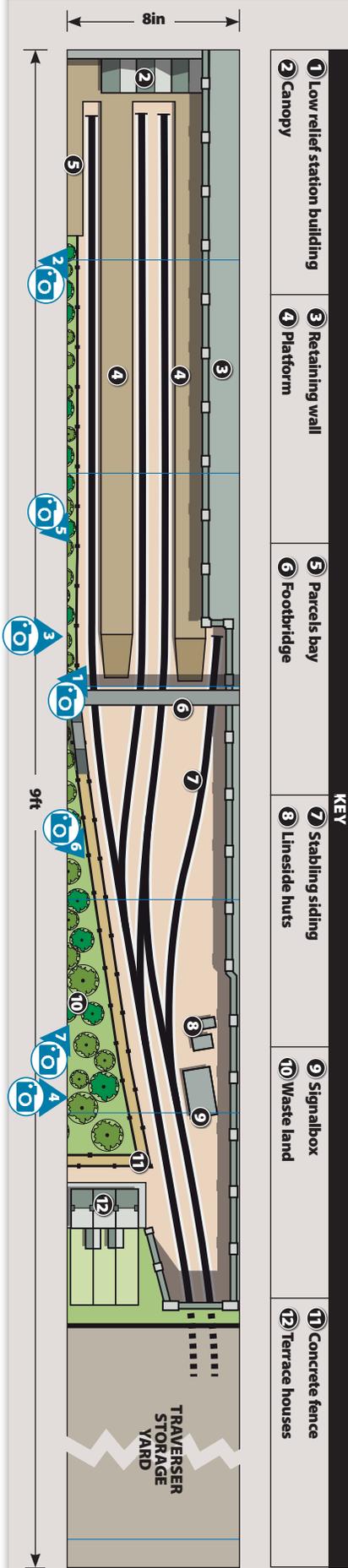
Cyril Freezer suggested that Minories should be modelled in a cutting, the retaining wall providing the only scenic >>



**At the station throat a Graham Farish Class 37/0 departs light train engine as a Class 108 three-car unit enters on a local working. The retaining walls are Metcalfe kits while the signalbox was built from Metcalfe builder sheets.**

## HALLAM TOWN TRACK DIAGRAM

(Not to scale)



treatment necessary. A complete cutting was ruled out on the grounds that, in 2mm scale, it would be overkill, obscuring views of the trains themselves. I came up with a scenario which imagines the line being driven into the shoulder of a hill, with the land sloping from the back of the layout to the front, requiring a retaining wall only at the rear. I still needed a solution for seven feet of retaining wall – it is a lot of structure to complete, after all.

I settled on Metcalfe Models' new retaining wall kit. Metcalfe is upgrading its products and the latest ones are quite sophisticated, using laminated layers of thick card wrapped around with a printed layer to give a solid structure.

As the range included a bridge and inclined ramps, I decided the components could be mixed and matched, giving a consistent effect. The kits are also adaptable: I made some plain section to run behind the platform and arched versions elsewhere. The retaining wall was weathered using acrylic ink sprays – a grey for general dirt and a green for shaded

areas where algae would gain a foothold.

The signalbox was scratchbuilt using Metcalfe's Builder Sheets – like brick paper but printed on thin card. It is based on two built in the Barnsley area in the 1950s. One, at Dodworth on the Penistone Line, still stands, though disused. I could have built a Great Central Railway cabin but wanted to try to create the effect of a place where investment went in during

the 1950s and which has been left to quietly moulder since.

The pair of terrace houses were similarly put together, using etched brass windows and plastic doors,

guttering and downpipes. The station building is just a low relief frontage, there is no space for anything else, built in much the same way.

The concourse canopy was a very deliberate choice. Freezer suggests an overall roof: this might work in 4mm scale, but in 2mm scale I felt that, again, too little would be seen of the trains. A concourse canopy also suggests a project where the money began running out and the Great Central never was a wealthy company. I turned again to a Metcalfe

*"Finescale model making has changed and is changing."*

ALAN WHITEHOUSE



The Class 123 four-car DMU

departs Hallam Town. This unit is built from a Dapol Class 121 chassis, Graham Farish clear bodyshells, BH Enterprises cabs and Electra Rail Graphics vinyl sides.

kit for the basic structure but reworked the roof and added more detail in the form of guttering and downpipes.

Platform surfaces were supplied as one complete piece by York Modelmaking. This avoids any joins in what should be an uninterrupted surface and provides some fine detail in the edging stones.

Signals came from CR Signals, a mix of conventional post-mounted heads and others on ex-London and North Eastern Railway square-lattice brackets. This was a deliberate choice to try to capture a feeling of time and place. Many of these brackets were re-equipped with colour light heads in the 1950s and at least one survives today at Malton. They were built by Paul Marshall-Potter from etches from Fencehouses Model Foundry.

The small details are from a variety of sources. The BRUTE trolleys – essential for any 1970s station – were also assembled by Paul Marshall-Potter. Signage came from Sankey Scenics which offers customised name boards and the like. I put in 1950s Eastern Region running-in boards and platform numbers, and then added 1970s notice and timetable boards along with passenger information signs. Under the canopy lurks a Travellers-Fare frontage. Inside

will be cellophane-wrapped pork pies and cans of McEwan's Export beer.

## ROLLING STOCK

Hallam Town is largely operated by Diesel Multiple Units, in this case Graham Farish Class 101 and 108s – both typically Eastern Region types. Weathered by Ian Clenton of Mercig Studios, they capture that faded and grimy BR blue look very nicely. They were converted to 2FS standards by using the 2mm Scale Association's drop-in replacement wheels – another boon of modern finescale modelling.

I decided a Class 123 (the Swindon-built Cross-Country four car type) would provide a good 'signature train' for the layout. These moved *en bloc* to Hull Botanic Gardens in 1977 where they supplemented the Class 124 Trans-Pennine sets working diagrams which took them across South and West Yorkshire.

This was built using Dapol Class 121 DMU chassis, old style Farish coaches with transparent bodysHELLS, BHE white metal cab ends and Electra Railway Graphics vinyl sides. To add relief to the sides I fitted door handles and grab handles in addition to cab end handrails. All the DMUs have full

bufferbeam detailing and, apart from the Class 123, all are sound fitted.

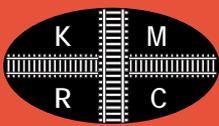
A pair of locomotives – a Class 31 and Class 37 - share duties on the short portion of the 'Hallamshire Pullman' which runs daily and was created using three Graham Farish Pullman cars in the later grey/blue livery along with a BG. The set has been weathered by Tim Shackleton and looks pleasingly grubby. BR axed all its Pullman services (except the Manchester Pullman) during the 1970s, so these cars were on borrowed time. Finally, a Class 08 shunter appears as station pilot, shunting the Pullman set and a short parcels train.

## A YEAR IN THE MAKING

From start to (almost) finish in a year is not bad going for a finescale project. And while I have escaped the world of regular work, the layout – and the Class 123 DMU – were built in and amongst shovelling coal two days per week on the North Yorkshire Moors Railway, and shepherding two books through to publication, so this was far from a year-long obsession.

Which really brings the story full circle: like the rest of the hobby, finescale model making has changed and is changing, bringing it within reach of anyone willing to apply a little time and patience. [Hobby](#)





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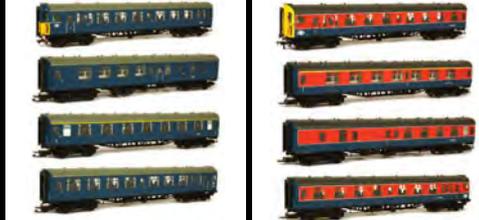
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# Hatton's Andrew Barclay SADDLE TANKS

Hot on the heels of the Wainwright 'P' 0-6-0T, Hatton's is expecting delivery of its Andrew Barclay 0-4-0STs in April. **MIKE WILD** inspects a trio of production samples ahead of their arrival.



**S**MALL LOCOMOTIVES have definitely been capturing the imagination of the model railway world in Britain and Hatton's is set to deliver its second compact tank engine model of 2018 during April – the Andrew Barclay 14in and 16in 0-4-0STs.

These locomotives were revealed as a ready-to-run project by Hatton's in August 2017 at the same time as the Wainwright 'P' 0-6-0T (HM129) and they have been pushed through the final phases of development promptly to bring them to the shelves of the Liverpool-based retailer this spring.

Andrew Barclay was based in Kilmarnock, Scotland, and was known for its standard range of industrial saddle tanks which were available with four and six-wheel chassis – the

former being the most common. Options for the cab, cylinders, chimney and tanks were available to its customers with the first leaving the works in the late 1800s.

The last were withdrawn in the 1970s and there are over 100 in existence today on the network of preserved railways including several in serviceable condition. Reality Check has more on the Andrew Barclay story.

## THE MODEL

Hatton's elected to model two of the main variations on the Andrew Barclay 0-4-0ST – the 14in and 16in cylinder locomotives. While outwardly similar, there are also significant differences between the two beyond the internal dimensions of the cylinder lining.

These extend to larger tanks, additional framing ahead of the smokebox and a slightly longer length to the footplating. For the trained eye it's all easy to see, but there are plenty of detail differences which Hatton's has accommodated which are difficult to spot at first glance.

For review we received a trio of locomotives, all different in some way, consisting of 14in 0-4-0STs 705 in BR black with early crests (Cat No. H4-AB14-001) and



**FIRST  
REVIEW**



*“The standard of decoration was excellent throughout all of our sample models.”*

**MIKE WILD**



2069 *Little Barford* in Acton Power Station blue with wasp strips (H4-AB14-006) plus 16in 0-4-0ST 2226 *Katie* in lined industrial maroon (H4-AB16-003). In total Hatton's is releasing eight 14in and four 16in locomotives.

Like the 'P', the standard of decoration was excellent throughout all of our samples. The main body colours are crisp and evenly applied, but it is the detail finishing of the livery which really stands out including the cabside worksplates, saddle tank lettering, lines and even the quality of the BR crests on 705. Add to that different coloured wheel faces, and valve gear finished in red and each

has plenty to appreciate in full colour.

The actual locomotives are just as well finished. Extensively detailed throughout and featuring myriad variations, each locomotive has plenty to enjoy. For example, *Little Barford* has round rear windows while 705 has square versions. Meanwhile 2226 has an open rear panel on the cab offering another variation on the theme. Add to this larger buffers and running board to tank steps on 2226 plus options on lubricator positions and buffer shank design and there is plenty to make these models stand out.

The overall appearance is spot on too, modelling the classic Andrew Barclay design superbly while the cab interior and underframe have received just as much attention as the main body. >>

#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.hattons.co.uk">www.hattons.co.uk</a>
<b>Cat No:</b>	H4-AB14-001
<b>Description:</b>	Andrew Barclay 14in 0-4-0ST 705, BR black
<b>Cat No:</b>	H4-AB14-006
<b>Description:</b>	Andrew Barclay 14in 0-4-0ST 2069 <i>Little Barford</i> , Acton Power Station blue
<b>Cat No:</b>	H4-AB16-003
<b>Description:</b>	Andrew Barclay 16in 0-4-0ST 2226 <i>Katie</i> , lined maroon
<b>Scale:</b>	'OO'
<b>Price:</b>	£99 each
<b>Era:</b>	2-9
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets



## PERFORMANCE

All of the Andrew Barclays are fitted with small tension lock couplings in NEM pockets as well as a 6-pin DCC decoder socket. Space is naturally at a premium inside the Barclay, so careful selection of a decoder will be required for digital conversion. Hatton's recommends its own DCR-6PIN-DIRECT decoder for the model. Removal of the body is straightforward,

but requires some care. Two screws hold the two components together, but before separating, the clack valve pipes need to be released from the lower portion of the boiler barrel. Full instructions are provided in the box, and Hatton's has also produced useful online videos showing more detail of the model and how to access the interior. On the track our samples were nothing short of excellent. The chassis is die-cast

which gives the model plenty of traction and following running in we subjected each to sustained running with a rake of 20 wagons, including on a gentle incline. This was followed by shunting duties in a goods yard, all of which they handled superbly.

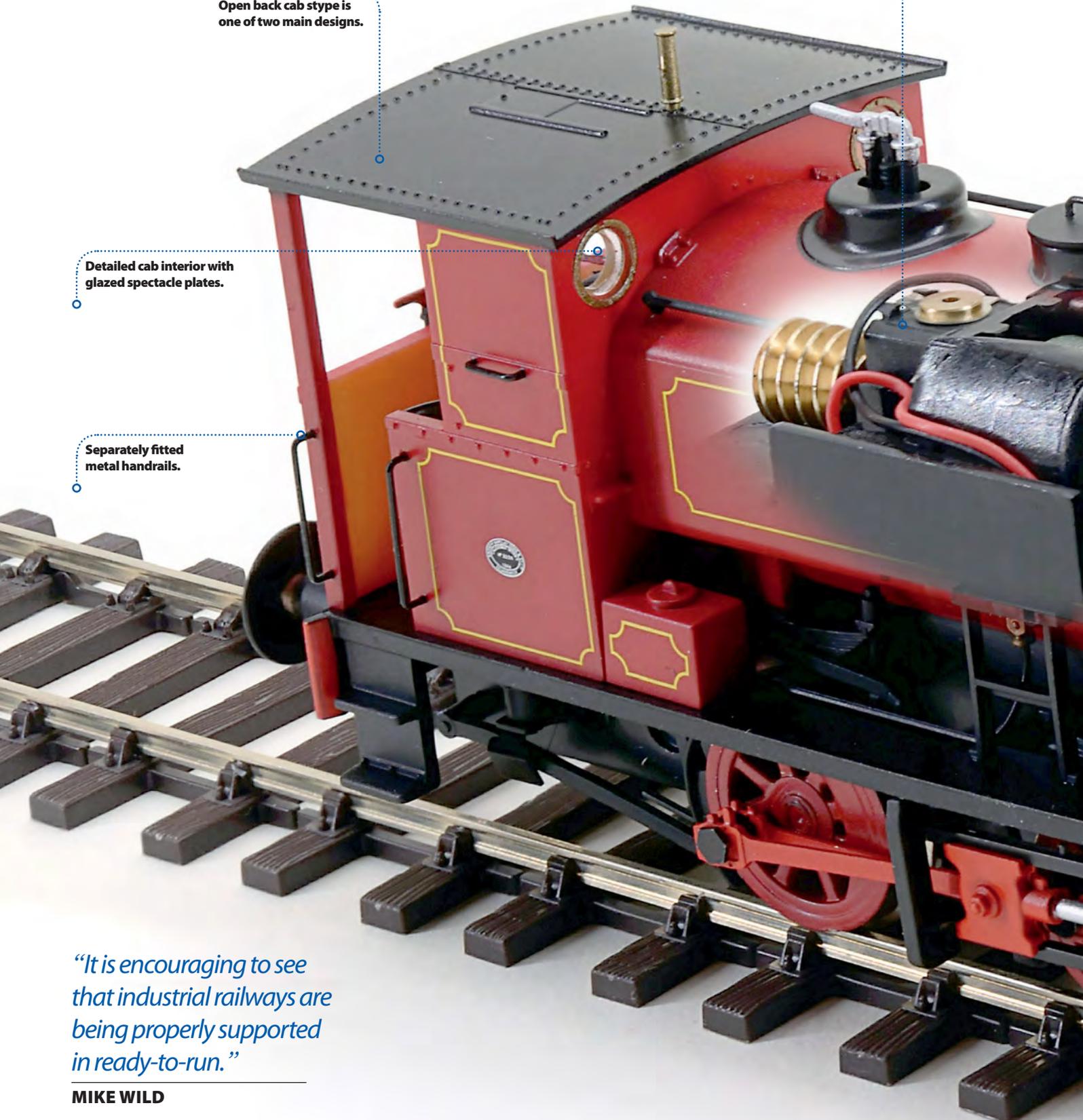
Being a short wheelbase locomotive, consistent power collection is essential so the wheels will need to be kept perfectly clean to get the best from these little locomotives.

Open back cab style is one of two main designs.

Detailed cab interior with glazed spectacle plates.

Separately fitted metal handrails.

Five-pole can motor driving the rear axle.



*“It is encouraging to see that industrial railways are being properly supported in ready-to-run.”*

**MIKE WILD**

## OVERALL

Industrial tank engines received a new lease of life with the arrival of Hornby's Peckett 'W4' 0-4-0ST in December 2016 and since then we have seen a steady stream of new releases for both the steam and diesel sectors. It is encouraging to see that the industrial railway sector is being properly supported by ready-to-run products where once it was in the hands, solely, of the Hunslet 'Austerity' 0-6-0ST. Another great step towards more realism and a high quality, superb running product too. Excellent is the only word. (MW)

Chimney is open with representation of the blast pipe at the bottom.

6-pin DCC decoder socket.

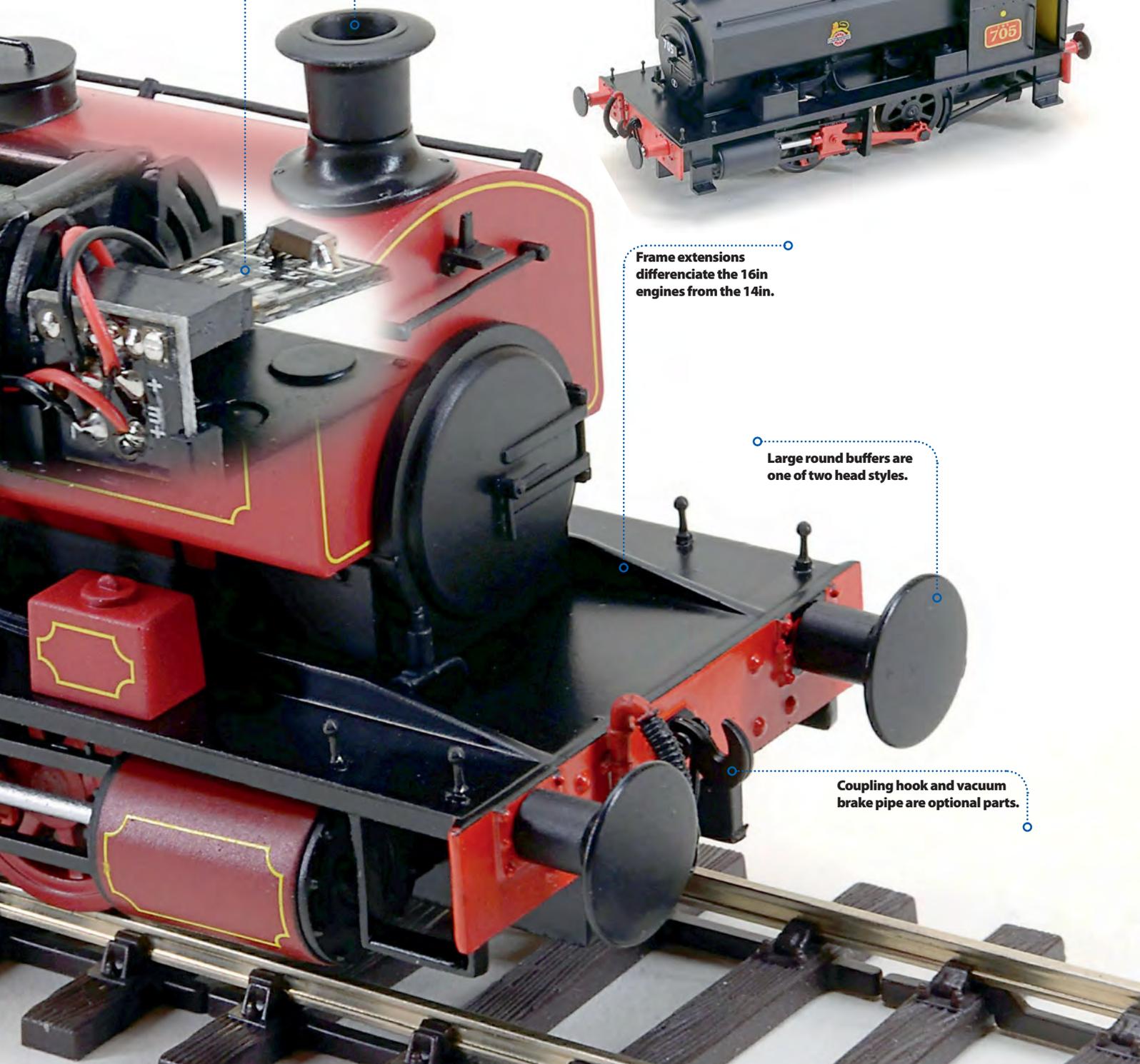
Hatton's is releasing 12 different versions of the Andrew Barclay 0-4-0ST, modelling both 14in and 16in locomotives with a range of detail differences.



Frame extensions differentiate the 16in engines from the 14in.

Large round buffers are one of two head styles.

Coupling hook and vacuum brake pipe are optional parts.



*Andrew Barclay*

# INDUSTRIAL LOCOMOTIVES

*With a history spanning more than 170 years, the Scottish firm of Andrew Barclay has a long pedigree in railway engineering, being chiefly known for its robust and long-lasting designs for industry, as **EVAN GREEN-HUGHES** explains.*

**B**EFORE THE DAYS of the universal use of roads for the transport of heavy goods, almost everything that needed to be moved went by rail. Whether your factory produced steel girders or beer barrels a good connection to the rail network was a vital component of your business - as was a good network of internal lines to assist in moving goods up and down the production area, allowing raw materials in and finished

product out for onward shipment.

Hundreds if not thousands of these private lines could be found all over the country and each one required track, locomotives and wagons, the supply of which was to become lucrative business for many companies. In particular several manufacturers set themselves up to supply the motive power that would be required, with one of the most prominent of these being Kilmarnock-based Andrew Barclay Sons and Co, a firm

that built more than 2,000 locomotives.

Andrew Barclay was only a young man of 25 when in 1840 he went into business on his own account, at first making shafting for mills and later winding engines for the coal industry. By 1859 he had realised that there was a demand for small and simple locomotives for private industry and consequently his company produced its first engine in that year. This was a four-coupled saddle tank fitted with cast iron wheels and formed the basis of a design that was to last



Giesl ejector equipped Andrew Barclay 0-4-0ST *King* (1448, built in 1919) shunts at Haig Colliery, Whitehaven, on June 22 1972. Haig Pit, the last colliery in the Cumberland coalfield, ceased production during May 1984, after a working life of 66 years. The winding gear and adjacent winding house dominating the right background survive today as part of the Haig Colliery Mining Museum. Gordon Edgar.

**CPC Trafford Park's Andrew Barclay 16in 0-4-0ST (1964, built in 1929) trundles out of the works complex to the exchange sidings on the Trafford Park Estate's private railway system in December 1971. The Trafford Park works produces more than a thousand tonnes of maize per day, processed to extract starch, protein, oil and fibre for industrial use. Well over half the products made are used by the food and drink manufacturing industry, but no longer used rail directly from the factory gate. Gordon Edgar.**



in production well into the 20<sup>th</sup> century.

In its earliest incarnation the industrial tank engine produced by Barclay's had a sturdy frame fitted with 10in diameter cylinders and 3ft wheels driven by outside motion, a decision that was doubtless taken to make life easier for both enginemmen and fitting staff as the mechanism could be accessed without the need for a pit. A very simple boiler was used which had the smokebox incorporated into it and which was fitted with a square-shaped firebox with girder stays. The saddle tank ran the whole length of the boiler and smokebox and was originally of conventional shape, although later Barclay's developed a more angular design of water tank which made its locomotives instantly recognisable, even from a distance. Cab design was primitive as befits the era and consisted of little more than weatherboards.

### **SMALL BUT CAPABLE**

These engines were very small but were perfectly adequate for moving two or three wagons around private sidings and they became so popular that within a short space of time the company was able to offer many variations, while at the same time ensuring that each locomotive contained as many standard parts as possible, a move designed to keep costs down. Inside or outside cylinder versions were available, with different driving wheel diameters, while details such as cab designs and additional fitments such as toolboxes could be specified by the customer.

Many of these locomotives went to collieries while others went to contractors engaged on large public works such as reservoirs and ironworks as well as those with private factory networks. Even in the most hostile of operating environments Andrew Barclay products obtained a formidable reputation for reliability due to their rugged and simple construction.

