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# HORNBY

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## magazine

**FIRST REVIEWS**

### DOCK SHUNTERS



Dapol 'B4' 0-4-0T and  
Heljan Class 07 0-6-0

**WE SHOW YOU HOW**

### PARCELS TRAINS



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for realistic  
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**EQUIPMENT GUIDE**

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A '00' club layout which inspired new members and new skills



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- The 1980s at Peakstone in 'N'
- Pendon opens the Bristol Line

- Hornby 'J36' 0-6-0 for '00'
- Heljan 'O' gauge Class 50
- Cemflo tankers for '00'
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**R3417** BR, K1 Class, 2-6-0, 62065 - Era 5



**R3529** LNER, J15 Class, 0-6-0, 65477 - Era 3



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R9838 Granite Station Signal Box



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R9802 Modern Prefab



R9854 The Country Cottage



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R9815 Covered Loading Bay



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R9850 Country Farm Tractor Shed



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R9858 The Village Post Office



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R9857 Right Hand Mid-Terraced House



R9861 The Fish and Chip Shop



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# HORNBY magazine

August 2018

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**ISSUE**  
**134**

# HORNBY magazine

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*Hornby Magazine's* comprehensive guide to forthcoming events.



# New Sulzer Type 2 colour schemes

Our museum-quality, 4mm scale, ready-to-run Class 24 model has met with widespread acclaim. Why not join the growing band of delighted diesel modellers by choosing from these new releases due this autumn?

**Production quantities have been fixed so please pre-order as soon as possible to guarantee your model.**

Cat No. 2407A:

**No. D 5053**

**British Railways  
two-tone green  
with small yellow  
warning panels**



Cat No. 2409A/2409:

**No. 5099 or 24 009**

**British Rail Blue  
(ScR allocated) with  
Glasgow Works ends**

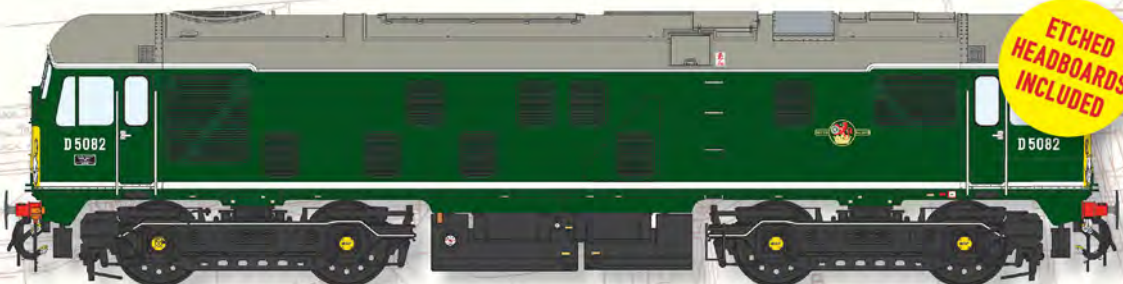
(Alternative number options)



Cat No. 2408:

**No. D 5082**

**BR green (with SYWP)**



Cat No. 2406:

**No. 97 201**

**EXPERIMENT  
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Seven runs have **sold out!** Don't miss out on **24091 in BR blue** which is still available. New models will be spread across Autumn/Winter 2018.



For the full story, detail, pricing and to download the free manual, visit:

**www.sulzertype2.com**

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# Welcome

## THE EDITOR'S PAGE



THE SUMMER WEATHER has been great this year, but that certainly hasn't slowed down our modelling activities here at *Hornby Magazine* HQ. We've been working on our test tracks adding new features

while my own workbench has been full of projects. Many of those have revolved around painting models that have been waiting for the finishing touches and the recent good weather has certainly helped with that.

In June we attended the annual Great Central Railway Model Event - another brilliant weekend at Quorn where our digital sound models were eclipsed on a regular basis by the staccato bark of a BR '9F', '5MT' and 'Britannia' as well as a selection of diesels too. The Class 25 was a definite highlight for us as it made some stirring departures for Rothley and Leicester North.

For the *Hornby Magazine* team our exhibition thoughts are now fully focused on the Great Electric Train Show on the

weekend of October 13/14 at its new venue in Milton Keynes. The event's new home, Arena Milton Keynes (MK), is an exciting next step in the show's development and we are eager to open the doors to show what we have been working on. The highlights are a large exhibition space and more layouts, trade stands and demonstrations than we have ever hosted before.