While the 10in engine was perfectly adequate for many applications, a larger machine was required for heavier work and for this reason the company put into production a version equipped with 14in cylinders and which was generally »



While 0-4-0STs were Andrew Barclay's best known product, larger 0-6-0STs and 0-6-0Ts were also built. NCB East Wales Area Andrew Barclay 0-6-0ST 2074, built 1939, stands outside its shed at Mountain Ash on November 1972. [Railphotoprints.uk](http://Railphotoprints.uk)

larger all round. A typical machine to this specification had outside cylinders with a 22in stroke, 3ft 0in driving wheels and weighed in at around 26tons, four tons heavier than the 10in version. Again to keep down costs many of the parts were interchangeable with other types and this enabled the range to later be extended so that variants were also offered with 12in and 16in cylinders.

Unusually for a locomotive manufacturer the general layout for an Andrew Barclay engine was laid out by the company itself, with the 10in – 16in models being offered more or less 'off the shelf' and sometimes even from stock with variations in design being more superficial than practical and often being restricted to cab design or details such as toolboxes or steps. There were, however, several different sizes of driving wheel offered, depending on whether the locomotive was to be used on duties which required raw power or a slightly higher turn of speed, with some being as large as 3ft 6in. The company even had a standard livery in which many of its engines were painted, namely lined green, which suited the design well.

By the turn of the century these robust industrial locomotives were highly regarded and consequently the works was turning them out in some number. In 1900 alone 16in models were built for Bell Brothers at Port Clarence, the Millon and Askam Hermitite Iron Company and North Eastern Steel of Middleborough while no fewer than six 14in types were delivered to users such as Knutton Iron and Steel Co of Apedale, Staffs, and the Linthorpe Ironworks again of Middlesbrough.

The 10in model was still popular, too, with six of those leaving the works for destinations such as the Warrington Corporation Gas Works. Several were also produced with other cylinder diameters, including 12in, 13in and 15in with all conforming generally to the standard design for such machines.

## ALTERNATIVE CHOICES

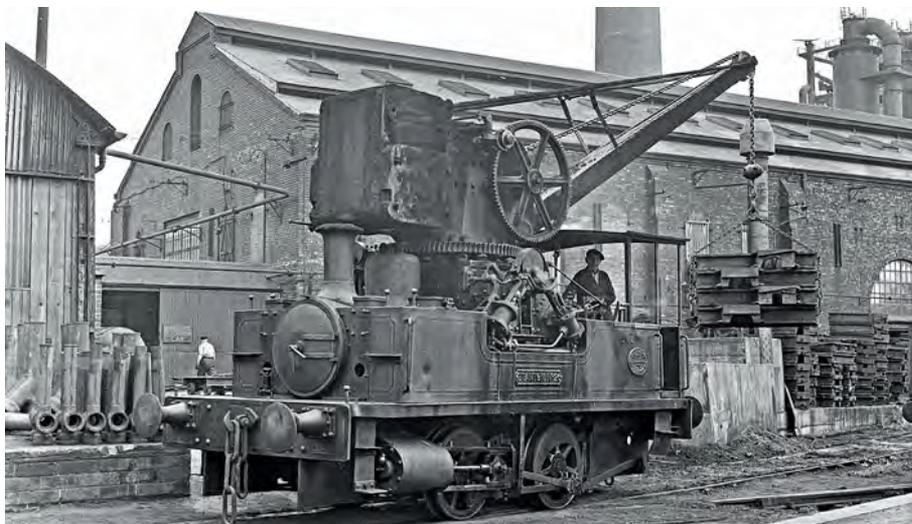
These sturdy little 0-4-0 tank engines were not the only products that the company made, however. In 1881 Barclay's supplied its first crane tank, this being a four-coupled steam locomotive which also carried a crane, enabling the engine to carry out more than one function. Crane tanks remained a fixture of the Andrew Barclay catalogue, with a total of 39 being constructed until production ceased in 1947.

The firm was also to become well known for its fireless locomotives, production of which commenced in 1917. These engines were particularly useful for sites where there was a risk of fire or explosion potentially caused by sparks from a firebox. In this design the boiler was replaced with a pressure vessel that could be filled with steam from a static boiler, enabling the locomotive to work for limited periods within hazardous environments such as paper mills. Both the crane tanks and the fireless locomotives, in the usual Barclay way, shared a large number



of components with the conventional engines. A total of 114 were completed.

There was also a range of larger 0-6-0 industrial locomotives which were particularly popular for colliery use. While many of these followed the tried and tested formula for industrial engines some were much bigger, with the largest being those built for the Wemyss Private Railway in 1939, these being inside cylinder machines with side tanks. The company had also built 25 narrow gauge 0-6-0s for the War Office during the First World War and 10



In total 39 crane tanks were built by Andrew Barclay including Stanton 26. This locomotive was works number 1928, built in 1927. Here it carries out crane work at Stanton Ironworks, Ilkeston, in 1959. [Railphotoprints.uk](http://Railphotoprints.uk)

In filthy external condition Andrew Barclay 16in 0-4-0ST 92 (2317, built in 1950) stands at the NCB Coal Products Division, Norwood Coking Plant, Dunston on August 24 1971. It was a standby locomotive on this occasion. [Gordon Edgar](#)



2ft 6in 4-8-0s for export to Sierra Leone.

With such an impressive pedigree in building industrial engines it is surprising to learn that Barclay's also built for the main line, with the largest contribution in this direction being for the construction of 25 '4F' 0-6-0 goods locomotives for the London Midland & Scottish Railway in 1947. The company also built 15 'Austerity' 0-6-0STs between 1944 and 1946, some of which later passed into London and North Eastern Railway ownership.

## LONG SERVICE

Manufacture of the range of industrials continued right throughout the first half of the 20<sup>th</sup> century with design improvements being made incrementally rather than in any one giant step. The last 16in 0-4-0 model to be produced was works number 2369 which was supplied to the National Coal Board in 1955 for use in Scotland and this lasted in service until 1982. Interestingly, this and another engine from the same order, 2368 which last saw service at Cairnhill Colliery in Ayrshire, have both survived into preservation. The final steam locomotive to leave the works was an 0-6-2 for Indonesia which was completed in September 1962, two years after BR completed its last main line steam locomotive at Swindon Works.

Unlike many of its competitors Andrew Barclay was able to survive the change to the diesel era and began to produce small shunting locomotives most of which went to industry, although some did go to the



Often forgotten is Andrew Barclay's contribution to main line diesel shunters - the Scottish Region based Class 06. On September 11 1977 06003 stands at Eastfield Depot. [Railphotoprints.uk](#)

main line, with British Railways purchasing four Class 01 0-4-0s, 10 Class 06s and 10 of the Gardner-powered 0-6-0 shunters in the D2400 range. While moderately successful these diesel products never achieved the dominance of the market that their steam predecessors had.

In 1972 the company was bought by Hunslet of Leeds, becoming Hunslet-Barclay, with the locomotive interests of this company eventually passing to the LH Group of Burton on Trent. Hunslet-Barclay was renamed Brush-Barclay after being acquired by Brush in 2007 and still trades today as Wabtec Rail Scotland, following

a further change of owner in 2011.

With so many locomotives to its credit it is hardly surprising that more than 100 Andrew Barclay steam locomotives have passed into preservation with a good number of these providing the core services on startup lines. Amongst these are many examples of the famous 0-4-0 range of saddle tanks, ranging in size from the small 10in version to the final 16in design. With their colourful liveries and lettering with the names of firms that are now long gone, these locomotives are a tangible link with a past form of both business and transport that alas no longer exists. [Haban](#)

'OO' GAUGE

# Twin Track Sound for *City of Birmingham*

- Price: £219.99
- Cat No: R3509TTS
- Site: [www.hornby.com](http://www.hornby.com)
- DCC: TTS sound, 8-pin socket
- Era: 5



**T**HE third version of Hornby's new model of the Stanier 'Duchess' 4-6-2 (HM127) is due to arrive in the shops during March and this time it will be equipped with the manufacturer's Twin Track Sound decoder.

The locomotive of choice for this release is preserved 'Duchess' 46235 *City of Birmingham* in BR lined green with late crests on the tender sides. This engine is based at the

Thinktank Birmingham Science Museum where it is on static display. It was used extensively in Hornby's research for the 2017 range 'Duchess', it being the most original of the three preserved locomotives.

The model uses the same high value tooling as shown by the first models of 6231 *Duchess of Atholl* and 46256 *Sir William A. Stanier F.R.S.*, although 46235 is the first from the new

tooling to feature the standard Stanier cab with smoke deflectors. Features include a double chimney, opening cab roof vents, removable plastic coal load and extensive and accurate detail of the body and chassis.

Setting 46235 apart from the rest is the inclusion of Hornby's Twin Track Sound digital decoder. This is plugged into the 8-pin socket inside the tender and the audio is emitted

'HO' GAUGE

# Scenic details by Busch

- Price: £12.10/£16.50 respectively
- Cat No: 7800/7807
- Site: [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)
- Era: 6-11



When it comes to modelling everyday scenes, European manufacturers really are on the money. New in for the Busch range of 'HO' scale scenic accessories – and perfectly suitable for 'OO' gauge layouts – are a power generator set (Cat No. 7800) and site worker with a circular saw (7807).

However, there is much more to these packs than their descriptions suggest. The generator set includes toolboxes, petrol cans and electric cable while the circular saw set comes with laser cut planks, stacked timbers, a wheelbarrow and a pair of chainsaws. These accessories deliver quality and detail which will add real life to a model scene. (MW)



through a 28mm round speaker which is set facing down to the track in the tender chassis. The main running sounds offer a steam exhaust, but don't follow the exhaust beat of the real locomotives fully. There is still plenty of operational value in the decoder though as it includes whistles, wheel slip simulation, coal shovelling, safety valves, injectors, brakes, blower, coupling, coasting

and more. However, the coasting function would have been better located between Function 2 and 9, rather than at position 17, to make access easier for more realistic driving.

As a complete package, 46235 *City of Birmingham* is an attractive proposition and is sure to inspire its operators to want to develop their collection of sound equipped locomotives further. (MW)

## 'OO' GAUGE

### Oxford Structures debuts first buildings

- **Price:** £39.95/£24.95
- **Cat No:** OS76T001/OS76R002
- **Site:** [www.oxfordrail.com](http://www.oxfordrail.com)
- **Era:** 4-11

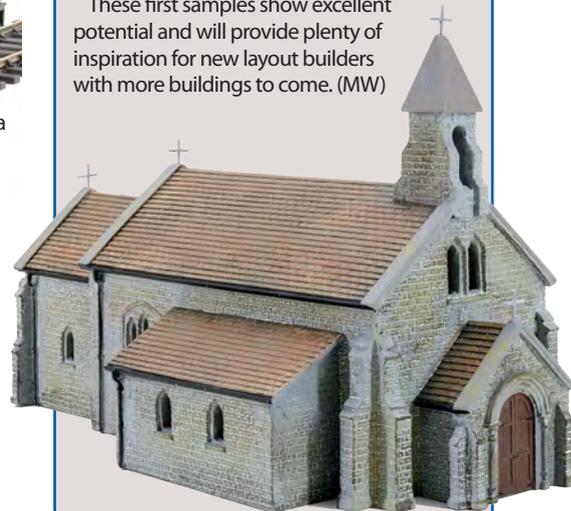


The first of the Oxford Structures railway and town buildings arrived during February with the GWR style signalbox (Cat No. OS76R002) and stone built church (OS76T001) being received in the *Hornby Magazine* office for inspection.

Each is moulded in resin with etched metal window frames completing each building. The quality of the mouldings on both our samples was excellent with neatly produced brick, tile and stone patterns and crisp edges to all the openings – all the signs of a fresh resin moulding.

Decoration on both of the samples stood up to close scrutiny with a pleasing faded effect on the roof tiles of both buildings simulating the effects of weather on the exposed surfaces. The empty interiors of these structures are left in cream resin – painting will be necessary to stop light bleed should you decide to install interior lighting – while the signalbox will benefit from internal detail which will be simple to add before installation on a layout.

These first samples show excellent potential and will provide plenty of inspiration for new layout builders with more buildings to come. (MW)



## 'OO' GAUGE

### Gresley 'B17' reborn for RailRoad

- **Price:** £95.99
- **Cat No:** R3588
- **Site:** [www.hornby.com](http://www.hornby.com)
- **DCC:** 8-pin socket
- **Era:** 3



The RailRoad range by Hornby has expanded with the arrival of the Gresley 'B17' 4-6-0. Re-engineered from the original 1980s model of the 1928 built 4-6-0s, it was announced in the 2017 catalogue and is due to arrive in the shops during March.

Delivered in basic LNER lined apple green,

with a reduction in the level of printed detail for the lining and lettering, it is issued as 2864 *Liverpool*. External detailing isn't as comprehensive as Hornby's main range model of the 'B17', but that does mean that this version is £75 cheaper at a few pounds under £100.

This upgraded edition features a locomotive drive mechanism, bidding farewell to its original tender based mechanism, together with an 8-pin DCC decoder socket in the tender and the addition of NEM coupling pockets front and rear. The new mechanism is smooth and quiet in operation. (MW)

'OO' GAUGE

# Teak finish for BACHMANN THOMPSON

● Price: £54.95 each ● Cat No: 34-435/34-410 ● Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) ● Era: 3

**T**HE FAUX TEAK versions of Bachmann's new range of Thompson corridor carriages touched down in the *Hornby Magazine* office during February offering a second livery option on these attractive late 1940s vehicles.

Thompson designed these vehicles with steel panelling over wooden frames and they were distinctive in having oval toilet windows. When introduced, the coaches were decorated in faux teak using a method called scumbling to match the style of previous Gresley designed varnished teak stock. As such, the exterior finish differs to that of a wooden panelled coach.

We first saw Bachmann's new Thompson stock in February 2017 (HM117) with release of the carmine and cream versions. These

new releases use the same bodies, but the decoration is something else. Bachmann has done a stunning job in replicating the scumbled paint finish of these coaches as they would have been during the final years of the London and North Eastern Railway. Our samples consisted of Corridor Composite 18510 (Cat No. 34-410) and Brake Composite Corridor 1146 (34-435). Also due for release are Corridor Third, Brake Third Corridor and First Corridor vehicles.

With their white wall tyres, curtains, gold leaf lettering and superb body detail these new Thompson coaches are highly attractive vehicles and will be the perfect accompaniment to an LNER lined apple green 'Pacific' in the final years of the 'Big Four'. (MW)



'OO' GAUGE

# Class 47 returns in RfD guise

● Price: £159.95 ● Cat No: 31-663 ● Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) ● Era: 8 ● DCC: 21-pin socket

Bachmann's ever popular Brush Class 47 is back again – this time in Railfreight Distribution (RfD) branded triple grey livery as 47209 *Herbert Austin*.

The real 47209 entered traffic as D1859 in August 1965 and became 47209 in March 1974. 20 years later it was renumbered 47393, but reverted to 47209 a year later in October 1995. It was named *Herbert Austin* in 1990 at Tinsley

Depot, but this was removed in September 1994 and transferred to 47200. The locomotive is technically still in traffic today, but rebuilt as GWR operated Class 57 57604 *Pendennis Castle*.

Bachmann's model of 47209 fits into the 1990-1994 period when it was operating from Tinsley and as such it is ideal motive power for intermodal and car carrying trains. The model is decorated to a high standard and is

supplied with a set of etched metal nameplates together with BR double arrows and Tinsley depot plaques for optional application.

On the track our sample performed smoothly and quietly, just as we would expect from this well-known mechanism, and features directional and cab lighting (with switches in the fuel tanks), a 21-pin Digital Command Control decoder socket and ample haulage capacity to handle a heavy weight freight train of the 1990s. (MW)





#### 'N' GAUGE



## Carflats downsize for N Gauge Society

● Price: £29.95 each ● Cat No: 377-400U-Z ● Site: [www.ngaugesociety.com](http://www.ngaugesociety.com) ● Era: 5-9

Domestic and manufacturer car transport has a new option in 'N' gauge with the impending arrival of the N Gauge Society's latest ready-to-run commission from the Graham Farish brand – the BR 63ft Carflat.

These new wagons represent vehicles built at Swindon in 1964-1965, as well as the batch built in 1979 for Railease, which used standard BR 63ft Mk 1 carriage underframes initially equipped with vacuum brakes and BR1 bogies. Later they were dual braked and some rode on B4 bogies. They were used on Motorail services from 1966 as well as block trains of new vehicles from manufacturing plants.



The N Gauge Society has commissioned six versions modelling the 63ft vehicles through their careers from original BR bauxite to BR blue with Motorail branding and Railease yellow.

Each is richly detailed from the ground up and includes NEM coupling pockets, turned metal wheels and a detailing pack which contains bufferbeam parts as well as optional air-brake reservoir and pipes for the underframe.

This new commission is a great addition to the N Gauge Society collection, but it is only available to members of the society. Visit [www.ngaugesociety.com](http://www.ngaugesociety.com) for full details of how to join and to explore its range of exclusive kits and products. (MW)

#### 'N' GAUGE

## Floor polish 14ton tanker

● Price: £21.95 ● Cat No: 373-657  
● Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) ● Era: 4/5



New in for the Graham Farish 'N' gauge range is this early 1950s period 14ton tanker in the livery of Ronuk of Portslade, Brighton. The company produced floor polish and was later sold to become part of the Ronseal brand which was established in 1956.

The tanker is Graham Farish's standard 14ton cradle mounted tanker and it is delivered in Ronuk's blue and black livery as wagon No. 34. It is fitted with turned metal wheels and sprung couplings and will be an ideal addition to a Southern Region early 1950s goods formation. (MW)

# Hatton's releases



● Price: £24.00 each ● Cat No: Various ● Site: [www.hattons.co.uk](http://www.hattons.co.uk) ● Era: 3-8

**A**RRIVING during February were Hatton's exclusive models of the 1936 introduced ICI bogie hoppers for 'OO' gauge. They have been produced by Oxford Rail for Hatton's and are being released in a selection of liveries spanning from their introduction in 1936 until final withdrawal in 1997.

They were purpose built to transport limestone from Peak District quarries to

Northwich near Manchester. The wagons always operated in bulk train formations and were hauled by '4F' 0-6-0, '8F' 2-8-0 and '9F' 2-10-0s amongst others in steam days while diesels seen at the head of these wagons include classes 20, 25, 28, 31, 37, 40, 45 and 47.

The distinctive appearance of these high capacity stone wagons has been captured superbly in this 'OO' gauge model. The angles, the framing and the chassis design all look spot



# First viewing for Oxford's



● Price: £34.95 each  
 ● Cat No: OR763FO002, OR763RM002, OR763TSO002  
 ● Site: [www.oxfordrail.com](http://www.oxfordrail.com)  
 ● Era: 8-9

**O**XFORD RAIL'S highly anticipated BR Mk 3a locomotive hauled carriages have begun arriving in the shops with the first batch modelling Intercity branded stock and covering the First Open, Standard Open and Buffet vehicles.

These well appointed coaches offer an attractive product at an attractive price and following on from the Intercity vehicles, BR blue and grey, ScotRail and Virgin

Trains stock are also promised together with a Stobart Rail liveried First Open.

The body profile captures that of the real vehicles well with neat detailing including separate grab handles on the roof and end as well as factory fitted jumpers and steps at opposite corners. The passenger door steps are also separately fitted, but we did note on our samples that these weren't glued in and had a tendency to be loose on opening

the box. On the plus side the gangway connection carries off the design of the prototype to a high standard and, with the addition of aftermarket close couplings will present a good view between carriage ends.

Below the solebar the bogies are neatly produced while the central underframe has been well finished with moulded detail for the opening panels and grilles. Each vehicle is moulded straight and true and also includes

# ICI bogie hoppers



on while the hopper interior is detailed with a central divider as well as hopper bottom rivet and panel moulding. The open frame chassis design is particularly well done, even down to the lattice framework between the outer and inner chassis rails. Add to this full bufferbeam detailing, vacuum cylinders and associated pipework and you have a top quality product.

There are two types of bogie available on these wagons – diamond or plate frame

designs – while the plate frame versions are also equipped with roller bearings on later period vehicles. All are free running with turned metal three-hole disc wheels while NEM coupling pockets with small tension locks are provided at each end.

Livery production is just as good as the wagon detailing with difference in lettering style, body colours and even silver painting of the buffer shank immediately behind the buffer heads.

Our samples consisted of black framed hopper 3203 with diamond frame bogies and all over grey 3284 with plate frame bogies. Also worth noting is the quality of lettering on the solebar and axleboxes – excellent in all respects.

These new hoppers are a superb addition to Hatton's exclusive collection of 'OO' gauge rolling stock. Finely detailed, finished to the highest level and excellent runners on the track too. (MW)

## Intercity Mk 3s



tinted glazing, interior moulding and, on these vehicles, door opening lights.

Decoration is a mixture of good and bad. The overall standard of the paint finish is good, but there are a couple of issues with the colours. The lower, and tricky to get right, bodyside colour doesn't look quite right – it should have a beige hue to it, but is presented in grey, while the upper body colour around the windows appears to be

black rather than the Executive Dark Grey that it should be. The First Class numbers are also printed in white rather than silver.

The decoration issues are unfortunate as, overall, Oxford Rail has delivered a good looking model of the Mk 3a which is also wallet-friendly. We are looking forward to seeing the BR blue and grey versions which, from the latest samples seen at the London Toy Fair in January, promise more accurate livery

application over this brand-new body tooling.

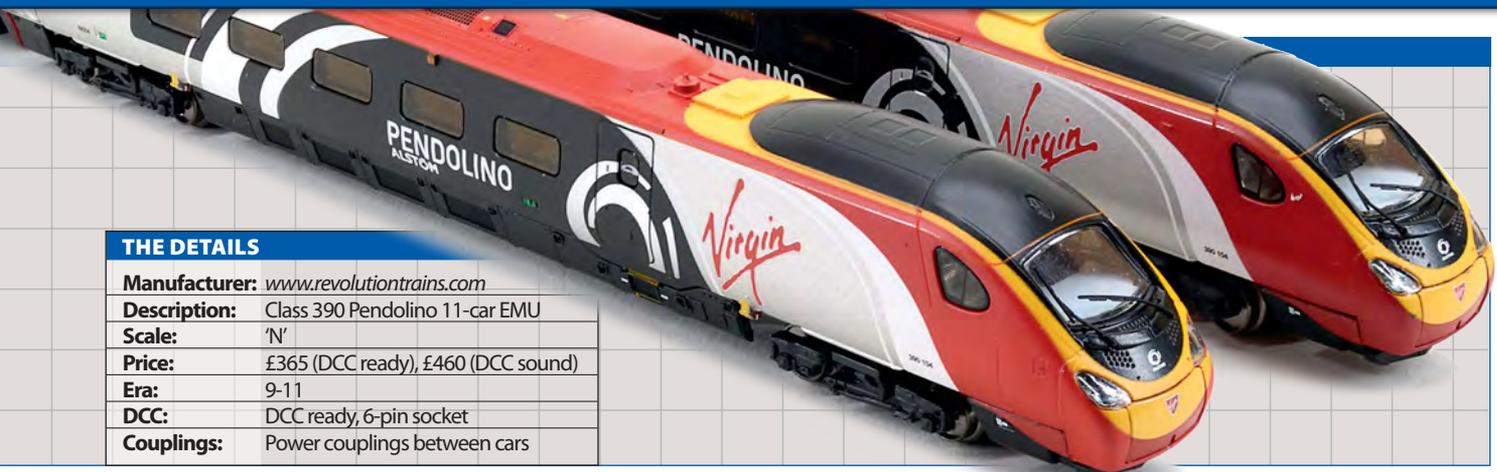
These carriages are free running on metal axles, have body mounted NEM coupling pockets and are light but stable enough to be operated in long rakes, just like the real thing. For West Coast Main Line modellers these are appealing vehicles and are sure to prove popular with the imminent arrival of the Hornby Class 87, especially with their sub-£35 price point. (MW)

# Revolution's Pendolino

The modern face of West Coast Main Line passenger operations is the subject of Revolution Trains' impressive crowd-funded 'N' gauge model of the Class 390 Pendolino EMU. **MIKE WILD** inspects this landmark new release.

Speakers are factory fitted in each driving car together with a 6-pin decoder socket.





#### THE DETAILS

<b>Manufacturer:</b>	www.revolutiontrains.com
<b>Description:</b>	Class 390 Pendolino 11-car EMU
<b>Scale:</b>	'N'
<b>Price:</b>	£365 (DCC ready), £460 (DCC sound)
<b>Era:</b>	9-11
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Power couplings between cars

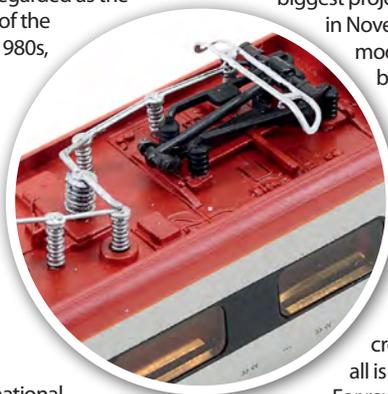
**T**HE WEST COAST MAIN LINE FROM London Euston to Glasgow is full of challenges, and the sinuous curves have prevented the sustained high speeds typical of the rival East Coast route. For decades, tilting trains have been regarded as the answer, but after the cancellation of the Advanced Passenger Train in the 1980s, it wasn't until 2001 that the route had a train capable of running at 125mph over long distances.

The Alstom Class 390 Pendolino Electric Multiple Units (EMUs) were introduced between 2001 and 2004, and these nine – and now 11 coach – tilting trains replaced locomotive hauled trains on the London-Glasgow corridor.

They entered public service in 2002 between Birmingham International and Manchester with operations between Manchester and London Euston starting from 2003. Ultimately the fleet of 57 trains served the entire electrified Virgin Trains West Coast network. 31 have been extended to 11 vehicles and these have been reclassified as Class 390/1s.

#### THE MODEL

Revolution Trains has been making waves in the 'N' gauge commission scene since the announcement of its first rolling stock model – the TEA 100tonne tanker. The Pendolino is its biggest project to date, launched in November 2014, with the model being supported by crowd-funding and Rapido Trains to reach the production stage. Happily, Revolution's manufacturer has produced a small number of additional 11-car units as 390132 *City of Birmingham*, so if you didn't join the crowd-funding mission, all is not lost.



For review

Revolution supplied a model of 390104 in Alstom Pendolino livery with large black and white graphics on the driving cars. This 11-car set models the full train from nose to nose – and it does so superbly too.

The model has all the

looks and shapes of the prototype including finely detailed bodies for each of the carriage types, superb roof detail, underframe units and bogies. The finishing touches are equally well done from the separately fitted windscreen wipers to the poseable pantograph, removable front valance and smoked flush glazing.

Fully assembled, the 11-car train looks superb – and the standard of decoration applied over the top of the bodies is nothing short of outstanding. Printing includes numbers, Virgin logos, coach and classification logos, subtle destination boards on the doors and, of course, the base livery colours of Virgin red, white, silver and black.

#### PERFORMANCE

On the track the good news continues. The 11-car set has two powered cars – one at each end – and both are equipped with flywheel driven motors for smooth operation.



Traction tyres are applied to one wheel of each axle on each driven bogie, though Revolution includes a set of replacements without tyres with the units which can be substituted if required. Drive is provided on both bogies of the power cars.

Directional lighting is provided as standard and there are also two

6-pin DCC decoder sockets – one in each motor car – to control

the trains direction of travel, lights and, if fitted, sound functions too. Speakers are pre-fitted on all models, making it a simple project to upgrade to digital sound if you hadn't selected that option at the start.

Also worth noting is the close coupling mechanism. The couplings are simple to clip together and pull apart and make assembly of the train a straightforward process.

#### OVERALL

The Revolution Pendolino is a stunning new release and one which shows the potential of crowd-funding as well as modern production techniques. 'N' gauge has always been the most practical option for space-starved modellers wanting to run prototype length trains, and this delightful product showcases the strengths of the scale to grand effect. As an 11-car train it looks stunning and is sure to become a sought-after model in the future. If you want one, you'd better be quick, as those remaining are sure to move quickly. (MW)



# Darstaed delivers 7mm scale **FIRST REVIEW** MK1S



● Price: £750 ● Cat No: Set A, chocolate and cream ● Site [www.scalelink.co.uk](http://www.scalelink.co.uk) and [www.ellisclarktrains.co.uk](http://www.ellisclarktrains.co.uk)  
 ● Era: 5 ● DCC: Compatible



**S**CALE Link and Ellis Clark Trains have teamed up with Darstaed – a well known name in 'O' gauge tinsplate locomotives and rolling stock – to produce a new range of BR Mk 1 carriages for 7mm scale. Targeted at the finescale 'O' gauge market, rather than the more usual coarse scale of Darstaed's main product range, the new BR Mk 1s are being released in a four-car set initially which will be followed later by individual vehicles and a three-car set of catering coaches. Liveries available cover BR Western Region chocolate and cream, Southern Region green, maroon, carmine and cream, blue and grey and Inter-City. The specification drawn up for the new carriages is extensive and calls for scale length bodies, etched brass sides, plastic ends and roofs, a detailed underframe, Kadee couplings together with magnetic gangway connections, interior

lighting, compensated bogies, finescale wheels and couplings which can be adapted to work down to second radius Peco set track curves. For review we received a four-car set in BR chocolate and cream livery – an attractive scheme on the Mk 1s. The set consists of two Brake Second Corridors (BSK), one Composite Corridor (CK) and one Second Corridor (SK). All are presented to a high standard with excellent livery application including crisp lining above and below the cream portion of the bodyside, solebar lettering, C1 markings on the ends, and First Class and No Smoking signs in the appropriate windows. Vehicle numbers are supplied as a separate transfer sheet with each vehicle to allow the customer to finalise these items. The bodysides are neatly produced with the etched metal being correctly shaped to match the profile of the real vehicles. However, we did

find that the carriages stood a little taller than contemporary kit-built and Heljan ready-to-run Mk 1 stock and there is no cut out below the guard's inward opening door on the BSKs – this is modelled by painting the lower couple of millimetres below the door in black. In addition, there are no weld lines on the roofs – an important feature of much of the Mk 1 stock. However, there is plenty of good to appreciate in these vehicles. The underframes are well detailed with full relief battery boxes, truss frames and vacuum cylinders and although notably there is no brake rodding which does stand out on an 'O' gauge model - an add on kit is being produced and it is due to be added to future production runs too. The bogies are both compensated, but they appear slightly too wide and align with the solebar where they should be slightly inset. One also has pick-ups to operate the interior lighting,



which can be switched off manually with a switch on the bogie underside and this also provides power to a working tail lamp on one of the BSKs.

The inclusion of Kadee buckeye couplings is an excellent choice between vehicles and screw link couplings can be bought separately to allow the vehicles to be coupled to locomotives and other stock. The buffers are sprung metal fittings, and with the combination of gangway and couplings there is no visible gap between the corridors – a big plus point. In this format the coaches are capable of negotiating 6ft radius curves or larger. The couplings can be adapted to operate on Peco second radius curves too, by adjusting the position of the Kadee dragbox, although the gangways won't be butted up together in this case.

These new Darstaed Mk 1s are keenly priced in the 'O' gauge sector, working out at just over



£187 per coach in the four-car sets and offering good value for money overall. While there are some compromises, they will look at home in a

rake behind a steam or diesel locomotive and offer a new choice for BR Mk 1s in 7mm scale – a vehicle that almost any layout set from the 1950s onwards can provide a place for. (MW)



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Pre-production sample model shown  
Images courtesy of Railway Modeller



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# 'GRID'

## UPGRADES

Installing digital sound can be a simple process with the right choice of motive power. **MIKE WILD** picks up a Hornby Class 56 and shows, with simple modelling techniques, how half an hour can transform this model to make the right noises.



# TOOLS

- » Wire strippers
- » Wire cutters
- » 25w soldering iron
- » Electrical solder
- » Craft knife
- » Scissors
- » Superglue
- » Jewellers screwdrivers

**D**IGITAL SOUND doesn't have to be complicated – and this installation for Hornby's Class 56 is an ideal place to start if you haven't gone down this route before. Simple modifications make way for a large speaker to be fitted, and there is ample space for the decoder to be located.

As a general rule of thumb, the more recent a locomotive model is, the simpler it will be to equip with sound. There are exceptions – primarily small steam or shunting locomotives – while some earlier models which weren't designed with sound in mind have removable interior components which can make way for the latest generation of sound chip.

For the Hornby Class 56, we have elected to use a Zimo MX645R decoder with a sound file from Digitrains. There are plenty of options out there for the '56' with alternative sound files available for ESU LokSound and Zimo decoders from a number of sound producers.

This particular file is Digitrains DigiDrive E (Cat No. ZS56D) which allows more realistic driving through functions 5 and 6. Function 5 engages 'multi-mode' which adapts the way the engine sounds respond to reflect shunting or main line operations while Function 6 offers a highly usable 'coasting' feature which reduces the engine sound to idle at any speed. This latter feature can be used out on the main line at high speeds and when setting off to simulate a locomotive rolling under its own weight rather than requiring engine power to move.

In combination with the now standard horn, brake and auxiliary sounds it adds to up to a driveable and realistic package and you can read the full list of sound functions in the table to the left.

The Step by Step guide explains the process and skills required to upgrade your Class 56 with digital sound. [Click](#)

• Visit [www.hornbymagazine.com](http://www.hornbymagazine.com) to see and hear this locomotive running on our test track.

## FILE FUNCTION

FUNCTION	OPERATION
F0	Lights on/off
F1	Sound on/off
F2	Dual horn
F3	Triple horn
F4	Single horn
F5	Multi-mode
F6	Coasting
F7	Coupling
F8	Cab light (optional)
F9	Flange squeal
F10	Brake release
F11	Brake squeal
F12	Spirax valves
F13	Air releases
F14	Two-tone horn
F15	Single horn
F16	Compressor
F17	Spare
F18	Spare
F19	Fade all sounds

## STEP BY STEP INSTALLING SOUND IN A HORNBY CLASS 56

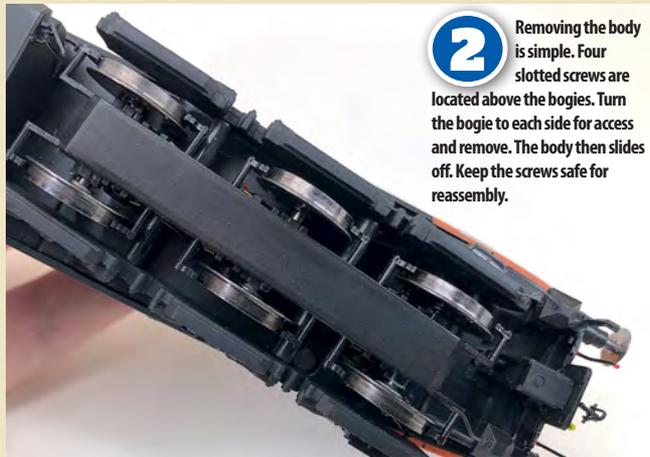
**1**

Hornby's Class 56 first arrived on the scene in 2007 (HM6) and it is a very simple project to upgrade the model to feature sound. The decoder is a Zimo MX645R loaded with Digitrains' Class 56 sound file while the speaker is a 55mm x 22mm twin driver 3D printed device for maximum sound quality.



**2**

Removing the body is simple. Four slotted screws are located above the bogies. Turn the bogie to each side for access and remove. The body then slides off. Keep the screws safe for reassembly.



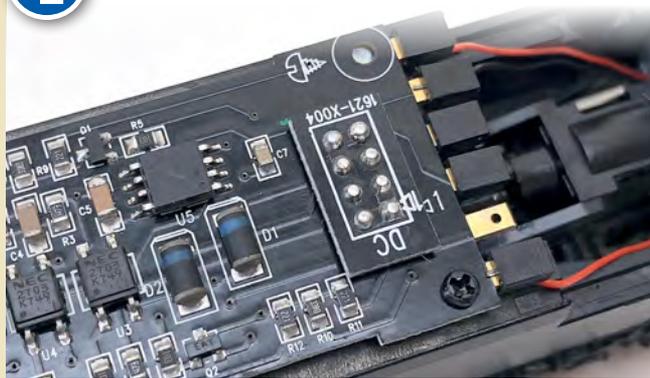
**3**



As the body lifts off, the internal spaces are revealed including the detailed cab bulkheads and twin rotating roof fans. The motor is encased inside the die-cast chassis block while the 8-pin socket is located on top of the main circuit board.

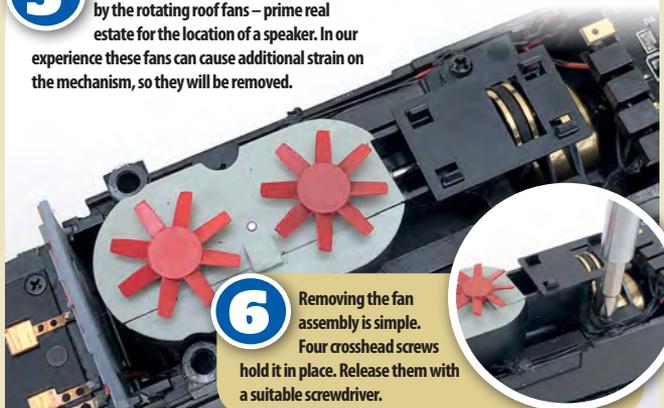
**4**

The decoder socket is an 8-pin type – the same on all Hornby Class 56s except those delivered with sound on board from the factory which have a 21-pin socket.



**5**

The opposite end of the chassis is occupied by the rotating roof fans – prime real estate for the location of a speaker. In our experience these fans can cause additional strain on the mechanism, so they will be removed.

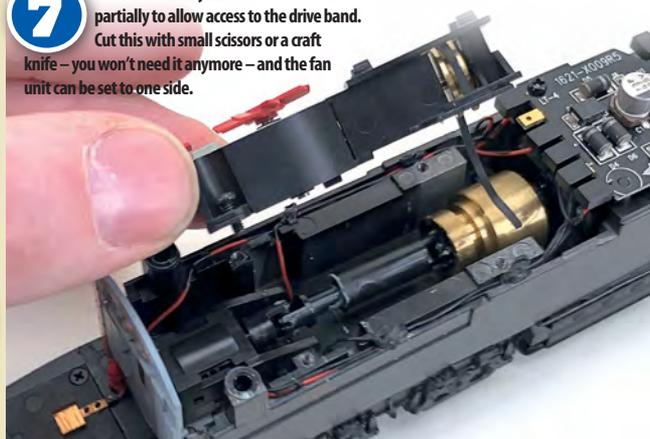


**6**

Removing the fan assembly is simple. Four crosshead screws hold it in place. Release them with a suitable screwdriver.

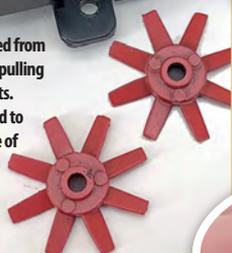
**7**

The fan assembly can now be lifted off partially to allow access to the drive band. Cut this with small scissors or a craft knife – you won't need it anymore – and the fan unit can be set to one side.



**8**

The fans can be separated from the main unit by gently pulling them off the metal shafts. These can then be reused to disguise the appearance of the speaker below the grilles on top of the locomotive.



**9**

The original roof fans can be glued to the underside of the grilles from inside the body using superglue. This keeps them visible through the roof while also blocking the view of the new speaker we are going to install.

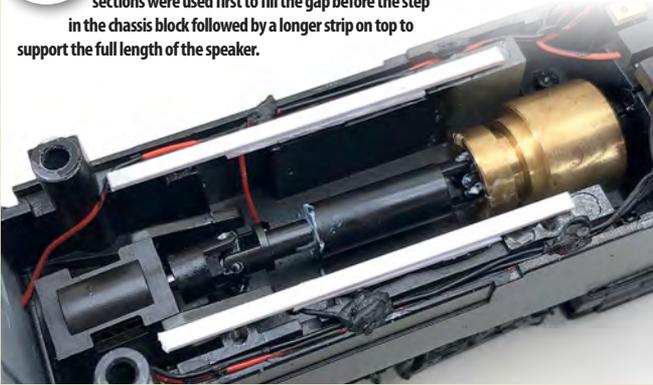


**10**

A dry run of the speaker shows that it is a perfect fit in length, but that it touches the brass flywheel to the right of this image. It needs raising up to clear this – another simple project.



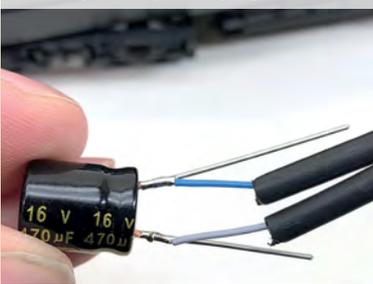
**11** Strips of 2mm x 1mm plasticard were glued to the chassis block to raise the level of the speaker. Short sections were used first to fill the gap before the step in the chassis block followed by a longer strip on top to support the full length of the speaker.



**12** The speaker now rests on the plastic strips and clears the brass flywheel comfortably. It can be glued in place with superglue for a strong bond with the chassis.



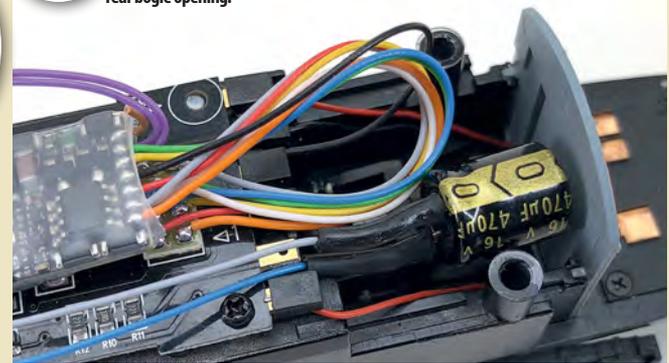
**13** Next we are going to connect the supplied capacitor to the Zimo MX645D to give it a 'stay alive' function. This will keep the sound on should power be lost momentarily. The grey wire goes to the negative leg (short) and the blue wire goes to the positive leg (long).



**14** To ensure there is no possibility of a short circuit, both legs of the capacitor are trimmed down to the soldered joints and then covered with heatshrink insulation.



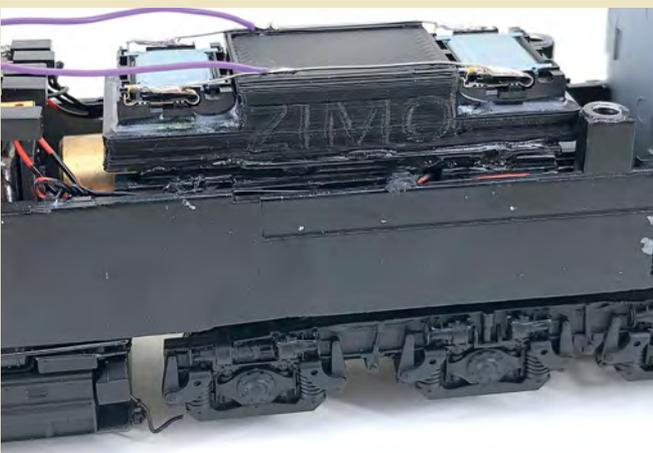
**15** The decoder is then plugged into the 8-pin socket, ensuring that the orange wire lines up with Pin 1 on the main socket, and the capacitor is positioned over the rear bogie opening.



**16** The final piece of the soldering jigsaw is to connect the purple speaker wires to the speaker. Tin the wire ends with solder first to minimise the amount of heat needed next to the 3D printed plastic speaker enclosure.



**17** Having replaced the body we quickly realised that the white plastic used to raise the speaker stood out like a sore thumb through the side grilles. Removal of the body and a quick touch up with Humbrol satin black No. 85 resolved this.

**18** With the white plastic strip painted in black, the body can be refitted with the original screws and the locomotive addressed for operation. The complete installation took around 30 minutes from start to finish.

**TIP**  
The best sound installations are when the new internal components are invisible from the outside. During installation check that you can't see components by testing fitting the body prior to fixing speakers and decoders in place permanently.

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Zimo MX645R 8-pin harnessed decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	MX645R
Zimo 55mm x 22mm twin driver 3D printed speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	LS55x22x09
Class 56 Digidrive EV2.5 sound files	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	ZS56D
Humbrol satin black enamel paint	<a href="http://www.humbrol.com">www.humbrol.com</a>	85
Heatshrink insulation	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	HS1.6

# Gorbriton Hill

*Starting life as a club test track, this busy seaside terminus has been developed into a fully scenic exhibition layout with an enticing back story.* **BILL BLACKBORROW** and **TONY INGALL** explain all.

**PHOTOGRAPHY, TREVOR JONES**



 On shed an Adams 'Radial' 4-4-2T and a Drummond 'T9' 4-4-0 take a break from duties while empty goods stock occupies the warehouse siding.

 On a rare visit to Gorbriton the rerouted experimental Bulleid 'Leader' 0-6-0+0-6-0 steam locomotive, 36001, heads a Bath and Midlands bound train past Palmer Brewery. Also visible is Gorbriton Hill No. 2 signalbox and the engine shed headshunt which is occupied by an Adams 'Radial' 4-4-2T.



**T**HIS 'O' GAUGE 7mm scale model depicts a line which terminates at one of the many seaside towns found along the coast of Great Britain.

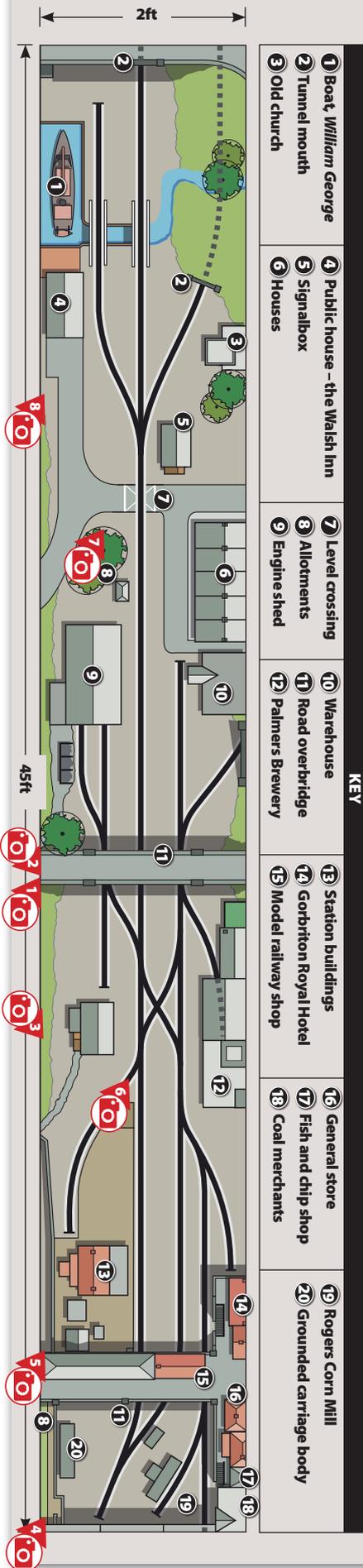
Initially the independent line was constructed with high hopes of local interests to support the development of the farming and fishing industries in the area. It was opened in 1855 by the Gorbriton and Wilsea Light Railway Company. Linking the coastal town of Gorbriton with the London and South Western Railway (LSWR), the lightly built line ran for 15 miles beginning at Gorbriton Hill station and continuing through Wilsea and Holbeach before connecting with the LSWR main line at Chard Junction.

As is the case with many of the early branch lines built during the years of railway mania, traffic and dividends fell far short of the promoter's optimistic expectations and the line soon found itself in financial difficulty. After struggling along for several years, the final straw was the catastrophic boiler explosion of the company's only locomotive. The Board of Trade enquiry found that it had become the practice of the driver to screw down the safety valves in order to make the steep climb out of the Gorbriton Valley.