We are revealing another four of the 30 layout line-up for the event in this issue and we've got more exciting news to bring to you next month when we launch a limited edition VIP ticket for the event. It's going to be a great weekend and we will also be pulling our modelling stops out again to build the long planned extension to Grosvenor Square in time for the show in October.

In this issue we are also featuring two of the attending layouts - Oake, a BR Western/Southern region layout set in Somerset and built to 4mm scale, and Peakstone, a compact 'N' gauge main line station and depot scene. Our third layout is altogether different as it shows the potential for building a small 'OO9' layout in just 4ft x 1ft (including storage yard).

In the reviews we have detailed reports on

Dapol's new 'B4' 0-4-0T and Heljan's Class 07 0-6-0 diesel shunter for 'OO' gauge together with a first look at Hornby's Maunsell RK and Accurascale's HUO 24.5ton hoppers for the same scale. For the first time in a while we've also had a number of new 'N' gauge products land in the office and you can read the full story on these on pages 80-81.

Naturally our model makers have been working behind the scenes with features on parcels trains, the best 21-pin decoders, an interview with Minerva Model Railways and a detailed step by step guide to installing digital sound in DJ Models' 'J94' 0-6-0ST in 'OO' gauge.

Plus, if that wasn't enough, we also have the latest product development updates from Hornby, Kernow Model Rail Centre, Heljan, Accurascale and more in the news.

It's another packed issue and we hope you enjoy every page.

Happy modelling!

*Mike Wild*

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

## IN YOUR MAGAZINE AUGUST 2018

### FIRST REVIEWS

**62** Dock shunters are in vogue this month with the arrival of two Southern shunters: Dapol's B4' 0-4-0T and Heljan's Class 07 for 'OO' gauge.



### WE SHOW YOU HOW

**28** Tim Shackleton looks to the fascinating world of parcels trains to explore how we can make better representations of these varied and interesting workings.

### EQUIPMENT GUIDE

**34** With a growing number of high-specification products available, Mark Chivers surveys six of the best 21-pin chips on the market and assesses their potential.

**WIN 'DEVON BELLE' PULLMAN COMPETITION! WORTH £545**

# HORNBY

magazine

Issue 134 August 2018 USA \$12.99 CAD \$13.99 AUS \$13.20 UK £4.50

**FIRST REVIEWS**  
**DOCK SHUNTERS**  
Dapol 'B4' 0-4-0T and Heljan Class 07 0-6-0

**WE SHOW YOU HOW**  
**PARCELS TRAINS**

**12 TOP TIPS**  
for realistic van trains

**EQUIPMENT GUIDE**  
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- The 1980s at Peakstone in 'N'
- Pendon opens the Bristol Line

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- Heljan 'O' gauge Class 50
- Cemflo tankers for 'OO'
- Modern '08' for 'O' gauge

**WEST COUNTRY WONDER**  
A 'OO' club layout which inspired new members and new skills

### WIN! 'DEVON BELLE' GIVEAWAY

**14** Your chance to win a Bulleid 'Pacific', Pullman cars and a 'Devon Belle' observation car in our exclusive competition.



### FEATURE LAYOUTS

- **Oake:** A might-have-been station in Somerset modelled in 'OO' gauge with a mixture of Western and Southern traffic.
- **Maesog:** A compact Welsh narrow gauge terminus in 'OO'.
- **Peakstone:** The 1980s on Network SouthEast territory built in 'N' gauge.

### LATEST NEWS

- Hornby shows progress with its 'J36' 0-6-0.
- Heljan reveals its Class 50 sample for 'O'.
- Accurascale selects Cemflo tankers next.
- Dapol modernises its 'O' gauge Class 08.



# Hornby reveals latest... **J36' SAMPLE**

**A** NEW ENGINEERING sample of Hornby's 'OO' gauge model of the North British Railway (NBR) 'J36' 0-6-0 has been received for evaluation. This latest sample sees the plastic of the original from February replaced with die-cast metal for the boiler and cab giving the compact 0-6-0 additional weight.