Following much heated deliberation, the company's board resolved to negotiate the sale of the line to the LSWR, which took it over in 1867. Under the aegis of the larger company the line led a rather precarious existence into the 20<sup>th</sup> century, loyally served by its mostly local staff and helped by the active promotion of the town as a rather upper class seaside resort. Grouping in 1923 saw the erstwhile Gorbriton and Wilsea Light Railway become part of the Southern Railway and then after 1948 the Southern Region of British Railways. >>

# GORBRITON HILL TRACK DIAGRAM

(Not to scale)



After years of fighting for survival, the advent of paid holidays for the masses in the 1930s gave the line a new lease of life for passenger traffic. This was especially high during the summer months due to the attraction of the nearby Wilsea seaside amenities, and the opening there of an early holiday camp. Growth of Gorbriton saw the viability of the line helped by the increase in freight revenue carried from the newly built Palmers Brewery, Rogers Corn Mill and local coal merchants. Upgrading of the harbour facilities allowed the development of a new traffic in timber from coastal ships visiting the small

town quay which supplemented the traditional landings of locally caught fish. In 1932, as a result of this increasing prosperity, other railway companies were encouraged to seek running powers over the line. The Southern Railway subsequently agreed to these powers being granted to the London Midland & Scottish Railway and Great Western Railway and a programme of upgrading track and signalling was undertaken. 'Foreign' motive power and stock became a common sight in the Gorbriton Valley and up to its demise under the Beeching Axe in 1966, Gorbriton Hill was a mecca for railway enthusiasts



as it was uniquely placed, being a terminus for Southern, Great Western and Midland passenger and freight traffic.

## MODEL WORLD

In reality Gorbriton Hill is a fictitious town, as is the associated light railway line. The name Gorbriton Hill is in fact an amalgam of three letters from the names of Gordon, Brian, Tony and Bill who are all members of the Somerset Railway Modellers Club (SRMC) O Gauge Group.

The SRMC 'O' gauge layout began life in 2010, mainly as a test track on which to run members' stock. At that time it consisted of a storage yard and seven 2ft baseboards

giving a total length of 43ft. The boards were constructed in the usual way from 9mm plywood supported by a 2in x 1in frame with a mixture of 'A' frames and integral legs below. The layout was permanently installed along a wall of the club room and was arranged to be operated from the front side only. Track and points were a mixture of Peco and hand-made components. As built all of the points were hand operated.

A small number of buildings were arranged on the layout and are still in place together with the girder overbridge by the station area. There was also a station platform at the right-hand end of the layout, but it was not equipped

with a station building. Landscaping consisted of ground cover over the tunnel and a small quayside, but otherwise little had progressed on this front.

## NEW HOME

During 2014 the club moved premises and having erected the 'O' gauge line in the best possible position, it was found that there was no room for the storage yard on the end of it. In order to overcome this problem it was decided to position the storage yard behind the layout, linked to the running lines partway along the scenic area by creating a new exit through the backscene. Following the work needed to >>>

 **A busy day at Gorbriton Hill station sees a Great Western Collett '2251' 0-6-0 with empty wagons on the goods line while a GWR 2-6-2T and railcar fill the platform lines. The railcar provides an hourly service to Lyme Regis.**







While a Class 08 diesel shunter works goods into Palmers Brewery loading bay, it is passed by Bulleid 'Leader' 36001 which has just cleared the girder bridge which carries the main road to the seaside town.



carry out the alterations to the trackplan, thoughts turned to the possibility of bringing the whole up to a higher standard and perhaps even taking it to exhibitions.

Over the last four years we have been progressively working on development of the scenic aspects of Gorbriton Hill to bring it up to standard. All the baseboards have been fitted with folding legs and a new 4ft long board has been built and fitted at the station end to accommodate the run-round loop. The entire track formation has been ballasted and the rails have been painted with a matt rust colour.

Originally it was built for analogue locomotives and the wiring only allowed for 'one engine in steam'. This was of little concern when it was a clubroom only project, but we needed to enhance its operational potential for onlookers at exhibitions. The wiring has been extensively re-organised and a central control panel has been built permitting the use of two independent controllers.

Point control has been fully revised too. The Peco points have been fitted with surface mounted solenoid motors driven by a Capacitor Discharge Unit (CDU) while the home built turnouts needed an alternative method of control for which we selected servos. These are driven by control units based on Arduino microcontrollers.

The scenics have developed well including the provision of trees, shrubs and plants made by club members. The trees were made by forming steel wire skeletons. Walling and the road surfacing has been added using proprietary products and materials such as crushed tarmac. Two allotment areas have been created using home-made plants and cabbages made from cheap earrings and other household items.

Backscenes have also been put on to the backboards together with cut-outs of »

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**07** A 'Small Prairie' negotiates Wilsea road crossing with a two coach train from Minehead. The driver of the GWR lorry has nipped into the signalbox for a cup of tea.

**08** Docked at the quay, coaster *William George* loads cargo while a '45XX' 2-6-2T passes en route to Gorbriton with the stopping train from Wilsea to Taunton. The 'Terrier' waits for the dock branch to be cleared.

building backed with card to give a three-dimensional effect while a number of low relief buildings have also been added to the rear. Complete buildings include the station building and access stairs leading from the roadway to the platforms.

## THE LINE TODAY

Gorbriton Hill operates in the period between 1932 and 1965 giving the group members ample flexibility to run a wide variety of stock. On leaving the storage yard, trains pass under a road bridge after which a small quay is located on the right. At the quay a covered wagon is being loaded with fish while fresh fruit from the region's farms wait for collection too. Next to the quay is a public house called the Walsh Inn, a fine place to watch the activity on the quay and the railway whilst taking light refreshments.

As trains proceed on towards the station, they pass the signalbox which controls the level crossing and junction to Bridport while on the right the engine shed comes into view together with its allotments. Opposite the shed are a number of terrace houses followed by a rail-served warehouse. On the final approach to the platform, trains pass under a girder bridge and Palmers Brewery dominates the view from the platform. The terminus has its own signalbox to control movements on the main line as well as between the various private sidings for Rogers Corn Mill and Sharps Factory. The latter two sidings lie beyond the station bridge.

An attractive group of locomotives are available to operate the passenger and freight services comprising mainly ex-Great Western and Southern railway operated



motive power. Highlights are the GWR '45XX' 2-6-2T, SR 'T9' 4-4-0, Bulleid 'Leader' 0-6-0+0-6-0, an Adams 'Radial' 4-4-2T and a GWR '2251' 0-6-0. Rolling stock consists of a large proportion of kit built items from a number of sources together with a handful of ready-to-run goods wagons.

## THE FUTURE

High on the priority list for the future is completion of operational signalling as well as magnetic uncoupling to assist in making the layout more user friendly for the operators. We have also made the decision

to replace the sliding track storage yard with a cassette system while introducing LED lighting to the scenic area is planned to enhance the viewer experience.

As with any layout we are always looking to improve it further, but most of all we want to enjoy what we have built and look forward to venturing out to our next exhibition appearances in 2018 and beyond. [Picton](#)

● Thank you to all of the members past and present and the Somerset Railway Modellers Club for all the help and encouragement they have and continue to provide.

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## N GAUGE

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SL-E388F	Large Radius Turnout Right Hand	£11.96
SL-E389F	Large Radius Turnout Left Hand	£11.96
SL-E380F	Single Slip	£37.40
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SL-92	Small Radius Turnout Left Hand	£9.96
SL-93	Short Crossing	£9.20
SL-94	Long Crossing	£10.76
SL-95	Medium Radius Turnout Right Hand	£11.08
SL-96	Medium Radius Turnout Left Hand	£11.08
SL-97	Small Radius Y Turnout	£10.20
SL-98	Large Radius Y Turnout	£11.80
SL-99	Medium Radius 3 Way Turnout	£27.92

## OO GAUGE

### PECO OO / HO Streamline Code 100 Electrofrog

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SL-E87	Large Radius Curved Turnout Left Hand	£13.48
SL-E88	Large Radius Turnout Right Hand	£12.68
SL-E89	Large Radius Turnout Left Hand	£12.68
SL-E91	Small Radius Turnout Right Hand	£10.04
SL-E92	Small Radius Turnout Left Hand	£10.04
SL-E95	Medium Radius Turnout Right Hand	£11.16
SL-E96	Medium Radius Turnout Left Hand	£11.16
SL-E97	Small Radius Y Turnout	£10.28
SL-E98	Large Radius Y Turnout	£11.88
SL-E99	Medium Radius 3 Way Turnout	£28.00

**OO / HO**  
Code 75 Rail  .075"



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SL-102F(25)	Flexible Track* Concrete Sleeper Nickel Silver Pk 25	£82.00
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SL-190	Double Slip	£38.64
SL-193	Short Crossing	£9.96
SL-194	Long Crossing	£11.00

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SL-E1096	Medium Radius Turnout LH with Concrete Sleepers	£13.56
SL-E180	Single Slip	£36.40
SL-E186	Curved Turnout Right Hand	£13.80
SL-E187	Curved Turnout Left Hand	£13.80
SL-E188	Large Radius Turnout Right Hand	£13.40
SL-E189	Large Radius Turnout Left Hand	£13.40
SL-E190	Double Slip	£39.00
SL-E191	Small Radius Turnout Right Hand	£11.08
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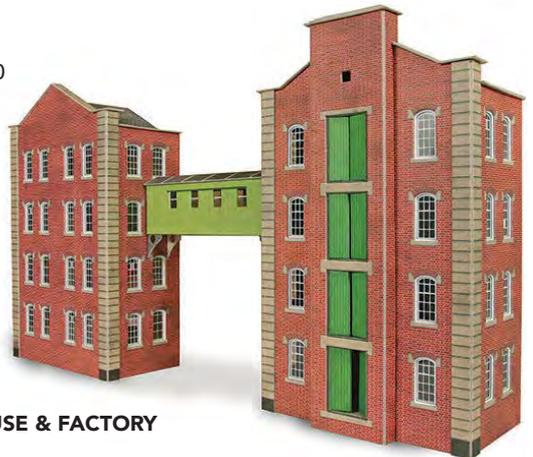


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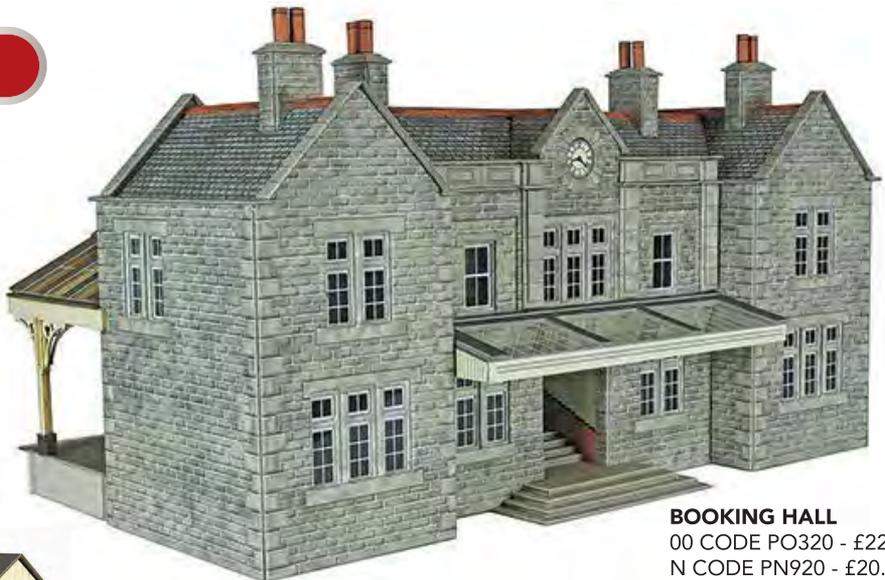
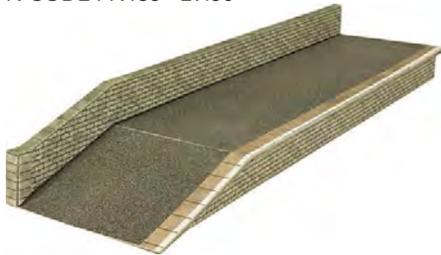


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# Overhead ELECTRIFICATION



*Although the masts and overhead wires that provide power for electric trains have been a feature of the railway scene for more than 100 years, few give much thought to the huge number of different systems in use – and they are vital to build an accurate model, as **EVAN GREEN-HUGHES** explains.*

**E**LECTRIC RAILWAYS ARE very much in the news these days. Overhead wires are being installed on much of the old Great Western, in the north the pioneering Liverpool to Manchester has recently been electrified and in Scotland the last main route from Edinburgh



The Woodhead route was an early adopter of overhead electrification for heavy traffic beyond suburban multiple units. The Sheffield-Manchester route's primary purpose was the transport of coal across the Pennines. In June 1980 1500V DC powered EM1s 76026 and 76028 head a westbound coke train on the approach to Torside. Note the steel frame gantries to support the heavy copper overhead wires. Keith Langston/Railphotoprints.uk.

Resplendent in its new livery Freightliner Class 90 90042 runs through Ipswich station with 4M88 the 9.30am Felixstowe North-Crewe Freightliner service on October 31 2014. The Great Eastern Main Line is now powered with 25kV AC overhead wires, but the original sections were electrified with 1,500V DC overhead. John Day/Railphotoprints.uk.

## 110 YEARS OF OVERHEAD

One of the first lines to be equipped with an overhead power supply was the Midland's Morecambe branch which was equipped at 6,600V AC as early as 1908, with the London Brighton & South Coast Railway's London 'elevated lines' following the year after with a similar system. The Lancashire & Yorkshire Railway electrified its Bury to Holcombe Brook branch in 1913 as a trial using 3,500V DC equipment. Two years after that the North Eastern Railway electrified part of the original Stockton to Darlington route to enable the working of heavy coal trains using 1,500V DC equipped locomotives over the 19 miles between Shildon and Newport. This successful system would have been employed to electrify parts of the East Coast Main Line had the railways not been subject to the grouping of 1923.

Design of the very earliest overhead equipment owed much to tramway practice, which is hardly surprising as at that time electric tramway systems were being installed in most of the major cities in this country. Lightweight wires were supported mainly on single masts with horizontal cantilevers used to hold up the actual wires. Where the railway went round corners or at difficult locations, a criss-cross lattice construction was provided between two masts, from which the wires could be strung. However early designs were suitable only for relatively low speed running and there were difficulties with maintaining adequate contact between the pantograph fitted to the train and the overhead wire, due to tensioning arrangements not being very sophisticated.

As is well known the London and North Eastern Railway was already working on plans for extensive electrification when the work was interrupted by the Second World War. To achieve the increased train speeds required, a system of overhead known as the Great Eastern was developed. This was first installed on suburban lines emanating from Liverpool Street in 1949, and was later used in the electrification of the Sheffield-Manchester route five years later. This 1,500V DC system was extremely robust and used large quantities of copper in its construction. Of particular interest was the use of a large-section contact wire which

to Glasgow is now equipped with catenary. The reasons for this are very simple - electric trains are much more energy efficient than any other form of traction, they are lighter, require less maintenance and last much longer than their internal-combustion counterparts. They also emit less pollution, due to power stations being better equipped

to remove harmful emissions.

Today all new electrification systems are being installed using overhead lines which offer considerable advantages over the third-rail system, not least that they use 20% less energy, require fewer sub-stations and also allow trains to travel much faster than is possible using the shoe-contact system.

meant that the supports for the system had to be very substantial, mainly taking the form of gantry constructions of steel, which were placed at frequent intervals and which often gave the impression that the trains were running through a long sequence of bridges. Tensioning was provided for high-speed running. Elements of this type of equipment still remain on some of the former GE lines and on the Ardwick to Glossop branch, although in all cases these have been modified to be used at 25kV.

There were further improvements to this design in 1956 when the lines to Shenfield and Southend were electrified but although some of the structures were a little lighter the basic principles and associated costs remained.

## CURRENT THINKING

By this time the 1955 Modernisation Plan had been announced and with it came the promise of extensive further electrification. SB Warder, the Chief Electrical Engineer at British Railways then had to choose whether to continue with 1500V DC or whether to plump for the 25kV system which was proving successful in France. The French system offered many advantages, not least in reduced cost of construction, and was duly adopted. The problem was that nobody in this country had any experience of this type of installation and so it is hardly surprising that engineers with experience of working on former LNER projects were drawn in to assist with its implementation.

Perhaps as a result of this, the overhead equipment that was installed on the first sections of the West Coast Main Line (WCML) electrification was much heavier than that used on the continent. Known as the Mark 1 range, it was developed by BR in conjunction with Balfour Beatty and again featured extensive use of copper. As with the earlier DC schemes many of the supports were in gantry form, normally in multi-track

areas, but these were lighter in construction and featured more lattice work than previously. Cantilevers were used on normal double-track sections, these being selected because it was thought that the continental system might be unsuitable for the heavy traffic levels predicted. Subsequent developments of this design were installed in the Glasgow area and pioneered the use of galvanised steel supports.

*“Electric trains are much more efficient than any other form of traction.”*

EVAN GREEN-HUGHES

Criticisms of the high cost of the Mark 1 system and comparisons with continental practice led to the introduction of the Mark 3 design in the early 1970s. This was designed to be cheaper to install, and was modular in form so that it could be easily adapted to different situations. It was also the first system to use metric measurements. The most obvious difference to the observer was the use of headspan wires covering two or more tracks rather than the previous independent masts or steel gantries. The overall height of structures was also reduced to save steelwork and civil engineering costs. Galvanised steel was used where possible instead of copper, due to the latter material having risen substantially in price. Later variations saw a change from copper to aluminium for the conductor wire which required a change in design where the support wires ran over pulleys, due to the anticipated high wear rate of the new material. This improved system was used for later phases of the WCML electrification.

A similar, but lighter, version of this was used for the East Coast Main Line when that was electrified. Headspans were again redesigned in an effort to reduce the number of failures while steelwork became less obtrusive than before due to the greater use of wire supports.

In the late 1990s there was a requirement to increase linespeeds on the WCML and in anticipation of this a new range of overhead was developed, called the UK1 range.

The Great Western Main Line is amongst the most recent overhead wiring projects on the UK network and the design of the catenary is quite different to previous designs. On January 13 2018 GWR bi-modal Class 800s, 800005/800009 are seen arriving at Didcot Parkway under diesel power forming the 12.30pm London Paddington to Bristol Temple Meads. Christopher Wilson.



Suitable for use by trains travelling at up to 140mph, this range utilises aluminium sub-assemblies derived from those used on the continent. This system looks far less cluttered than earlier versions.

## PROVIDING POWER

One of the great issues with electrification is the provision of sub-stations from which the trains can draw their power. In the 1,500V DC system it was necessary to provide such facilities every few miles, sometimes only five miles apart; the introduction of 25kV enabled far fewer to be provided with these being between 25 and 30 miles apart.

In the early 2000s the introduction of the auto transformer system enabled the number of sub-stations to be cut to a handful on even a major scheme such as that on the Great Western Main Line. This, however, requires an additional feeder wire to be installed which is usually to the rear of the main support. This wire is a prominent feature of many of the recent overhead installations. This system is



The East Coast Main Line uses a lightweight electrification design with wires used for spans in place of previous steel work. Class 91 91107 propels the 2.05pm Leeds-King's Cross service south through Doncaster on August 10 2006. Railphotoprints.uk



also being used on the Crossrail scheme through London. Interestingly, some older wiring systems have been upgraded to this newer standard by bolting a fresh support to the rear of an existing mast.

There have been many variations of the main designs installed over the last 50 years or so, particularly where schemes have been undertaken in isolation – such as extensions to the Glasgow suburban network - and some areas now show a combination of designs due to renewals and upgrades. In consequence it is possible for the experienced observer to pinpoint some locations merely by studying the type of overhead used.

Overhead electrification is a complex subject and it is only possible to touch briefly on it in such a short article. However, for those planning a layout with overhead masts a detailed study of their chosen prototype would be time well spent and provision of correctly-modelled catenary would do a great deal to assist authenticity. [Railbona](http://Railbona)



**On the West Coast Main Line, English Electric built Class 83 E3099 leaves Liverpool Lime Street with 1A37 for Euston in August 1965. This area uses lattice frame gantries to support the overhead wires in the complex station throat. Colin Whitfield/Railphotoprints.uk.**

# STAFF PROJECTS

# REBUILDING BEGINS!

Below: The new scenic section boards take the total length of Topley Dale from 11ft to 16ft. The 5ft increase makes a big difference to its appearance.



The rebuild of Topley Dale is off to a flying start with the new baseboards built and connected to the original layout. **MIKE WILD** brings the story up to date.

**T**HE REDEVELOPMENT of the *Hornby Magazine* office test track Topley Dale is now well underway. Last issue I talked about the overall plan and during February the tools were out and the new boards were built. All of the new boards follow the same standards as the previous designs – 9mm plywood tops supported by 69mm x 18mm planed timber. There is nothing extravagant about them with three being straightforward 4ft x 2ft boards followed by a pair of 3ft 8in x 4ft boards for the corners and a final 2ft x 2ft square to link everything together. All are solid topped, partly because there is the 'O'

gauge test track to accommodate underneath, but also to meet the rapid build timescale which we have to adhere to on this project.

Assembly started with dismantling. The original curved end piece, a large 7ft x 3ft board made up of three permanently joined sections, and the original lift out section, had to be taken off first clearing the way for the new boards. Doing this revealed just how different the new Topley Dale was going to be.

## INSTALLATION PROCESS

First to be joined were the two new front scenic boards which

attached to the end of the goods yard area to expand the main line running section. These went up quickly as legs to support the 4ft x 2ft straight were already in place while the spare legs from the 7ft x 3ft board were modified and repurposed to support the new corner board. All this was done within 30 minutes – I said we had a short timescale for the project!

The next step was onto setting out the rear storage yard boards. Here a pair of 4ft x 2ft boards were ready to be assembled, but because of their location, installation wasn't quite so simple. The plan was to support them on heavy duty brackets from the

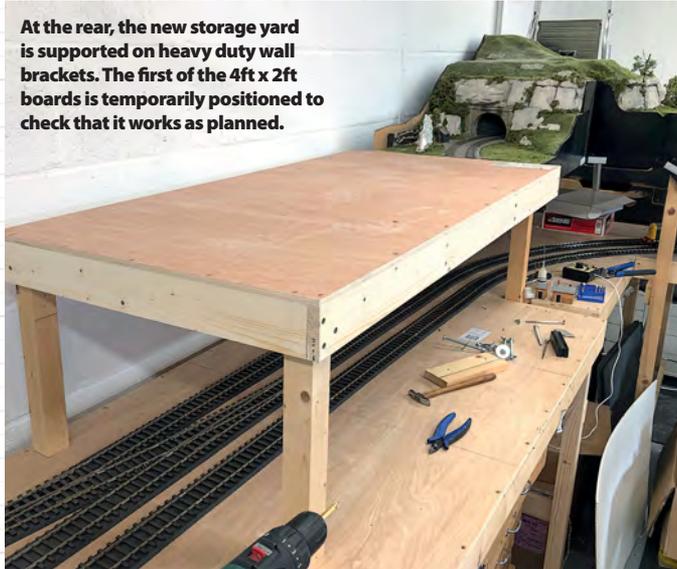
The *Hornby Magazine* team is always busy behind the scenes. This is what they've been up to.



**MIKE WILD**  
Rebuilding of Topley Dale has been Mike's primary project during February, but he has also been working on the 4-SUB and Tin-HAL electric units for Twelve Trees.



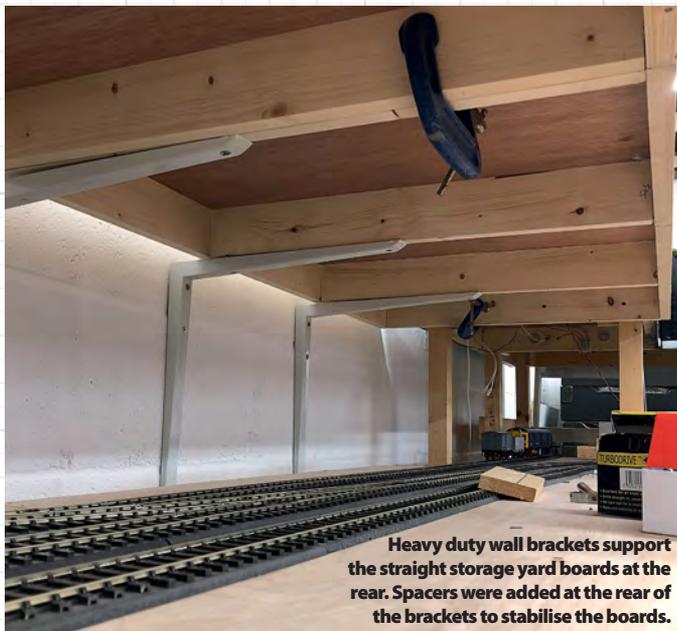
**MARK CHIVERS**  
As well as lending a hand in the *Hornby Magazine* workshop Mark has been checking his Southern Region stock over ready for the Basingstoke show on March 10/11.



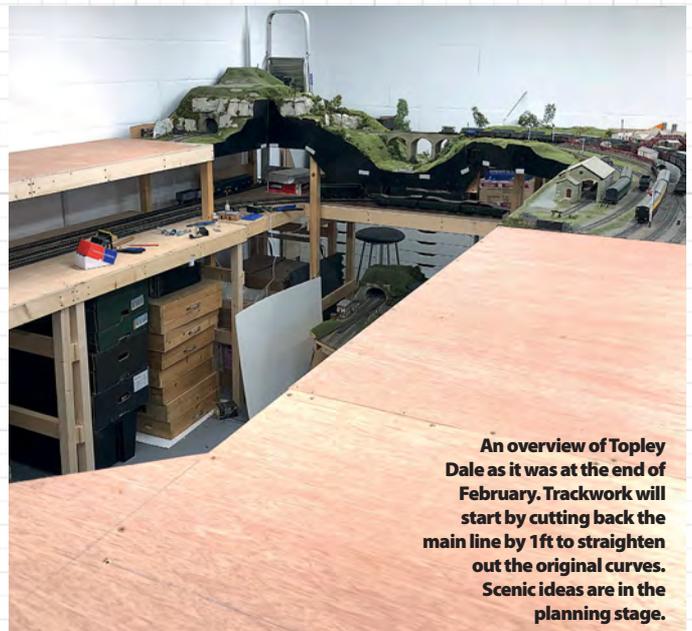
At the rear, the new storage yard is supported on heavy duty wall brackets. The first of the 4ft x 2ft boards is temporarily positioned to check that it works as planned.



Adding the second straight board shows just how much space will be gained. Lighting will be added underneath to illuminate the 'O' gauge test track.



Heavy duty wall brackets support the straight storage yard boards at the rear. Spacers were added at the rear of the brackets to stabilise the boards.



An overview of Topley Dale as it was at the end of February. Trackwork will start by cutting back the main line by 1ft to straighten out the original curves. Scenic ideas are in the planning stage.

wall so that there aren't any posts to interfere with the 'O' gauge level below. We put one in place temporarily with timber supports at one end and a G-clamp at the other to check that the appearance was how we envisaged.

Having had a break from construction, it was back into the workshop to fit a series of brackets to test the theory further. These were screwed to the wall and the temporary supports were removed. A couple of adjustments were necessary to get everything to sit level, but in the end with a chock in one side of the brackets, the first of the boards was up, stable and ready for connection of the next.

The project then continued with assembly of the next straight board leaving the final corner piece and 2ft joining board to be built. These were built to fit using the same materials while also leaving potential for a possible future development for Topley Dale.

### ANALOGUE AND DIGITAL

By the time you read this, the process of track laying should be well in hand together with electrical wiring and we are aiming to be into the first stages of scenery during March too. On the electrical front, the final decisions have been made which will see the

inner circuit capable of operating analogue and digital locomotives by switching controllers while the outer circuit will be permanently Digital Command Control operated. Points and signals will be under the auspices of the latter form of control.

One of the major benefits to come from the redevelopment is expanded capacity for on-track storage. The new version of Topley Dale is expected to have a 10-track storage yard (plus spur sidings) meaning that a much greater range of trains can be out on track at any time. Most of the sidings will be able to accommodate long trains, meaning that snaking goods and sweeping

passenger sets will be on track at all times and ready for testing.

It's been an exciting and brisk project so far which, for the development work you see here, to build and assemble all the new boards, is the sum total of about eight hours' work. Let's see what the next eight can see completed! [▶▶▶](#)

### THE DETAILS

<b>Layout name:</b>	Topley Dale
<b>Scale:</b>	'OO'
<b>Size:</b>	16ft x 10ft
<b>Track:</b>	Peco code 75
<b>Control:</b>	Analogue and digital

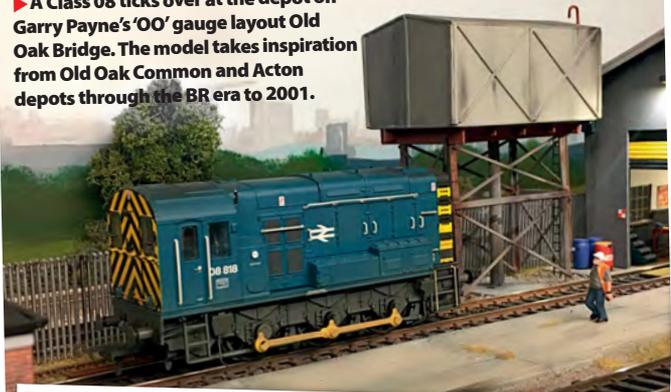
**OUR PICK!**



▶ Rob Gunstone's Southern Region branch line has all the character of a rural byway, modelling in 'OO' gauge and featuring a Hornby Adams 'Radial' 4-4-2T, Bachmann LNER fruit van and Hornby Maunsell six-compartment brake composite in this view.



▶ A Class 08 ticks over at the depot on Garry Payne's 'OO' gauge layout Old Oak Bridge. The model takes inspiration from Old Oak Common and Acton depots through the BR era to 2001.



▶ Geoff Neale scratchbuilt this LNER tunnel gauging wagon from a Hornby Lowmac in 'OO'. The original vehicle was built in 1939 and remained on the wagon list at York until 1982.



▶ Alan Bemment's North Eastern theme 'OO' railway continues to develop. At the shed Ivatt 'Atlantic' 62822 has its smokebox cleaned in the company of a 'Q6' 0-8-0 and a pair of 'V3' 2-6-2Ts.



▶ Mr Brown shows his collection of 'OO' gauge 'Deltics' including several Hornby RailRoad models.

◀ The prototype 'Deltic' thunders through the cutting on Ron Triggs' Liverpool based model heading the 'Merseyside Express' formed of 16 carriages. Great atmosphere in 'OO'.





▲ A streamlined LMS 'Princess Coronation' 4-6-2 in wartime black thunders through Terry Why's Sandy Bottoms station. The full layout measures 13ft x 8ft.



▲ The Highlands of Scotland are the location for John Walker's developing model of Rannoch in 'OO' gauge. A DRS Class 37/4 heads an Autoballaster train onto the viaduct.



▼ A bulk train of Hornby 'Seacow' ballast hoppers run around Peter Pester's 'OO' gauge home layout in the hands of a Colas Rail liveried Class 60.



BR 'Britannia' 4-6-2 70007 Coeur-de-Lion takes its turn at the head of an express on David Dutton's 'OO' gauge layout.

# SHOW GUIDE

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

## MARCH

### 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.newtonaycliffertrotary.org.uk](http://www.newtonaycliffertrotary.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 WEALDEN RAILWAY GROUP PERSONAL LAYOUT SHOW

**Hosts:** Wealden Railway Group  
**Location:** Parish Hall, South Street, Lancing, West Sussex BN15 8AJ  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £3.50, accompanied children free  
**Contact:** 07714 101015  
**Features:** Twelve layouts, trade support, demonstrations and displays.

### 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.

### 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:** 32 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.

## 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.basingstokemr.org](http://www.basingstokemr.org)  
**Contact:** 07554 010054  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. 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 MACCLESFIELD MODEL RAILWAY EXHIBITION

**Hosts:** Macclesfield Model Railway Group  
**Location:** Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, accompanied children free  
**Website:** [www.macclesfieldmrg.org.uk](http://www.macclesfieldmrg.org.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access. Free vintage bus operating between venue and Macclesfield railway station.

### 11 SANDWICH MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Sandwich Technology School, Deal Road, Sandwich, Kent CT13 0FA  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts, trade support and refreshments.

### 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, demos, 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 SAWBRIDGECOTE MODEL RAILWAY EXHIBITION

**Hosts:** Sawbridgeworth MRE  
**Location:** Memorial Hall, The Forebury, Sawbridgeworth, Hertfordshire CM21 9BD  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £3, concessions £2, children £2  
**Contact:** [sawbridgeworthshow@gmail.com](mailto:sawbridgeworthshow@gmail.com)  
**Features:** Ten layouts, trade support and refreshments.

### 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 TRAIN COLLECTORS SOCIETY SPRING MEETING

**Hosts:** Train Collectors Society (TCS)  
**Location:** Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD  
**Times:** 10.30am-4pm  
**Prices:** Adults £4, TCS members £3, children free  
**Website:** [www.traincollectors.co.uk](http://www.traincollectors.co.uk)  
**Features:** Ten vintage layouts, trade support, refreshments and parking.

### 17/18 CARLTON RAILWAY SHOW

**Hosts:** Carlton Railway Society  
**Location:** The Shire Hall, Howden, East Riding DN14 7BJ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5  
**Contact:** 07795 831494  
**Features:** 20 layouts, trade support, displays and refreshments.

### 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 EAST GRINSTEAD MODEL RAILWAY EXHIBITION

**Hosts:** East Grinstead Model Railway Club  
**Location:** Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4, children free  
**Website:** [www.egmrc.org.uk](http://www.egmrc.org.uk)  
**Contact:** 01342 314228  
**Features:** Layouts, trade support, demos, displays, societies, refreshments, parking and disabled access.

### 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.

### 17/18 NOTTINGHAM MODEL RAILWAY EXHIBITION

**Hosts:** Nottingham Model Railway Society  
**Location:** Harvey Hadden Sports Village, Wigman Road, Bilborough, Nottingham NG8 4PB  
**Times:** Sat 10am-5pm, Sun 9.30am-4.30pm  
**Prices:** Adults £8, concessions £7, children £2, family (2+3) £18  
**Website:** [www.nottingham-modelrailway.org.uk](http://www.nottingham-modelrailway.org.uk)  
**Features:** 29 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free bus operating between venue and Phoenix Park and Ride (close to M1 Jct26).

### 17/18 PERTH GREEN MODEL RAILWAY CLUB (JARROW) EXHIBITION

**Hosts:** Perth Green Model Railway Club  
**Location:** Perth Green Community Centre, Inverness Road, Jarrow NE32 4AQ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3, family £12  
**Website:** [www.perthgreenmrc.org](http://www.perthgreenmrc.org)  
**Features:** Layouts, trade support and refreshments.

**17/18 ROCHDALE MODEL RAILWAY EXHIBITION**

**Hosts:** Heywood Model Railway Group  
**Location:** Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4, children £3, family (2+2) £13  
**Website:** [www.hmrg.co.uk](http://www.hmrg.co.uk)  
**Contact:** 07710 229450  
**Features:** 16 layouts, trade support, refreshments and disabled access.

**18 HEREFORDSHIRE BORDERS O GAUGE GROUP RUNNING DAY**

**Hosts:** Herefordshire Borders O Gauge Group  
**Location:** Eardisland Village Hall, Eardisland, Leominster, Herefordshire HR6 9BP  
**Times:** 10am-4.30pm  
**Prices:** Adults £2.50, accompanied children free  
**Contact:** 01544 387972  
**Features:** Test track, trade support, displays and refreshments.

**18 TRIMLEY ST MARTIN MODEL RAILWAY EXHIBITION**

**Hosts:** The Basic Life Charity  
**Location:** Trimley Memorial Hall, High Road, Trimley St Martin IP11 0RJ  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £3, children £1.50  
**Contact:** 01394 284398  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

**23-25 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS**

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4.30pm  
**Prices:** Small admission charge  
**Website:** [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk)  
**Contact:** 07879 852736  
**Features:** Tamerig and Coaley Junction layouts on display.

**24 BELPER MODEL RAILWAY EXHIBITION**

**Hosts:** Belper Model Railway Group  
**Location:** Strutt's Centre, Derby Road, Belper, Derbyshire DE56 1UU  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, concessions £2.50, children £1.50  
**Website:** [www.bmrg.coffeecup.com](http://www.bmrg.coffeecup.com)  
**Contact:** 01283 703300  
**Features:** 10 layouts, trade support, demonstrations, refreshments, parking and disabled access.

**24 FELIXSTOWE AREA 'N' GAUGE GROUP OPEN DAY**

**Hosts:** Felixstowe Area 'N' Gauge Model Railway Group  
**Location:** The Welcome Hall, High Road, Trimley St. Mary, Suffolk IP11 0NT  
**Times:** 11am-4pm  
**Prices:** Free  
**Website:** [www.felixstowengauge.org.uk](http://www.felixstowengauge.org.uk)  
**Contact:** 01349 277211  
**Features:** Four layouts, trade support, refreshments, parking and disabled access.

**24/25 LONDON FESTIVAL OF RAILWAY MODELLING**

**Hosts:** Warners Exhibitions  
**Location:** Alexandra Palace, Alexandra Palace Way, London N22 7AY  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £12, children £6, family £36  
**Contact:** 0844 581 4972  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

**24/25 NAILSEA AND DISTRICT MODEL RAILWAY EXHIBITION**

**Hosts:** Nailsea and District Model Railway Club  
**Location:** Nailsea School, Mizzymead Road, Nailsea, North Somerset BS48 2HJ  
**Times:** Sat 10.30am-5pm, Sun 10am-4pm  
**Prices:** Adults £5.50, children £2.50, family £12  
**Website:** [www.nailsea-district-mrc.co.uk](http://www.nailsea-district-mrc.co.uk)  
**Features:** 13 layouts, trade support, demonstrations, societies, refreshments and parking.

**24/25 SHEFFIELD MODEL RAILWAY EXHIBITION**

**Hosts:** Sheffield Model Railway Enthusiasts  
**Location:** Birkdale School, Oakholme Road, Sheffield S10 3DH  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £6, children £3  
**Website:** [www.sheffieldmodelrailwayenthusiasts.com](http://www.sheffieldmodelrailwayenthusiasts.com)  
**Contact:** 07768 513880

**Features:** Layouts, trade support, societies, refreshments and limited disabled access.

**31 ILFRACOMBE MODEL RAILWAY EXHIBITION**

**Hosts:** Ilfracombe Model Railway Society  
**Location:** The Space, Emmanuel Church, Seafront, Wilder Road, Ilfracombe, Devon EX34 9AW  
**Times:** 10am-5pm  
**Prices:** Adults £3.50, concessions £2.50, children £2, family £8  
**Contact:** 01271 864677  
**Features:** 14 layouts, trade support and disabled access.

**31-2 YORK MODEL RAILWAY SHOW**

**Hosts:** York Model Railway Show  
**Location:** Knavesmire Stand, York Racecourse, York YO23 1EX  
**Times:** Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm  
**Prices:** Adults £9 (£7.50), children £4 (£4), family (2+3) £22 (£19) - advance ticket prices in brackets  
**Website:** [www.yorkshow.org.uk](http://www.yorkshow.org.uk)  
**Contact:** 01482 503188  
**Features:** 36 layouts, trade support, demos, societies, refreshments, parking and disabled access.

# APRIL

**1/2 WEXFORD MODEL RAILWAY CLUB EXHIBITION**

**Hosts:** Wexford Model Railway Club  
**Location:** St Joseph's Community Centre, Wexford, Ireland  
**Times:** Sun 12pm-6pm, Mon 11am-5pm  
**Prices:** Adults €8, concessions €5, children €3, family 2+2 €16  
**Website:** [www.facebook.com/WexfordModelRailwayClub/](http://www.facebook.com/WexfordModelRailwayClub/)  
**Features:** 25 layouts, trade support and refreshments.

**4-8 GRANTOWN-ON-SPEY MODEL RAILWAY EXHIBITION**

**Hosts:** Grant Arms Hotel  
**Location:** Grant Arms Hotel, The Square, Granttown-on-Spey, PH26 3HF  
**Times:** Weds-Sun 10am-9pm  
**Prices:** Free (Donations welcome)  
**Features:** Layouts and demonstrations.

**7 BEACON RAIL 2018**

**Hosts:** Tring and District Model Railway Club  
**Location:** Pitstone Memorial Hall, Vicarage Road, Pitstone, Tring LU7 9EY  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £3, children £1.50, family (2+2) £7  
**Website:** [www.tdmrc.co.uk](http://www.tdmrc.co.uk)  
**Contact:** 01525 850703  
**Features:** Eight layouts, trade support, societies, refreshments, parking and disabled access.

**7 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION**

**Hosts:** Beckenham and West Wickham Model Railway Club  
**Location:** St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN  
**Times:** 10am-5pm  
**Prices:** Adults £5, accompanied children under 15 free  
**Website:** [www.bwmmrc.co.uk](http://www.bwmmrc.co.uk)  
**Contact:** 07545 469610  
**Features:** 12 vintage layouts, trade support, refreshments, parking and disabled access.

**7 CHURCH STRETTON MODEL RAILWAY EXHIBITION**

**Hosts:** The Strettons Railway Society  
**Location:** Church Stretton School, Shrewsbury Road, Church Stretton, Shropshire SY6 6EX  
**Times:** 10am-4pm  
**Prices:** Adults £4, concessions £3.50, children £2  
**Website:** [www.strettonsrailwaysociety.org.uk](http://www.strettonsrailwaysociety.org.uk)  
**Contact:** 01694 722189  
**Features:** 16 layouts, trade support, displays, refreshments and parking.

**7 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY**

**Hosts:** Hillingdon Railway Modellers  
**Location:** Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF  
**Times:** 10am-4pm  
**Prices:** £4  
**Website:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)  
**Contact:** 020 8368 4090  
**Features:** Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.

**7 HORSHAM MODEL RAILWAY CLUB OPEN DAY**

**Hosts:** Horsham Model Railway Club  
**Location:** St Leonard's Church Hall, Cambridge Road, Horsham, RH13 5ED  
**Times:** 10am-4pm  
**Prices:** Adults £1  
**Website:** [www.horshammrc.org.uk](http://www.horshammrc.org.uk)  
**Contact:** 01403 269397  
**Features:** Club and members' layouts, displays, refreshments and disabled access.

**7 N GAUGE MODEL RAILWAY EXHIBITION AND OPEN DAY**

**Hosts:** Berkshire Area Group - N Gauge Society  
**Location:** Sindlesham Baptist Church, Bearwood Road, Sindlesham, Wokingham RG41 5BB  
**Times:** 10am-4pm  
**Prices:** Adults £4, accompanied children under 12 free  
**Website:** [www.bagladdies.weebly.com](http://www.bagladdies.weebly.com)  
**Features:** 11 layouts, trade support, demonstrations, societies and refreshments.

**7 NARROW GAUGE SOUTH 2018**

**Hosts:** Wessex Narrow Gauge Modellers  
**Location:** Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA  
**Times:** 10am-5pm  
**Prices:** Adults £8, accompanied children under 16 £2, family £18  
**Website:** [www.narrowgaugesouth.org.uk](http://www.narrowgaugesouth.org.uk)  
**Features:** 30 layouts, trade support, societies, refreshments, parking and disabled access.

**7 NORWICH MODEL RAILWAY EXHIBITION**

**Hosts:** Norwich Model Railway Club  
**Location:** Hellesdon High School, Middletons Lane, Norwich, Norfolk NR6 5SB  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.norhams.org.uk](http://www.norhams.org.uk)  
**Features:** 15 layouts, trade support, demos, societies, refreshments, parking and disabled access.

**7 WEST WILTSHIRE MODEL RAILWAY CIRCLE EXHIBITION**

**Hosts:** West Wiltshire Model Railway Circle  
**Location:** Holt Village Hall, The Street, Holt, Nr Trowbridge, Wiltshire BA14 6QH  
**Times:** 10.30am-4pm  
**Prices:** Adults £6, children £1  
**Contact:** 01225 774440  
**Features:** Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

**7/8 CHELTENHAM SPRING MODEL RAILWAY EXHIBITION**

**Hosts:** Cheltenham Great Western Modellers Group  
**Location:** St. Margaret's Hall, Coniston Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £4, children £2.50, family (2+2) £9  
**Website:** [www.cheltmodrail.org.uk](http://www.cheltmodrail.org.uk)  
**Features:** Layouts, trade support, displays, refreshments and disabled access.

**7/8 ROCHDALE MODEL RAILWAY GROUP EXHIBITION**

**Hosts:** Rochdale Model Railway Group  
**Location:** The Coach House, Lodge Street, Littleborough, Lancashire OL15 9AE  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £3, accompanied children free  
**Website:** <https://rochdalemrg.wordpress.com>  
**Features:** Eight layouts, trade support, refreshments, parking and disabled access.

**7/8 SCARBOROUGH AND DISTRICT RAILWAY MODELLERS' 40<sup>TH</sup> ANNIVERSARY SHOW**

**Hosts:** Scarborough and District Railway Modellers  
**Location:** Newby and Scalby Community Hall, Scalby Road, Scalby, Scarborough YO13 0RA  
**Times:** Sat 10am-5pm, Sun 10am-3.30pm  
**Prices:** Adults £3, accompanied children free  
**Website:** [www.sdmweb.co.uk](http://www.sdmweb.co.uk)  
**Features:** Ten layouts, trade support, demonstrations, refreshments and disabled access.

**8 AIRE VALLEY RAILWAY MODELLERS CLUB OPEN DAY**

**Hosts:** Aire Valley Railway Modellers Club  
**Location:** Melbourne House, Dalton Lane, Keighley, West Yorkshire BD21 4LG  
**Times:** 10am-4pm  
**Prices:** Free  
**Contact:** [www.avrmc.org.uk](http://www.avrmc.org.uk)  
**Features:** 12 layouts, trade support and refreshments.

## 8 GREAT DUNMOW MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Foakes Hall, Stortford Road, Great Dunmow, Essex CM6 1DG  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts, trade support and refreshments.

## 8 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.

## 14 BASINGSTOKE AND NORTH HAMPSHIRE MODEL RAILWAY SOCIETY OPEN DAY

**Hosts:** Basingstoke and North Hampshire Model Railway Group  
**Location:** Stratton Park Scout Hut, Basingstoke, RG22 5HN  
**Times:** 10.30am-3.30pm  
**Prices:** Free  
**Website:** [www.basingstokemrs.org](http://www.basingstokemrs.org)  
**Features:** Society layouts, trade support, refreshments, parking and disabled access.

## 14 CAMBRIDGE MODEL RAILWAY EXHIBITION

**Hosts:** 31A (Cambridge) Model Railway Club  
**Location:** Sawston Village College, New Road, Sawston, Cambridge CB22 3BP  
**Times:** 10am-4pm  
**Prices:** Adults £4.50, concessions £3.50, accompanied children £2  
**Website:** [www.cambridge31a-mrc.org.uk](http://www.cambridge31a-mrc.org.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

## 14 EAST SURREY N GAUGE SHOW

**Hosts:** East Surrey N Gauge  
**Location:** St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1EA  
**Times:** 10am-4pm  
**Prices:** Adults £5, children £2, family £12  
**Website:** [www.esng.club](http://www.esng.club)  
**Features:** Ten layouts, trade support, refreshments, parking and disabled access.

## 14 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.

## 14 NEWGOG 2018 – SOUTH WALES 'O' GAUGE SHOW

**Hosts:** NEWGOG team  
**Location:** Lysaght Institute, Orb Drive, Newport, South Wales NP19 0RA  
**Times:** 10am-4.30pm  
**Prices:** Adults £6, concessions £5, Gauge O Guild members £5  
**Website:** [www.newgog.wordpress.com](http://www.newgog.wordpress.com)  
**Contact:** 07896 967526  
**Features:** Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 14/15 CRAWLEY MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Crawley Model Railway Society  
**Location:** Tanbridge House School, Guildford Road, Horsham, West Sussex RH12 1SR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, children £4, family (2+2) £17  
**Website:** [www.crawleymrs.org.uk](http://www.crawleymrs.org.uk)  
**Contact:** 07411 353757  
**Features:** 19 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 14/15 MARYPORT MODEL SHOW

**Hosts:** Maryport Model Club  
**Location:** Netherhall School Hall, Maryport, Cumbria CA15 6NT  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** 01900 813661

**Features:** Layouts, model planes, boats, road transport, trade support, demonstrations, parking and disabled access.

## 14/15 RAIL ROAD 2018

**Hosts:** Tame Valley Scout Council  
**Location:** Astley High Sports College, Yew Tree Lane, Dukinfield, Greater Manchester SK16 5BL  
**Times:** Sat 10am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £4, concessions £3, children £1.50, family (2+2) £9.50  
**Contact:** 07719 259638  
**Features:** 25 layouts, trade support, model road transport displays, live steam, vintage vehicles and refreshments.