Hornby announced the Holmes 'J36' 0-6-0 as part of its 2018 catalogue line up. The first of the class were built in 1888 as North British

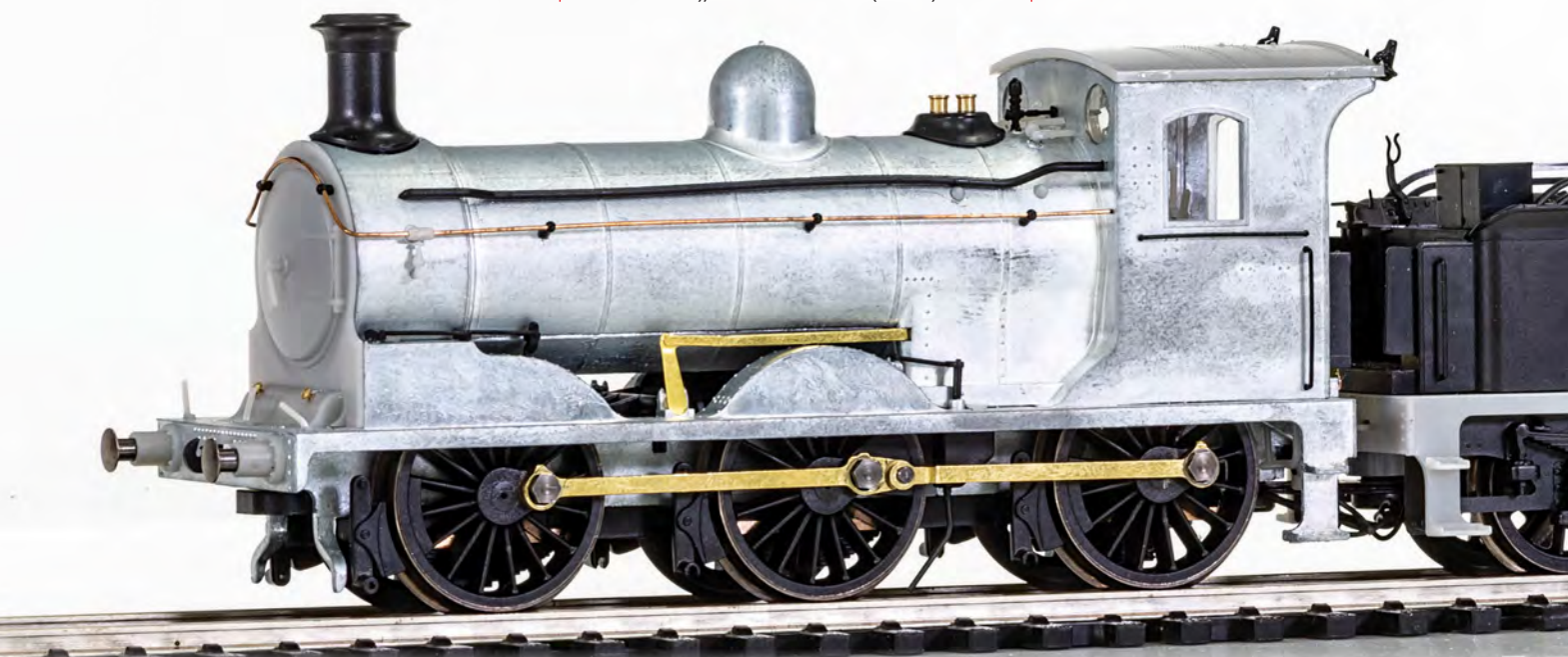
Railway (NBR) Class 'C' 0-6-0s. Rebuilding was undertaken by Reid when he replaced Holmes as the Chief Mechanical Engineer at the NBR. At the 1923 Grouping the Class 'C' 0-6-0s were absorbed into London North Eastern Railway stock and became classified 'J36'.

The 'J36' is currently expected to be released in November 2018 with a choice of three planned in the models first year. These are 673 *Maude* in NBR lined black with Twin Track Sound (Cat No. R3600TTS), 722 in LNER black (R3620)

and 65311 *Haig* in BR black with early crests (R3622). All are equipped with an 8-pin decoder socket in the tender and a five-pole motor positioned in the locomotive. 673 *Maude*, the only 'J36' to be preserved, is being produced in its as preserved condition from the 1980s.