## 14/15 TRAINWEST 2018

**Hosts:** Bentley Model Railway Group  
**Location:** Springfield Community Campus, Beechfield Road, Corsham, Wiltshire SN13 9DN  
**Times:** Sat 10am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £8, children £5. Sunday after 1pm Adults £5, children £2  
**Website:** [www.trainwest.org.uk](http://www.trainwest.org.uk)  
**Contact:** 01249 654417  
**Features:** 20 layouts, trade support, refreshments and parking.

## 21 DE HAVILAND MODEL RAILWAY SOCIETY EXHIBITION

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

## 21 PONTYPRIDD MODEL RAILWAY CLUB EXHIBITION

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

## 21 THE SMALL (LAYOUTS) MODEL RAILWAY EXHIBITION

**Hosts:** Chelmsford and District Model Railway Club  
**Location:** St Augustine Church, North Springfield, Chelmsford, Essex CM1 6GX  
**Times:** 11am-4.30pm  
**Prices:** Adults £3, children £1  
**Contact:** 01245 264028  
**Features:** Layouts and trade support.

## 21/22 FESTIVAL OF MODEL TRAMWAYS 2018

**Hosts:** Manchester Museum of Transport  
**Location:** Boyle Street, Cheetham, Manchester M8 8UW  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £7.50, concessions £6.50  
**Contact:** [www.tramwayinfo.com](http://www.tramwayinfo.com)  
**Features:** Tram layouts, displays, demos and trade support. Free heritage bus operating to/from venue.

## 21/22 HAMPTON AND KEMPTON WATERWORKS RAILWAY OPEN DAY

**Hosts:** Hampton and District Model Railway Society  
**Location:** Kempton Park Waterworks, Snakey Lane, Hanworth TW13 7ND  
**Times:** Sat 10.30am-4pm, Sun 10.30am-4pm  
**Prices:** Adults £7, children £3, family (2+2) £10  
**Website:** [www.hamptonkemptonrailway.org.uk](http://www.hamptonkemptonrailway.org.uk)  
**Features:** Layouts, displays, societies, guided tours, refreshments and parking.

## 21/22 HELSTON SPRING MODEL RAILWAY EXHIBITION

**Hosts:** Helston and Falmouth Model Railway Club  
**Location:** Helston Community College, Church Hill, Helston TR13 8NR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3, family (2+2) £10  
**Website:** [www.hfmrc.com](http://www.hfmrc.com)  
**Features:** 15 layouts, trade support, refreshments, parking and disabled access.

## 21/22 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Liverpool Model Railway Society  
**Location:** Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP

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FOR OUR ONLINE SHOW GUIDE

**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £4.50, children £2, family £12  
**Website:** [www.lmrs.org.uk](http://www.lmrs.org.uk)  
**Contact:** 07764 942031  
**Features:** 19 layouts, trade support, demonstrations, outdoor rides, refreshments and parking.

## 21/22 NORTH DOWN MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** North Down Model Railway Society  
**Location:** Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU  
**Times:** Sat 10am-5pm, Sun 12pm-5pm  
**Prices:** Adults £5, children £4, family (2+2) £15  
**Website:** [www.ndmrs.co.uk](http://www.ndmrs.co.uk)  
**Contact:** 02891 450833  
**Features:** 20 layouts, trade support, refreshments, parking and disabled access.

## 22 BLYTHE AND TYNE MODEL RAILWAY SOCIETY SKILLS DAY

**Hosts:** Blythe and Tyne Model Railway Society  
**Location:** 40 Saville Street, North Shields, Tyne and Wear NE30 1NT  
**Times:** 10am-4pm  
**Prices:** Free  
**Website:** [www.btms.co.uk](http://www.btms.co.uk)  
**Features:** Demonstrations to include locomotive and wagon building, Digital Command Control (DCC) and more.

## 28 COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY

**Hosts:** Coventry and Warwickshire 'O' Gauge Modellers  
**Location:** Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE  
**Times:** 10am-3pm  
**Prices:** Free  
**Website:** [www.covgog.org](http://www.covgog.org)  
**Features:** Test tracks, demonstrations, trade support, refreshments and parking.

## 28 ROTARAIL 2018 – FAREHAM MODEL RAILWAY EXHIBITION

**Hosts:** Rotary Club of Fareham  
**Location:** Fareham College, Bishopfield Road, Fareham PO14 1NH  
**Times:** 10.30am-5pm  
**Prices:** Adults £6, children £2  
**Website:** [www.rotarail.webs.com](http://www.rotarail.webs.com)  
**Contact:** 01329 663685  
**Features:** 21 layouts, trade support, refreshments, parking and disabled access.

## 28 RYE MODEL RAILWAY SHOW

**Hosts:** Dakota Dibben  
**Location:** Rye College, The Grove, Rye, East Sussex TN31 7NQ  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Website:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts, trade support and refreshments.

## 28 ST MARY'S MODEL RAILWAY CLUB EXHIBITION

**Hosts:** St Mary's Model Railway Club  
**Location:** St Mary's Church Hall, High Road, Benfleet, Essex SS7 5HL  
**Times:** 10am-4pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** 01277 225206  
**Features:** Eight layouts, trade support and refreshments.

### 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.

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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

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H4-AB16-003 - 16" 2226 "Katie" in lined maroon

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H4-FAEA-005 641015 in Freightliner green with track panel carriers



H4-FEAS-001 6406xx in GBRf blue

H4-FEAS-002 6406xx in GBRf blue

H4-FEAS-003 6406xx in GBRf blue

H4-FEAS-004 6406xx in GBRf blue



H4-FEAS-005 6409xx in GBRf/Metronet yellow with track panel carrier

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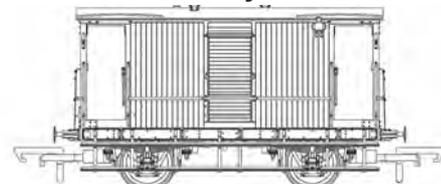
R3580 87035 'Robert Burns' in BR Blue

R3582 87010 'King Arthur' in Intercity Swallow livery

R3635 87019 "Sir Winston Churchill" in Virgin Trains red and black

**LNER 20-ton Toad Brake van**

Pre-order for £19  
Due in Stock: June 2018



R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)



**2018 Range Announced**

see the full range at [www.hattons.co.uk/bachmann2018](http://www.hattons.co.uk/bachmann2018)

**Class 90**

Pre-order for £152.96  
Due in Stock: July/August 2018



32-610 90005 "Financial Times" in Intercity Swallow livery

32-611 90037 in Railfreight Distribution sector triple grey

32-612 90042 in Freightliner Powerhaul livery

**Ransomes & Rapier 45T Breakdown Crane**

Pre-order for £212.46  
Due in Stock: August/September 2018



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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

**'Turbostar' DMUs**

Pre-order from £199 (Estimated)  
Due in Stock: TBC



35-560 Class 168/3 2-car DMU 168327 in Chiltern Railways livery

35-580 Class 171 2-car DMU 171122 in Southern Railway livery

35-625 Class 170/1 3-car DMU 170104 in Cross Country livery

35-626 Class 170/4 2-car DMU 170453 in Scotrail Saltire livery

**009 Quarry Hunslet 0-4-0ST**

Pre-order from £114 (Estimated)  
Due in Stock: TBC



391-050 "Alice" in Dinworic Quarry red

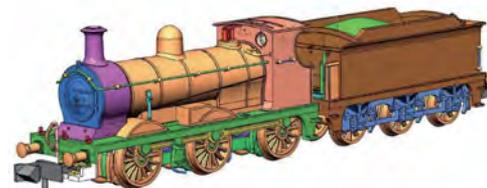
391-051 "Britomart" in Pen-yr-Orsedd Quarry blue



**2017/18**

**Announcements**

391-052 "Nesta" in Penrhyn Quarry lined black  
391-053 "Dorothea" in Dorothea Quarry lined green  
**Class C Wainwright 0-6-0**  
Pre-order from £114.71  
Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

**Class 450 4-car EMU**

Pre-order for £240 (Estimated)  
Due in Stock: TBC



371-725 450073 in South West Trains livery

[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.

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Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	<a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>	£55.21	Mar 2014							
Class H1 & H2 Atlantic 4-4-2	<a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a>	£161.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	<a href="http://hattons.co.uk/baldwin460">hattons.co.uk/baldwin460</a>	from £127.46	Jul 2014							
Class 90	<a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>	from £152.96	Jul 2014							
Mk2f coaches & DBSO	<a href="http://hattons.co.uk/mk2f">hattons.co.uk/mk2f</a>	from £46.71	Mar 2013							

	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>	from £123.25	Dec 2012							
Class 142	<a href="http://hattons.co.uk/c142">hattons.co.uk/c142</a>	from £115.18	Jan 2011							
Class 59	<a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	<a href="http://hattons.co.uk/dapolprairie">hattons.co.uk/dapolprairie</a>	from £115.56	Dec 2017							

	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>	from £85	Oct 2016							
ICI Hopper Wagon	<a href="http://hattons.co.uk/ici">hattons.co.uk/ici</a>	from £24	Mar 2015							
SECR P Class 0-6-0T	<a href="http://hattons.co.uk/pclass">hattons.co.uk/pclass</a>	£99	Sep 2017							Due 9th Mar
Andrew Barclay 14" & 16" 0-4-0ST	<a href="http://hattons.co.uk/barclay">hattons.co.uk/barclay</a>	£99	Sep 2017							Due 9th Apr
Bellhack ZZA Snowplough	<a href="http://hattons.co.uk/bellhack">hattons.co.uk/bellhack</a>	£43	Oct 2016							
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
Hitachi IEP Class 800	<a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>	from £239	Nov 2016							
Class 87	<a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	<a href="http://hattons.co.uk/lordnelson">hattons.co.uk/lordnelson</a>	from £136	Jan 2018							
NBR Class J36 0-6-0	<a href="http://hattons.co.uk/J36">hattons.co.uk/J36</a>	from £112	Jan 2018							

	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>	£74	Nov 2015							
60' Carflat Car Carrying Wagon	<a href="http://hattons.co.uk/oxcarflat">hattons.co.uk/oxcarflat</a>	£25	May 2016							
Mk3 Coaches	<a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>	£29	Jan 2016							

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

You can view extended lists, preorder & comment on all  
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**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

**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

**1321** Class 1366 0-6-0PT 1369 in Great Western green - as preserved (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

**32-301A** Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) ..... £97.71

**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

**31-127** 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

**R3333** Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) ..... **BARGAIN** ..... £82

**32-137A** Class 4575 "Small Prairie" 2-6-2T 4592 in BR black early emblem - weathered (Bac) ..... £101.96

**32-135B** Class 4575 "Small Prairie" 2-6-2T 5532 in BR green late crest (Bac) ..... £97.71

**H1403** Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) ..... £99

**R3170** Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor) ..... £67

**R3313** Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) ..... **BARGAIN** ..... £58

**31-884** Class 4F Midland 0-6-0 44044 BR black late crest - weathered (Bac) ..... £110.46

**R3547** Class 4MT 4-6-0 75008 in BR green late crest (Hor) ..... £144

**R3276** Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £85.99) **BARGAIN** ..... £45

**H1402** Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ) ..... £99

**H1410** Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) ..... £99

**R3494** Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor) ..... £80

**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

**31-187DS** Class 5XP Jubilee 4-6-0 5598 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) ..... £212.46

**R3409** Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £182.99) ..... **BARGAIN** ..... £109

**31-638** Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) ..... £93.46

**31-635A** Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) ..... £84.96

**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

**R3565** Class 8F 2-8-0 8035 in LMS black (Hor) ..... £123

**R3566** Class 8P "Rebuilt Merchant Navy" 4-6-2 35014 "Nederland Line" in BR green early emblem (Hor) ..... £157

**R3086** Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £110.99) **BARGAIN** ..... £55

**R3284TTS** Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) ..... £108

**R3060** Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) ..... **BARGAIN** ..... £68

**31-531** Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95) **BARGAIN** ..... £121

**R3437** Class A3 4-6-2 2503 "Firdaussi" in LNER apple green - gloss finish (Hor) ..... £132.50

**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

**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

**R3546** Class B12/3 4-6-0 61576 in BR black early emblem (Hor) **NEW** ..... £136

**R3004** Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** ..... £79

**31-147** Class D11/1 4-4-0 501 "Mons" in GCR green (Bac) ..... £157.21

**31-137A** Class D11/2 4-4-0 6401 "James Fitzjames" in LNER black (Bac) ..... £148.71

**R3495** Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £85.99) **BARGAIN** ..... £59

**35-076A** Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) ..... £110.46

**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) ..... **BARGAIN** ..... £80

**R3416** Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99) ..... **BARGAIN** ..... £79

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**£2 per single diecast item**  
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R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.99) ..... **BARGAIN** ..... £69



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 Hervey de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** ..... £108



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) ..... £100



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £155.99) ..... **BARGAIN** ..... £88



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) ..... £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) ..... £101.96



R3524 Rebuilt "West Country" 4-6-2 34096 "Trevone" in BR green late crest (Hor) ..... £144



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) ..... £144



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BRIF tender - weathered (Bac) ..... £169.96



R3500 The Sir Nigel Gresley Collection (Hor) ..... £480  
 R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) ..... **BARGAIN** ..... £31



32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) ..... £135.96



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) **NEW** ..... £144.46

**Diesel train packs**  
 R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) ..... **BARGAIN** ..... £139



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** ..... £94



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) **NEW** ..... £139.50



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



MM0208 Class 201 no 208 "River Lagan" in NIR blue (Mur) ..... £129



2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) **NEW** ..... £104



2657 Class 26/0 26011 in BR civil engineers "Dutch" (Hel) **NEW** ..... £104



2656 Class 26/0 26010 in BR railfreight grey red stripe (Hel) **NEW** ..... £104



2657 Class 26/0 26011 in BR civil engineers "Dutch" (Hel) **NEW** ..... £104



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



2614 Class 26/1 26026 in BR blue (Hel) **NEW** ..... £104



2638 Class 26/1 26028 in BR blue (Hel) **NEW** ..... £104

2639 Class 26/1 26036 in BR civil engineers "Dutch" (Hel) **NEW** ..... £104



2640 Class 26/1 26040 in BR railfreight grey red stripe (Hel) **NEW** ..... £104



2615 Class 26/1 26044 in BR blue - weathered (Hel) **NEW** ..... £104



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) ..... £110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) ..... £119



3336 Class 33/2 33202 "The Burma Star" in BR engineers "dutch" grey & yellow (Hel) ..... £94



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) ..... £88



32-377A Class 37/4 37401 "Mary Queen of Scots" in BR large loco blue (Bac) ..... £117.26



32-391DS Class 37/7 37796 in 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



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) ..... **BARGAIN** ..... £39



R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor) ..... £144



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) ..... £125



R3590 Class 55 'Deltic' 9010 "The Kings Own Scottish Borderer" in BR blue - Railroad Range (Hor) ..... £56

32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) ..... £225.21



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) ..... £149



73-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) ..... £225.21

R3573 Class 66/7 66751 "Inspiration Delivered - Hitachi Rail Europe" in GB Railfreight (Hor) ..... £85



32-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) **NEW** ..... £152.96



32-983 Class 66/7 66779 "Evening Star" in BR green GBRF branding (Bac) **NEW** ..... £144.46



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) ..... £131.71

4D-022-008D Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (Dap) **NEW** ..... £151.16

4D-022-009D Class 68 68006 "Daring" Scotrail - DCC Fitted (Dap) **NEW** ..... £151.16

4D-022-009S Class 68 68006 "Daring" Scotrail - DCC Sound fitted (Dap) **NEW** ..... £254.96



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) ..... £131.71

4D-022-010D Class 68 68008 "Avenger" in Direct Rail Services compass - DCC fitted (Dap) **NEW** ..... £151.16

4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) ..... £254.96

4D-022-011D Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Fitted (Dap) **NEW** ..... £151.16

4D-022-011S Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) **NEW** ..... £254.96

4D-022-012S Class 68 68015 Chiltern Railways - DCC Sound fitted (Dap) **NEW** ..... £254.96



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) ..... £155



GV2014 YEC Janus 0-6-0DE shunter in British Petroleum green (Gol) **NEW** ..... £84



GV2012 YEC Janus 0-6-0DE shunter in National Coal Board NCB blue (Gol) ..... £84

**Electric locos**



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) ..... £59

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for all new releases



**DEMUS**  
31-238A Class 205 'Thumper' in BR blue - weathered (Bac) ..... £203.96  
**Track Maintenance vehicles**



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap)..... £64  
**Train sets - analogue**



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1180 GWR Postal Express train set - operating travelling post office (Hor)..... £70  
**Train sets - digital**



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor)..... £130



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99)..... £250 **BARGAIN**



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99)..... £170 **BARGAIN**



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) **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)..... £199 **BARGAIN**  
**Coaches**



R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor)..... £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor)..... £38



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac)..... £55.21



39-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac)..... £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 S3426S in BR crimson (Bac)..... £50.96



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) **NEW**..... £55.21



39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac)..... £50.96



39-620 60' SE&CR Birdcage brake third 1182 in SE&CR dark lake (Bac)..... £55.21  
39-006 BR Mk1 SO E5057 Second Open Blue & Grey (Bac)..... £33.11  
R4788 Mk1 BSO brake second open E9220 in BR maroon (Hor)..... £34  
R4808 Mk2D BSO brake second open E9481 BR blue and grey (Hor) **NEW** £34  
R4807 Mk2D FO first open E3180 in BR blue and grey (Hor) **NEW** £34



R4806 Mk2D TSO tourist second open E5714 in BR blue and grey (Hor) **NEW**..... £34



R4614A Mk2E FO first open W3231 in BR Blue & Grey (Hor) (RRP £29.99)..... **BARGAIN**..... £17



R6878 2018 Father's Day gift open wagon (Hor) **NEW**..... £13



2F-034-062 21-ton steel mineral hopper 139250 LNER grey - weathered (Dap) **NEW**..... £10  
R6841 21-ton steel mineral wagon 'Stevens, Oxford' (Hor) **NEW**..... £11  
38-751A 22T tube wagon in BR early bauxite - weathered (Bac) **NEW**..... £28.01  
38-122 35T VAA sliding door van in Railfreight brown (Bac) **NEW**..... £22.91



38-120C 35T VAA sliding door van in Railfreight red & grey - weathered (Bac) **NEW**..... £24.61  
4F-040-015 4-plank open wagon 'B. W. and Co.' (Dap) **NEW**..... £9.50  
4F-040-016 4-plank open wagon 'B. W. and Co.' - weathered (Dap) **NEW**..... £10.50



1154 4-wheel A tank 44290 in Esso grey 1980s Hazchem symbols - weathered (Hel)..... £20.50  
1154 Pack of 4 (Hel) (RRP £99.80)..... **BARGAIN**..... £76  
4F-016-031 4-wheel banana van B881931 BR bauxite Fyffes logo (Dap) **NEW**..... £9.50  
4F-016-032 4-wheel banana van B881931 in BR bauxite Fyffes logo - weathered (Dap) **NEW**..... £10.50  
4F-020-031 4-wheel cattle wagon B893324 in BR bauxite (Dap) **NEW**..... £9.50  
4F-020-032 4-wheel cattle wagon B893324 BR bauxite - weathered (Dap) **NEW**..... £10.50



37-004A 40T VGA sliding wall van Railfreight grey & yellow - weathered (Bac)..... £22.91  
4F-071-138 7-plank open wagon 'The Fife Coal Company' (Dap) **NEW**..... £9.50  
4F-071-139 7-plank open wagon 'The Fife Coal Company' - weathered (Dap) **NEW**..... £10.50



R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor)..... £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor)..... £83  
R6835 GWR AA15 20ton 'Toad' brake van W56748 in BR grey (Hor) **NEW**..... £19



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel)..... £165



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN**..... £79



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99)..... **BARGAIN**..... £52  
**HSTs**



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor)..... £246  
**DMUs**



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)..... £94



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap)..... £129.95



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap)..... £129.95



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap)..... £129.95



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap)..... £129.95



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap)..... £129.95



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack "coaching stock" maroon - Hatton's limited edition (Dap)..... £129.95



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap)..... £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap)..... £123.25



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap)..... £123.25  
4D-009-002D Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels - DCC Fitted (Dap)..... £142.70



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



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac)..... £490



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac)..... £123.21



8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel)..... £94  
**EMUs**



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)..... £288.96



Prices valid until 11/04/18

All prices correct when going to press. Errors excepted.

**Digital control accessory decoders**



38-302 OTA (ex VDA) timber carrier wagon in Kronospan blue lumber load (Bac) ..... £25.46



38-300A OTA (exVDA) Timber Carrier Wagon Railfreight (Red) Lumber Load - Weathered (Bac) ..... £31.41



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) ..... BARGAIN ..... £15



37-237 Pack of three 16 ton steel mineral wagons BR grey - weathered loads (Bac) ..... £48.41



GV6014 Pack of three 7-plank open wagons 'British Petroleum' (Gol) NEW £27



4F-027-009 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 7898 070-0 - Weathered (Dap) ..... £28.05



4F-027-012 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 042-2 - Weathered (Dap) ..... £28.05



4F-027-010 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 072-9 (Dap) ..... £25.50



4F-027-011 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 118-0 - Weathered (Dap) ..... £28.05



R6839 SR Dia 1529 cattle wagon in BR bauxite (Hor) NEW £20



R6827 SR Dia 1530 Cattle Wagon '53767' (Hor) ..... £19



H4-WV-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) ..... £33



36-071 4 x Type A small containers (two liveries) (Bac) NEW £9.31



36-004A Pack of three BD containers in Bauxite and Crimson (Bac) NEW £13.56



R8012 HM2000 High output power & speed controller, mains supply. (Hor) ..... £87



R8247 DCC accessory decoder (for points and motors) (Hor) ..... £40



R8214 DCC Elite unit digital controller (Hor) ..... £205



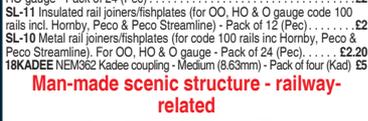
R8213 DCC Select unit (boxed) (Hor) ..... £90



R8014 Mark 2 Point Motor (Hor) ..... £7.50



R8243 Surface Mounted point motor (Hor) ..... £8.50



R044 Passing contact lever frame switch (for point motors) (Hor) ..... £9



SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) ..... £37



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



R070 Electrically Operated Turntable (Hor) ..... £64



R406 Colour Light Signal (Hor) ..... £19



44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) ..... £12.71



44-0079 Grain Warehouse (Bac) ..... £63.71

**Digital controllers**

**Point motors**

**Switches & Levers**

**Accessories**

**Model railway spares**

**Man-made scenic structure - railway-related**

**Signals**

**Buildings - general**



44-265 Low Relief Block of flats (Bac) (RRP £62.95) ..... BARGAIN ..... £36

44-585 Roadside Rescue Phone Boxes (Bac) ..... £21.21

**Man-made scenic structure - non-railway**

**Bridges, Tunnels & Walls**

R8008 Grand suspension bridge (Hor) ..... £39



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) ..... £14.41



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) ..... £12

LK-34 Road bridge sides. Stone type, for double track (Pec) NEW £8.50

LK-32 Tunnel mouth & walls. Stone Type, for double track (Pec) NEW £7

LK-31 Tunnel mouth & walls. Stone Type, for single track (Pec) NEW £5.50

**People - civil**

36-408 12 x Seated Coach Passengers (Bac) ..... £11.50

36-047 Locomotive staff x 6 (Bac) ..... £8.46

**Track - Code 100 Setrack**

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-2031 3rd radius Double Curve Track (ST-231 x 4) (Pec) ..... £11

R601 Double Straight (Hor) ..... £2.10

R601 Box of 24 (Hor) ..... £47

R6072 Left Hand Standard Point (Hor) ..... £9

R603 Long Straight - 670mm (Hor) ..... £3

R6073 Right Hand Standard Point (Hor) ..... £3

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14

ST-201 Setrack double straight (Pec) ..... £2

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) ..... £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) ..... £9

ST-204 Setrack Quad Straight (670mm) (Pec) ..... £3.50

ST-204 Box of 24 (Pec) ..... £76

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

**Track - Code 100 Streamline**

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ..... £66

SL-100 Single (Pec) ..... £3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ..... £3

SL-102 Pack of 25 (Pec) ..... £70

SL-99 3 way medium radius point - insulfrog (Pec) ..... £26

SL-90 Double slip - insulfrog (Pec) ..... £32

SL-E87 Left hand curved point - electrofrog (Pec) £12.50

SL-87 Left hand curved point - insulfrog (Pec) £12.50

SL-89 Left hand large point - insulfrog (Pec) £12

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-E86 Right hand curved point - electrofrog (Pec) £12.50

SL-86 Right hand curved point - insulfrog (Pec) £12.50

SL-E88 Right hand large point - electrofrog (Pec) £12

SL-88 Right hand large point - insulfrog (Pec) £12

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

SL-E97 Small Y point - electrofrog (Pec) ..... £10

**Track - Code 75 Finescale**



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) ..... £82

SL-102F Single (Pec) ..... £3.25

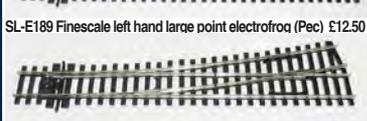


SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ..... £72

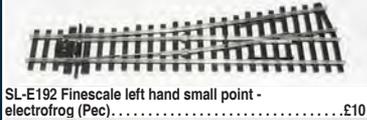
SL-100F Single (Pec) ..... £3



SL-E190 Finescale double slip - electrofrog (Pec) ..... £37



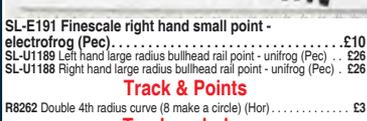
SL-E187 Finescale left hand curved point - electrofrog (Pec) ..... £13



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-E195 Finescale right hand medium point - electrofrog (Pec) ..... £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) ..... £10

SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) ..... £26

SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) ..... £26

**Track & Points**

R8262 Double 4th radius curve (8 make a circle) (Hor) ..... £3

**Track underlay**

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) ..... £10

**Railway publications**

36-2018 Bachmann Branchline 2018 Catalogue (Bac) NEW ..... £7.61

R6155 Hornby 2018 Catalogue - 64th Edition (Hor) ..... £8

**Buses**

35207EFE 36' BET 6 bay single lamp 'Stratford Blue'. (EFE) (RRP £28) ..... BARGAIN ..... £9

35304EFE 36' BET 6 Bay Twin Lamps Bus 'Isle of Man Road Services' (EFE) (RRP £27.50) ..... BARGAIN ..... £9

99201 AEC Regal 10T10 s/deck bus 'U.S. Army Red Cross' (EFE) (RRP £19.95) ..... BARGAIN ..... £8

30003 AEC Regal 10T10 'Neath & Cardiff' (EFE) (RRP £19.95) BARGAIN ..... £8

24321 AEC Reliance/BET 1950's s/deck bus 'Jones of Aberbeeg' (EFE) (RRP £19.95) ..... BARGAIN ..... £8

30709 AEC Renown 'Red Rover' (EFE) (RRP £19.95) BARGAIN ..... £9.50

30601 AEC Renown (695 LCG Route 8/9) d/deck modern bus 'King Alired'. (EFE) (RRP £19.95) ..... BARGAIN ..... £8



76B1002 Beadle Integral Maidstone & District (Oxf) £15.50

16229 Bristol MW coach 'Bristol Greyhound' (EFE) (RRP £24.95) ..... BARGAIN ..... £9.50

18610 Bristol VR3 open top 'New Forest Tour' (EFE) (RRP £19.95) ..... BARGAIN ..... £8

16220 Bristol/ECW MW coach 'Bristol Omnibus' (EFE) (RRP £19.95) ..... BARGAIN ..... £8

99206 Daimler utility bus 'Birmingham City Transport' (EFE) (RRP £19.95) ..... BARGAIN ..... £8

26207 Daimler Utility Bus Wills & Dorset New Year 2010 (EFE) (RRP £19.95) ..... BARGAIN ..... £8

29010 GM Standard 'Fleeting d/deck bus 'Badgerline' (EFE) (RRP £19.95) ..... BARGAIN ..... £9

28603EFE GM Standard Leyland Alltanean d/deck bus 'First Pennine' (EFE) (RRP £19.99) ..... BARGAIN ..... £7.50

26207 Guy Arab 1 Utility Bus 'Bristol Tramways' (EFE) (RRP £19.95) ..... BARGAIN ..... £8

30511 Guy GS Special 'Stevensons' (EFE) (RRP £19.95) BARGAIN ..... £8

12121 Harrington Cavalier coach 'Northern General' (EFE) (RRP £24.95) ..... BARGAIN ..... £8

11904 Harrington Cavalier coach 'Southend Transport' (EFE) (RRP £19.95) ..... BARGAIN ..... £9

12307 Harrington Grenadier coach 'North Western' (EFE) (RRP £19.95) ..... BARGAIN ..... £8



761R6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxt) ..... £23

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16540 Leyland Atlantean Metro-Cammell - "Ribble Motor Services" - "101 to Preston" (EFE) ..... £25.46  
 17310 Leyland National Mk1 Long bus "Southeast Transport" (EFE) (RRP £24.95) ..... BARGAIN ..... £8.50  
 16015EFE Leyland PD2 Highbridge "Luton Corporation" (EFE) (RRP £32.50) ..... BARGAIN ..... £9.50  
 99207 Leyland TD1 1930's d/deck bus "Plymouth City Transport" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
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 29508 Plaxton Panorama Type B 1970s coach "Bristol Greyhound" (EFE) (RRP £24.95) ..... BARGAIN ..... £8  
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 36703 Plaxton SLF Dart Mk1 "Aldershot & District Stagecoach" (EFE) (RRP £19.95) ..... BARGAIN ..... £8

**Cars**

76SET52 5-piece Volvo set (Oxt) NEW ..... £23

NEW



76AMDB2004 Aston Martin DB2 MkIII DHC Snow Shadow Silver (Oxt) NEW ..... £5  
 76AMV003 Aston Martin Vanquish coupe quantum silver (Oxt) NEW ..... £5  
 76COR1008 Ford Cortina Mk1 Lombard grey/red (Oxt) NEW ..... £5  
 76COR3008 Ford Cortina Mk3 strato silver (Oxt) NEW ..... £5  
 76FF006 Ford Fiesta Mk1 terraotta (Oxt) NEW ..... £4.50  
 76JFE002 Jaguar Formula E electric racing car (Oxt) NEW ..... £5.50

NEW



76RRS001 Range Rover Sport SVR Setoril Blue (Oxt) NEW ..... £5  
 76RRS002 Range Rover Sport SVR Indus Silver (Oxt) NEW ..... £5  
 76RRC001 Rolls Royce Corniche Indigo Blue (Oxt) NEW ..... £5  
 76CAV003 Vauxhall Cavalier china blue (Oxt) NEW ..... £5  
 76FB006 Vauxhall FB victor cactus green (Oxt) NEW ..... £5  
 76VW008 VW beetle lotus white (Oxt) NEW ..... £4.50

**Commercial vehicles**

37601 AEC Ergomatic 2 axle flatbed "Alan Fimlin" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
 34601 AEC MkIII artic box van "Monks Transport" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
 37301 AEC MkV 4 axle Box Van "Fridged Freight" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
 34105 AEC MkV 4 axle flatbed "PH Pratt & Co" (EFE) (RRP £19.95) ..... BARGAIN ..... £8.50  
 34406 AEC MkV 4 axle flatbed "Lloyds of Ludlow" (EFE) (RRP £19.95) ..... BARGAIN ..... £8



34403 AEC MkV 4 axle flatbed "Spiers of Melksham" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
 37501 AEC MkV 4 axle dropside "Briton Steel Ferry" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
 23605 Bedford TK Luton van "Woodlands Transport Turbridge Wells" (EFE) (RRP £19.95) ..... BARGAIN ..... £8  
 36304 Bedford TK Short Dropside "Russell of Bathgate" (EFE) (RRP £19.95) ..... BARGAIN ..... £13.50  
 76DT006 Diamond T ballast - "Wynnes" (Oxt) NEW ..... £13.50  
 37301 ERF 2 axles box van "Gestetner" (EFE) (RRP £19.95) BARGAIN ..... £8  
 EM76654 Ford E33V1 "Homes Van Festival of Britain" (Poc) (RRP £3.99) ..... BARGAIN ..... £2.50



76FB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxt) ..... £18  
 76FSR005 Fowler Steam Roller No.18873 "City of Truro" (Oxt) NEW ..... £11  
 36101 Traylor Luton box van "Chaplins Removers & Stovers - Colwyn Bay" (EFE) (RRP £19.95) ..... BARGAIN ..... £8



76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerrall & Co Ltd (Oxt) ..... £21

**Military ground vehicles**



76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 (Oxt) ..... £21

**N Gauge Steam locos**



372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) (RRP £169.95) ..... BARGAIN ..... £119



372-629 Class 2MT Ivatt 2-6-0 46460 in BR lined black early emblem - weathered (Gra) ..... £114.71



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) ..... £118.96



2S-010-002 Class 49xx 4-6-0 4914 "Cranmore Hall" in BR lined green late crest (Dap) ..... £113  
 2S-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap) ..... £123



372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early emblem (as preserved) (Gra) (RRP £129.95) BARGAIN ..... £69



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) ..... £101.96  
 2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) ..... £72  
 2S-017-003 Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem. DCC Fitted (Dap) ..... £119



2S-017-005 Class 7MT Britannia 4-6-2 70025 "Western Star" in BR green late crest - weathered (Dap) ..... £118



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-011-003 Class A3 4-6-2 60103 "Flying Scotsman" in BR blue early emblem - DCC Fitted (Dap) ..... £146.12



2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) ..... £128.83  
 2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances - DCC Fitted (Dap) ..... £150.57



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) ..... £144.46

**Diesel locos**



371-037 Class 20 20205 in BR blue - as preserved (Gra) ..... £101.96

372-976A Class 24 D5031 in BR green (Gra) ..... £101.96  
 371-085A Class 25 D5177 in BR green (Gra) ..... £101.96



371-087A Class 25/2 25225 in BR blue (Gra) ..... £101.96  
 2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) ..... £110



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) ..... £103.66  
 371-171 Class 37/4 37421 in Coias Rail Freight (Gra) ..... £103.66



371-181 Class 40 D369 in BR green small yellow panel (Gra) ..... £118.96



372-247 Class 47/0 47209 "Herbert Austin" in BR railfreight triple grey distribution sector (Gra) NEW ..... £114.71



372-248 Class 47/4 47550 "University of Dundee" in Intercity Mainline (Gra) NEW ..... £114.71



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) ..... £144.46  
 2D-009-002D Class 121 single car DMU "Bubble car" 55032 in BR blue/grey (DCC Fitted) (Dap) ..... £107



371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) ..... £144.46

**Train sets - analogue**



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) ..... £169.96



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) ..... £185

**Coaches**



374-120A BR Mark 1 RU in BR crimson & cream (Gra) NEW ..... £25.46

**Wagons**



2F-034-061 21-ton steel mineral hopper 139250 in LNER grey (Dap) NEW ..... £9  
 2F-013-053 4-wheel gunpowder van 701025 in LMS (Dap) NEW ..... £8.50



2F-013-054 4-wheel gunpowder van 701025 in LMS - weathered (Dap) NEW ..... £9.50

**Model railway spares**

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) ..... £1.70  
 SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

**Man-made scenic structure - railway-related**

ST-91 Complete Stone Platform (Pec) NEW ..... £6.50

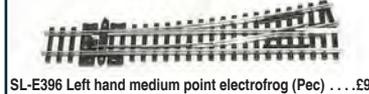
**Track - Code 80 Setrack**

ST-17 N Setrack No3 radius double curve (8 form a circle) 288.5mm/1.175" radius (Pec) ..... £2  
 ST-15 No 2 radius double curve (Pec) ..... £150  
 ST-6 Setrack left hand point insulfrog (Pec) ..... £8.50  
 ST-4S Setrack Left-hand curved turnout (Pec) ..... £13.50  
 ST-5 Setrack right hand point insulfrog (Pec) ..... £8.50  
 ST-44 Setrack Right-hand curved turnout (Pec) ..... £13.50  
 ST-300 Starter Track Set (Pec) ..... £46

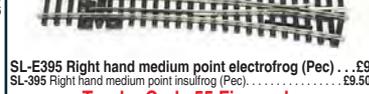
**Track - Code 80 Streamline**



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ..... £63  
 SL-300 Single (Pec) ..... £3



SL-E396 Left hand medium point electrofrog (Pec) ... £9  
 SL-396 Left hand medium point insulfrog (Pec) ..... £9.50

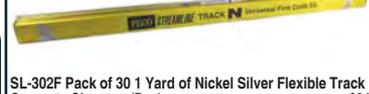


SL-E395 Right hand medium point electrofrog (Pec) ... £9  
 SL-395 Right hand medium point insulfrog (Pec) ..... £9.50

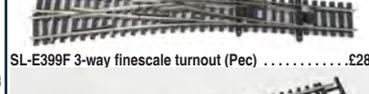
**Track - Code 55 Finescale**



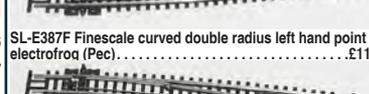
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £84  
 SL-300F Single (Pec) ..... £3



SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) ..... £91  
 SL-302F Single (Pec) ..... £3.50



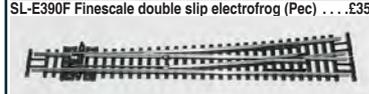
SL-E399F 3-way finescale turnout (Pec) ..... £28



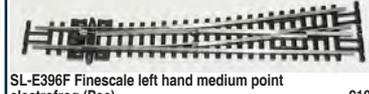
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) ..... £11



SL-E386F Finescale curved double radius right hand point electrofrog (Pec) ..... £11



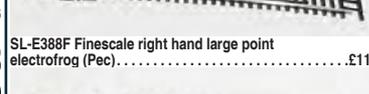
SL-E390F Finescale double slip electrofrog (Pec) ... £35



SL-E389F Finescale left hand large point electrofrog (Pec) ... £11



SL-E396F Finescale left hand medium point electrofrog (Pec) ..... £10



SL-E392F Finescale left hand small point electrofrog (Pec) ..... £9



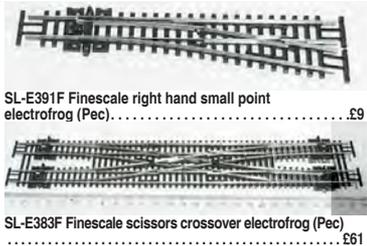
SL-E388F Finescale right hand large point electrofrog (Pec) ..... £11

SL-E395F Finescale right hand medium point electrofrog (Pec) ..... £10

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for more details



SL-E391F Finescale right hand small point electrofrog (Pec) ..... £9  
SL-E383F Finescale scissors crossover electrofrog (Pec) ..... £61

**Railway publications**  
379-018 Graham Farish 2018 Catalogue (Gra) **NEW** ..... £7  
**Commercial vehicles**

NMB004 Mercedes Actros D-TEC Combitrailer Trailer John Mitchell (Oxf) ..... £11.50  
**Farming & Construction**  
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NCHT001 Churchill Tank - Kinglorce (Oxf) **NEW** ..... £6

**O Gauge (1:43 Scale)**  
**Steam locos**  
7S-026-002D Class 3F 'Jinty' 0-6-0T 16554 late LMS black - DCC sound fitted (Dap) ..... £340

7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) ..... £191.25

7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) ..... £191.25

7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) ..... £191.25

**Diesel locos**  
2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) ..... £315

7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) ..... £191.25  
7D-008-008U Class 08 shunter in BR green early crest and wasp stripes - unnumbered (Dap) ..... £191.25

2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) ..... £550  
2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) ..... £470  
2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) ..... £470  
2014 Class 20 in BR blue full yellow ends; TOPS style double arrows on the cabsides and '0000' headcodes - weathered (Hel) ..... £470

2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) ..... £470  
2010 Class 20 BR green small yellow panels and 4-character headcodes (Hel) ..... £470

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) ..... £550  
2015 Class 20 in Railfreight Red Stripes headcode boxes (Hel) ..... £470

5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. (Hel) (RRP £699) ..... **BARGAIN** ..... £390

6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates.) (Hel) (RRP £649) ..... **BARGAIN** ..... £390

**DMUs**  
8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) ..... £470  
8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) ..... £470

8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) ..... £470

**Coaches**  
7P-004-005 GWR 59' Auto Coach in BR crimson (Dap) ..... £170

4950 Mk1 BG full brake in BR carmine and cream (Hel) ..... £250

4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) ..... £250

7F-080-027 8-plank open wagon 'Derbyshire Carriage and Wagon Company' (Dap) **NEW** ..... £38  
7F-080-027W 8-plank open wagon 'Derbyshire Carriage and Wagon Company' - weathered (Dap) **NEW** ..... £38

H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat) ..... £85

H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) ..... £85

H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) ..... £85

H7-WW-703 Warwell wagon 50t diamond frame bogies MODA95511 in MOD 1970s olive (Hat) ..... £85

H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) ..... £85

H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat) ..... £85

H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) ..... £85

H7-WW-707 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) ..... £85

H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) ..... £85

H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) ..... £85

H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) ..... £85

H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) ..... £85

H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) ..... £85

**Track - Code 124 Bullhead Streamline**  
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) ..... £75  
SL-700BH Single (Pec) ..... £6.50  
SL-E787BH Left hand O gauge curved turnout (Pec) ..... £52

VA01317 Austin Mini 7 Zircon Blue Lord Austin's Daughter (Cor) **NEW** ..... £24

43RUB002 Austin Ruby Saloon dark blue (Oxf) ..... £16  
43ASS006 Austin Seven RN Saloon light grey (Oxf) **NEW** ..... £14.50  
VA01011 Morris Minor Traveller Bermuda Blue (Cor) **NEW** ..... £24

43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxf) ..... £21  
43RR002 Rolls Royce Corniche Conv. (Closed) Persian Sand (Oxf) **NEW** ..... £21

43AK017 Austin Threeway van - "Civil Service Stores" (Oxf) **NEW** ..... £12

**Commercial vehicles**  
Any or Multiple Scales  
**Analogue controllers**

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) ..... £30

D Double/Twin track power controller (Gau) ..... £80  
Q Quadrule 4 circuit power controller (Gau) ..... £140  
W Walkabout circuit controller (Gau) ..... £29

**Analogue power supplies**  
M1 Transformer Output 2 x 16v AC 1A (Gau) ..... £37  
CDU Capacitor Discharge Unit (Gau) ..... £11  
PL-15 Twin Microswitch (Pec) ..... £7.50

**Digital decoders**  
Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) ..... £19.51  
DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) ..... £15  
DCR-21PIN-Direct Box of 5 (Hat) ..... £68  
DCR-21PIN-Direct Box of 10 (Hat) ..... £120  
36-557 21-pin E-Z Command 4-Function 1A Decoder back EMF (Bac) ..... £18.66  
36-557 Pack of 5 (Bac) (RRP £109.75) ..... **BARGAIN** ..... £90

HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) ..... £6.50  
HAT-PM-01 Pack of 6 (Hat) ..... £35

**Switches & Levers**  
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) ..... £3  
PL-26B Passing Contact Switch - Black Lever (Pec) ..... £5.50

**Lighting equipment**  
WPS700 Lights and Hub set - Just Plug lighting system (Woo) ..... £15.50

**Model railway spares**  
TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) ..... £25

**Track underlay**  
JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) ..... £9  
ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 8' - 2.5" Wide - Pack Of 4 (Woo) ..... £13

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) ..... £17

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) ..... £24  
BDDCC27 8 & 21-pin 4-function 1A (1.8A peak) small ONMI decoder (measures 231 x 27w x 10d mm) x 5 (Gau) ..... £71  
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) ..... £16  
DCR-8PIN-HarnessMini Box of 5 (Hat) ..... £72  
DCR-8PIN-HarnessMini Box of 10 (Hat) ..... £128

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) ..... £120  
DCR-8PIN-Harness Single (Hat) ..... £15  
DCR-8PIN-Harness Box of 5 (Hat) ..... £68  
36-553 8-pin 3-function 0.75A decoder back EMF (Bac) ..... £15.50  
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ..... £16  
R8249 Box of 6 (Hor) ..... £92  
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ..... £17  
DCR-8PIN-Direct Box of 5 (Hat) ..... £77  
DCR-8PIN-Direct Box of 10 (Hat) ..... £136  
R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) ..... £36

**Diesel Class 37**  
R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) ..... £36  
R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor) ..... £36  
R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) ..... £36  
R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) ..... £36  
R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' steam loco (Hor) ..... £36  
R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) ..... £36  
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) ..... £36  
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) ..... £36

**Digital controllers**  
36-504RC Dynamis Ultra® DCC System Trial copy RailController Software (Bac) ..... £240

50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) ..... £600

524-042 NCE Power Cab 2 Amp DCC controller (NCE) ..... £140

DC002 Prodigy "Advance 2" starter DCC controller package (Gau) ..... £220  
DC004 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) ..... £369  
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) ..... £129  
DCC51 Prodigy Wireless Conversion Set (Gau) ..... £200

**Point motors**  
BPPM20 Pack of five Surface mounted seep point motors (Gau) ..... £36  
PL-10 Point Motor (Switch Machine) (Pec) ..... £5  
PL-10 Bag of 6 (Pec) ..... £34  
PL-10E Point Motor Extended Pin (use PL-9) (Pec) ..... £5  
PL-10E Bag of 6 (Pec) ..... £34  
PM-1 Seep point motor accessory switch (Gau) ..... £4.50  
PL-11 Side/surface mounted point motor (Pec) ..... £7.50

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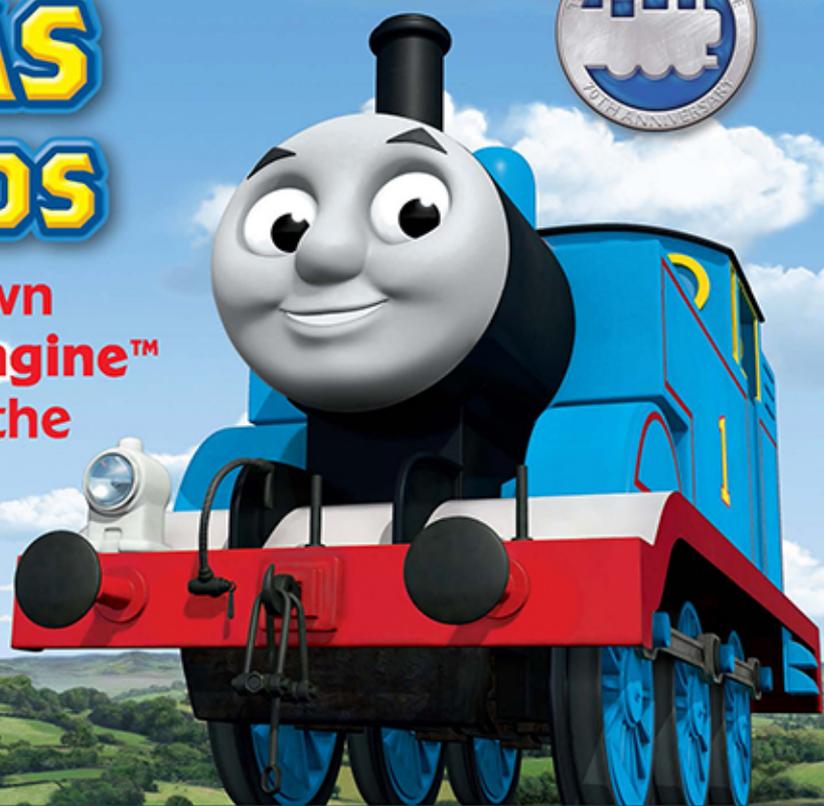
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or **Mike Delaney**

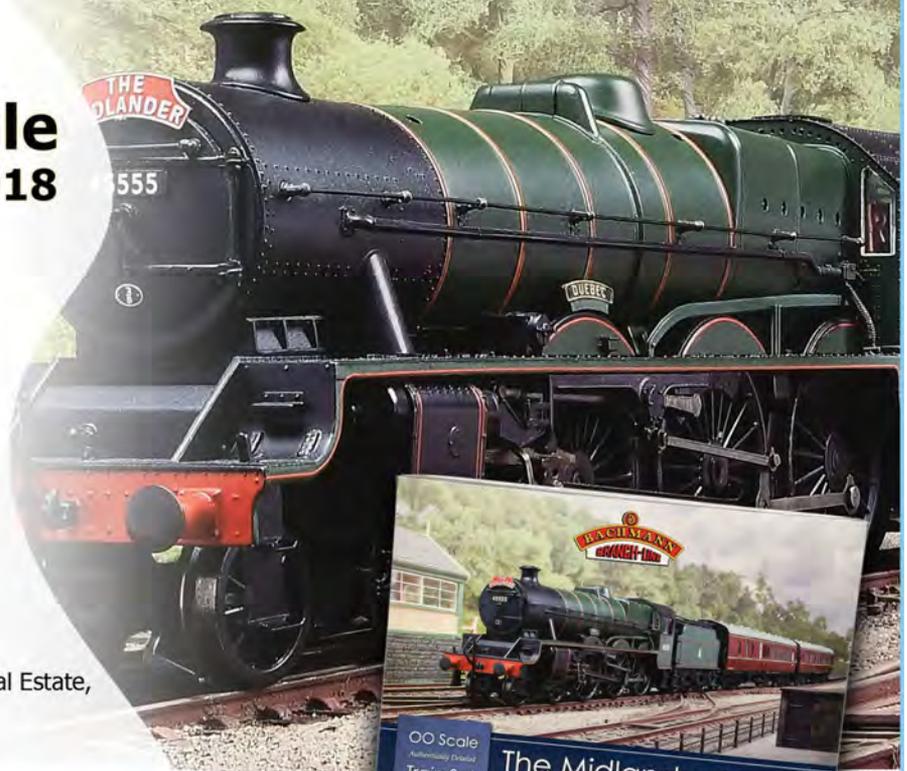
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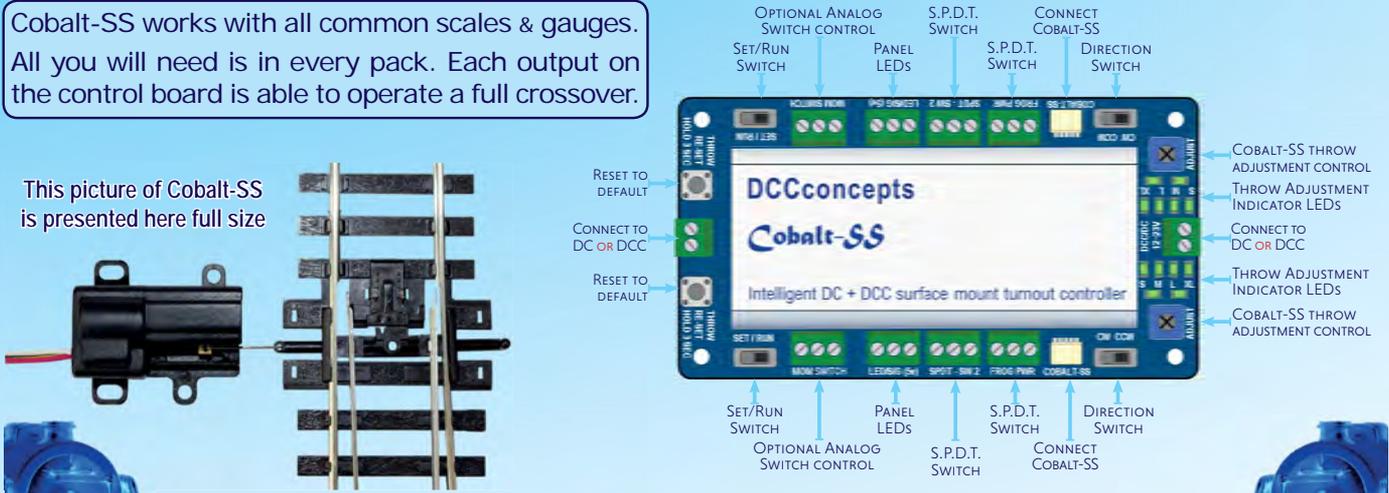
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This picture of Cobalt-SS is presented here full size



RESET TO DEFAULT  
CONNECT TO DC OR DCC  
RESET TO DEFAULT

OPTIONAL ANALOG SWITCH CONTROL  
SET/RUN SWITCH  
PANEL LEDES  
S.P.D.T. SWITCH  
S.P.D.T. SWITCH  
CONNECT COBALT-SS  
DIRECTION SWITCH

COBALT-SS THROW ADJUSTMENT CONTROL  
THROW ADJUSTMENT INDICATOR LEDES  
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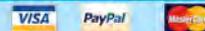
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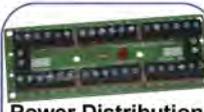
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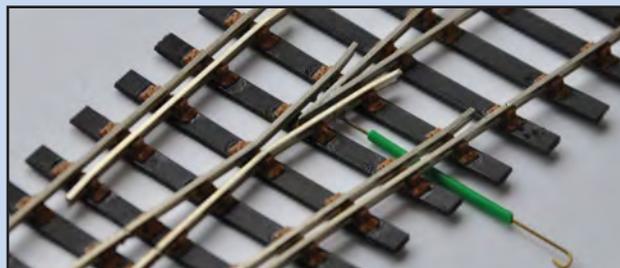


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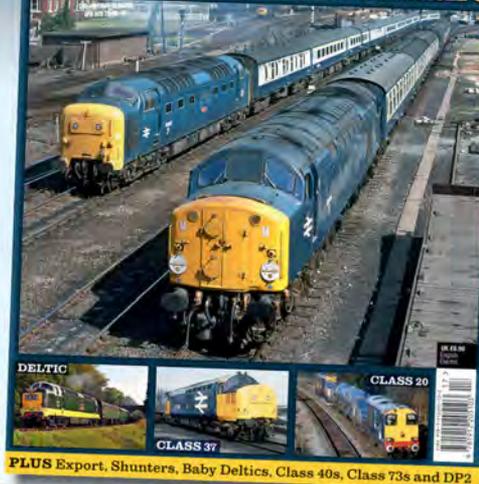
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# MegaPoints Controllers

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- Only uses a single cable between each control board.
- Includes **feedback channel display** option for:-
  - Block & section track occupancy ✓
  - Points position indication ✓
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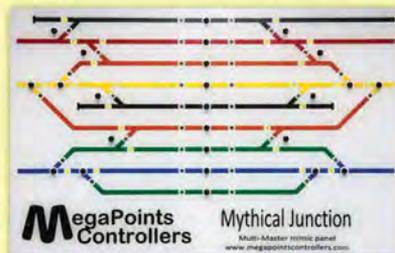
See website videos and product pages for more information.

Our single MultiPanel control board does it all!

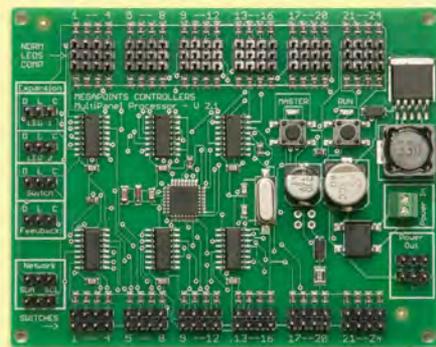
A single cable connects each control board together and operates in BOTH directions for feedback display.

Plug-and-play, NO Soldering for control panel hookup. Cables and buttons available pre-wired with plugs attached. See our new website for details.

Web & details: [megapointscontrollers.com](http://megapointscontrollers.com)



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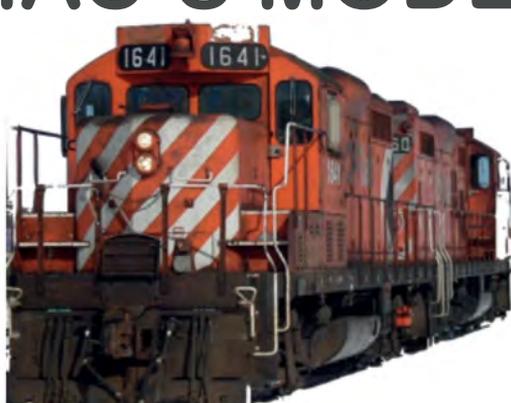


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**Website & details: [megapointscontrollers.com](http://megapointscontrollers.com)**

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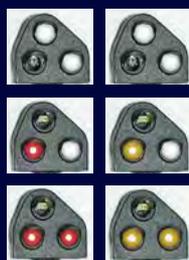
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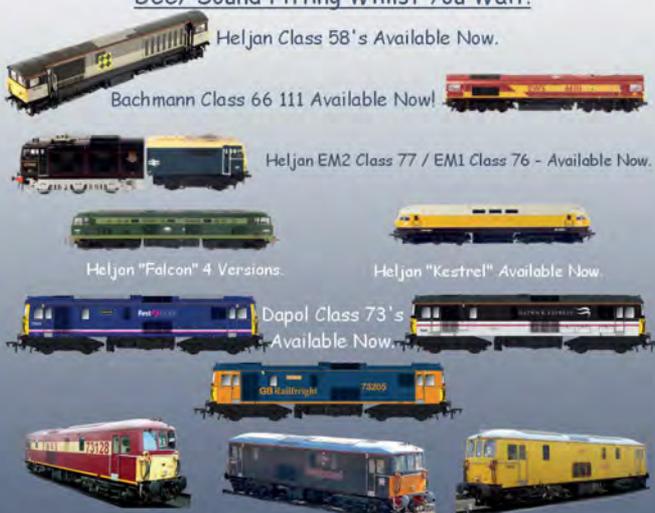


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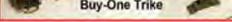
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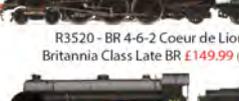
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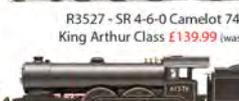
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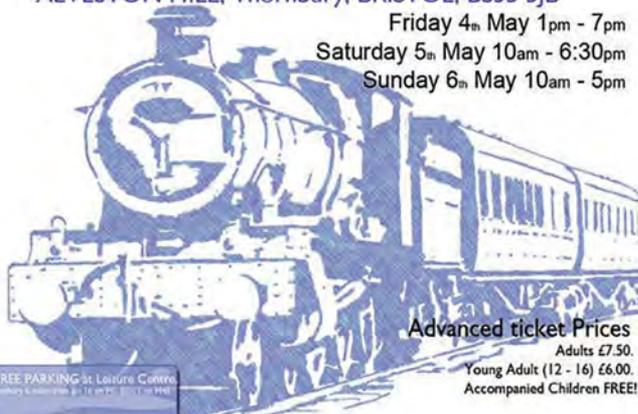
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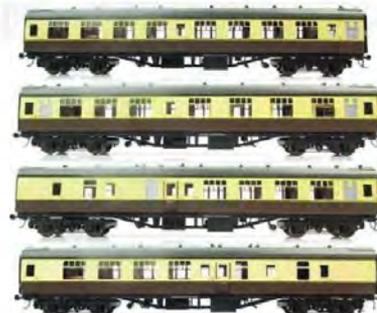
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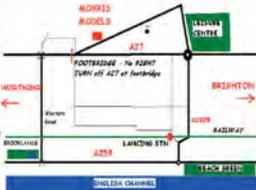


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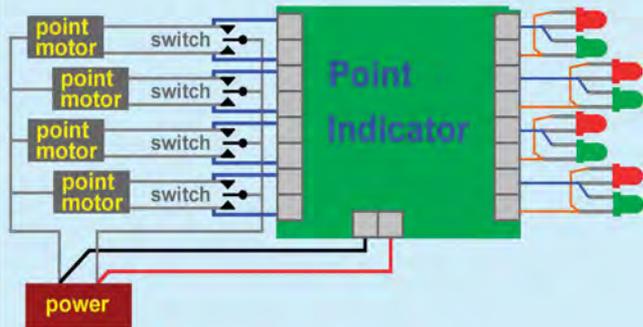
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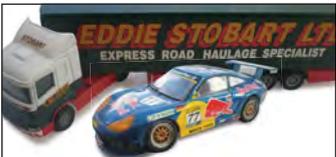
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- Mar 10/11 - HUNTINGDON** East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 \*\*Plenty of FREE Parking\*\*
- Mar 10/11 - BASINGSTOKE** Model Railway Exhibition, 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.

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- 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 21/22 - BANGOR Co. Down. North Down Model Railway Society Model Railway Exhibition, Bangor Grammar School, Gransha Rd, Bangor, Co. Down BT19 7QU. Sat 10-5, Sun 12-5.**

- April 28 - LEIGH 0 SCALE NORTHWEST** Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY 10 - 4
- April 28/29 - SUTTON COLDFIELD** Model Railway Exhibition, Bishop Walsh School, Wylde 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. PLENTY OF FREE CAR PARKING**

- 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 '0' 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!!!!\* :-)
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- 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 - SOUTHWOOD** Waveney Valley Model Railway Exhibition, Saint Felix School Southwood, 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**, 0 Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4.
- Sept 22/23 - HALIFAX** Model Rail Exhib, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.
- Oct 6/7 - SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. \*Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!\* :-)
- Oct 6/7 - FOLKESTONE** Folkstone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Saturday 10 – 5.30, Sunday 10 – 5
- Oct 6/7 - FAREHAM** Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Sat 10 – 5.30, Sun 10 – 4.30.
- Oct 13/14 - ALDERSHOT** Farnham Model Railway Club 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30. [www.farnhammrc.or.uk](http://www.farnhammrc.or.uk)
- Oct 27/28 - STOCKPORT** Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Saturday 10 – 5, Sunday 10 – 4 \*\*Enlarged Show\*\*
- Oct 27/28 - LEEDS** The Leeds Model Railway Society Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS, Saturday 10 – 5, Sunday 10 – 4.30. \*\*Plenty of Free Parking\*\*
- Nov 3/4 - SPALDING** Model Railway Exhibition, Springfields Exhibition Centre, Camelgate, Spalding PE12 6ET, Sat 10 – 5, Sun 9.30 – 4.30.

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

## Southwick

Inspired by the changing times on the Southern Region in the 1950s and 1960s, Southwick gives the traditional steam era scene a twist with the addition of third-rail electric units at this country junction station. Read the full story on Marlow and Maidenhead MRS'OO' gauge exhibition layout next month.



## DETAILING CLASS 73s

With the return of the Class 73 in Hornby's RailRoad range Tim Shackleton saw the opportunity for detailing and upgrading the body while making the most of the latest generation chassis to power his collection of spare bodies. Discover how he did it in HM131.



## KETTON CEMENT

Martin Stewart based his 2mm scale layout on freight operations at Ketton Cement Works in Rutland, but with added traffic to enhance its potential both at home and exhibitions. Read the full story in the next issue of *Hornby Magazine*.



THE NEXT ISSUE OF  
**HORNBY**  
magazine

is on sale April 12 2018

**DON'T MISS IT!**

**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.

## March releases

### Pannier Tank



This is a 1st Decorated Sample Copyright Dapol Ltd.

- 7S-007-001/D - Class 57xx Pannier BR Black Early Emblem 5717/DCC & Sound
- 7S-007-001U/UD - Class 57xx Pannier BR Black Early Emblem Unnumbered/DCC & Sound
- 7S-007-002/D - Class 57xx Pannier Great Western Green 5700/DCC & Sound
- 7S-007-002U/UD - Class 57xx Pannier Great Western Green Unnumbered/DCC & Sound
- 7S-007-003/D - Class 8750 Pannier GWR Green 9659/DCC & Sound
- 7S-007-003U/UD - Class 8750 Pannier GWR Green Unnumbered/DCC & Sound
- 7S-007-005/D - Class 8750 Pannier BR Black Late Crest 3716/DCC & Sound
- 7S-007-005U/UD - Class 8750 Pannier BR Black Late Crest Unnumbered/DCC & Sound
- 7S-024-001/D/S - Class 64xx Pannier 6412 Great Western Green/DCC/DCC & Sound
- 7S-024-002/D/S - Class 64xx Pannier 6417 GWR Shirtbutton Green/DCC/DCC & Sound
- 7S-024-003/D/S - Class 64xx Pannier 6435 BR Early Emblem Black/DCC/DCC & Sound
- 7S-024-004/D/S - Class 64xx Pannier 6439 BR Late Crest Lined Green/DCC/DCC & Sound
- 7S-025-001/D/S - Class 74xx Pannier 7411 GWR Green/DCC/DCC & Sound
- 7S-025-002/D/S - Class 74xx Pannier 7444 BR Black Late Crest/DCC/DCC & Sound

### 16T Steel Mineral Wagon



- 7F-030-001 - 16T Steel Mineral Wagon Welded BR Blue Grey B223910 Dg 1/108
- 7F-030-002 - 16T Steel Mineral Wagon Welded BR Bauxite B68921 Dg 1/108
- 7F-030-003 - 16T Steel Mineral Wagon Welded BR Grey B144783 Dg 1/108
- 7F-030-004 - 16T Steel Mineral Wagon Welded BR Grey B266949 Dg 1/108
- 7F-030-005 - 16T Steel Mineral Wagon Welded BR Grey B563829 Dg 1/108
- 7F-030-006 - 16T Steel Mineral Wagon Welded BR Bauxite B561357 Dg 1/108
- 7F-030-007 - 16T Steel Mineral Wagon Welded BR Light Grey B258683 Dg 1/108
- 7F-030-008 - 16T Steel Mineral Wagon Welded BR Bauxite B570259 Dg 1/108
- 7F-030-009 - 16T Steel Mineral Wagon Welded BR Bauxite B582100 Dg 1/108
- 7F-030-050 - 16T Steel Mineral Wagon Rivetted BR Blue Grey B70100 Dg 1/109
- 7F-030-051 - 16T Steel Mineral Wagon Rivetted BR Grey B142798 Dg 1/109
- 7F-030-052 - 16T Steel Mineral Wagon Rivetted BR Grey B262468 Dg 1/109

### Class 142



This is a 1st Decorated Sample Copyright Dapol Ltd.

- ND116A/D - Class 142 Northern Rail 142065/DCC
- ND116B/D - Class 142 Regional Railways 142081/DCC
- ND116C/D - Class 142 Northern Spirit 142025/DCC
- ND116D/D - Class 142 Arriva Trains Wales 142085/DCC
- ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC

### Maunsell Coaches



- 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)

### HST



Previously produced model shown for illustration purposes only.

- 2D-019-008 - Class 43 HST GNER Blue 43106/43109

- 4F-010-005 - JNA Falcon Network Rail NLU29001
- 4F-010-006 - JNA Falcon Network Rail NLU29021
- 4F-010-007 - JNA Falcon Network Rail NLU29046
- 4F-010-008 - JNA Falcon Network Rail NLU29198
- 4F-011-011 - Ventilated Van - LMS Eggs 511282
- 4F-011-012 - Ventilated Van - LMS Eggs 511282 Weathered
- 4F-018-021 - Salt Van - Saxa Salt 238
- 4F-018-022 - Salt Van - Saxa Salt 238 Weathered
- 4F-033-106 - 24T Hopper - Stanton
- 4F-033-107 - 24T Hopper - Stanton Weathered
- 4F-036-023 - Grain Hopper - BR B885325
- 4F-036-024 - Grain Hopper - BR B885325 Weathered

- 7F-051-048 - 5 Plank - Cumberland Granite 22
- 7F-051-049W - 5 Plank - Cumberland Granite 22 Weathered
- 7F-051-049 - 5 Plank - Cumberland Granite 15
- 7F-051-049W - 5 Plank - Cumberland Granite 15 Weathered
- 7F-100-005 - Brake Van SR Brown Red Large Letters Even Plank 55585
- 7F-100-006 - Brake Van SR Brown Red Small Letters Even Plank 55528
- 7F-100-007 - Brake Van BR Grey Even Plank S6260
- 7F-100-008 - Brake Van BR Bauxite Even Plank S6081
- 7F-100-100 - Brake Van SR Brown Red Small Letters Uneven Plank 56365
- 7F-100-101 - Brake Van SR Brown Red Small Letters Uneven Plank 556371
- 7F-100-102 - Brake Van BR Grey Uneven Plank 556352

- 2P-005-123 - MK 3 Intercity125 Executive 1st Class 41121 HST
- 2P-005-134 - MK 3 Intercity125 Executive 2nd Class 42048 HST
- 2P-005-135 - MK 3 Intercity125 Executive 2nd Class 42272 HST
- 2P-005-140 - MK 3 Intercity125 Executive Buffet 40408 HST
- 2P-005-161 - MK 3 Intercity125 Executive TGS 44081 HST
- 2P-005-223 - MK 3 Intercity Swallow 1st Class 41057 HST
- 2P-005-234 - MK 3 Intercity Swallow 2nd Class 42111 HST
- 2P-005-235 - MK 3 Intercity Swallow 2nd Class 42125 HST
- 2P-005-240 - MK 3 Intercity Swallow Buffet 40414 HST
- 2P-005-261 - MK 3 Intercity Swallow TGS 44043 HST
- 2F-023-012 - Siphon H - BR W1431
- 2F-023-016 - Siphon H - BR W1431 Weathered
- 2F-071-024 - 7 Plank - Bairds & Dalmellington 3251
- 2F-071-025 - 7 Plank - Bairds & Dalmellington 3251 Weathered
- 2P-003-006 - B Set Coach Pack GWR Twin Cities Crest Choc & Crm 6411 & 6412
- 2P-003-007 - B Set Coach Pack GWR Shirtbutton Choc & Crm 6451 & 6452
- 2P-003-008 - B Set Coach Pack GWR Twin Cities Brown Orange Line 6453 & 6454
- 2P-003-009 - B Set Coach Pack Great Crest Western Choc & Crm 6462 & 6463
- 2P-003-010 - B Set Coach Pack BR Crimson No Crest 6975 & 6976
- 2P-003-011 - B Set Coach Pack BR Maroon No Crest 6548 & 6549

#### Product Scale Key

- O Gauge
- OO Gauge
- N Gauge

All product release dates correct at time of going to press

### NEW! Signal



- 4L-003-001 - SR Lattice Semaphore Signal Home
- 4L-003-003 - SR Ladder Signal Home

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# GAUGEMASTER *Spotlight* Prodigy Digital Control



## Controller Types

### Which Prodigy Controller?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

**Prodigy Express** consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

**Prodigy Advance2** is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

**Prodigy Wireless** offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its rechargeable handset and radio transmission ensures easy and reliable performance.

## DCC Controller Starter Packages

**DCC01 Prodigy Express Starter Package**  
*Most Suited for HO/OO/N Scale Layouts*



- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

**BEST FOR**  
Beginners

**DCC02 Prodigy Advance2 Starter Package**  
*Most Suited to HO/OO/N Scale Layouts*



- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5v amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

**BEST FOR**  
General Layouts

**DCC04 Prodigy Advance Wireless Starter Package**  
*Most Suited to OO/HO/N Scale Layouts*



- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

**BEST FOR**  
Large Layouts

## Accessories



**DCC40 Auto Reverse Module**

This useful module allows you to operate a reverse loop or turntable without needing to change the polarity of the track, a common situation that faces modellers with analogue control model railways.



**DCC11 Extension Plate**

Adding Extension Plates to your layout allows you to move around it with your wired Prodigy Walkaround, plugging the handset into another position for added mobility. It can be surface mounted and contains cable.



**DCC49 8 Amp Booster Unit**

Allows you to separate your layout into different power districts, meaning you can run even more locomotives on your digitally controlled railway, as well as being an upgrade that allows you 8 amps of power - usually enough for even the largest domestic layout.

Full details of our Digital Controller range can be found in the Gaugemaster Full Catalogue.

It also contains details of our Analogue Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.



GM353 Gaugemaster Full Catalogue £3.95  
GM356 Gaugemaster 2016 New Items Leaflet FREE

### DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.



There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (**DCC65**) or your DCC Main Track output.

## PRICES

### Controllers & Handsets

DCC01	Prodigy Express Package	£169.95
DCC02	Prodigy Advance2 Starter Package	£299.95
DCC04	Prodigy Advance2 Wireless Starter Package	£479.95
DCC13	Prodigy Advance2 Wireless Walkaround	£189.95
DCC14	Prodigy Advance2 Backlit Walkaround	£139.95
DCC15	Prodigy Decoder Doctor	£89.95
DCC51	Prodigy Wireless Conversion Set	£269.95

### Accessories

DCC11	Prodigy Extension Plate	£42.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£199.95
DCC55	Prodigy Advance Wired Computer Interface	£64.95
DCC60	Spare Plug for Gaugemaster Prodigy	£3.95
DCC62	Prodigy Universal Lead (2m)	£5.95
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.25
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£6.95
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£10.50
DCC77	Prodigy Walkaround Adaptor	£9.95

**GAUGEMASTER** products are available from your local Model Shop or, in case of difficulty, direct from our-

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