Prices are set at £139.99 for R3620 and R3622 rising to £164.99 for the Twin Track Sound fitted model of 673 *Maude*.

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



## Streamlined 'Coronation' progresses



Development of Hornby's all-new Stanier streamlined 'Princess Coronation' is progressing with a second engineering sample being received during June. This has progressed from the first (HM130) with adjustments to the body tooling and completion

of the tender showing the locomotive close to its final form.

Hornby's development team is currently assessing the sample for further revisions before progressing to the decoration stage to create models of 6229 *Duchess of Hamilton* in LMS

lined crimson (Cat No. R3677), 6221 *Queen Elizabeth* in LMS lined Caledonian blue (R3623) and 6244 *King George VI* in LMS lined crimson (R3639).

All will have an 8-pin decoder socket in the tender and space for a 28mm round speaker,

as per the 2017 released 'Princess Coronations' without streamlining. The price is set at £189.99 per locomotive with release currently expected in October 2018.

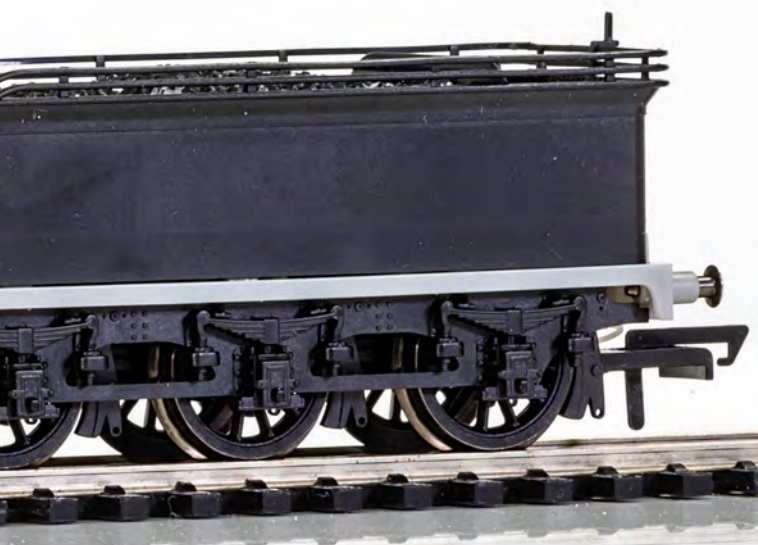
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**Above:** The 'J36' features a fully detailed cab interior as well as a support for the weather sheet.

**Below:** The latest engineering sample of the 'J36' reveals a die-cast body for the locomotive. The tender will house an 8-pin DCC decoder socket.



## A 'Patriotic' reintroduction



The return of Hornby's rebuilt LMS 'Patriot' 4-6-0s is approaching with the new decorated samples of the first two locomotives making their debut in June. Modelling 5521 *Rhyl* in LMS lined black (Cat No. R3614) and 45534 *E Tootal Broadhurst* in BR lined green

with early crests (R3633) it will be the first time since 2014 that the rebuilt 'Patriot' has been in the Hornby catalogue.

They are due to arrive with Hornby retailers in September priced at £169.99 per model.

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



# INSIDE HORNBY®

The latest from Hornby HQ

## RAF100 CLASS 156



A commemorative Royal Air Force (RAF) 100 livery was revealed on a Northern Rail Class 156 at Newcastle Central station on June 23 and Hornby provided two specially decorated Class 156 units for presentation at the ceremony. This year marks the 100<sup>th</sup>

anniversary of the formation of the RAF and the repainting of the Class 156 was part of a major year of celebration which includes a flypast over central London on July 10 and the Royal International Air Tattoo on July 13-15.

● Visit [www.raf.mod.uk](http://www.raf.mod.uk)



## Present day Class 153



The Hornby Class 153 is getting a modern makeover in the 2018 range as 153368 in GWR green livery. The '153' is due to be released in December 2018 priced at £109.99 and a decorated sample arrived with

Hornby during June ahead of production. The model features an 8-pin decoder socket and directional lighting as well as a hidden drive mechanism.

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

COMING UP IN...

THE ENGINE SHED

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



# Kernow receives LATEST 'WARSHIP' SAMPLE



**K**ERNOW Model Rail Centre (KMRC) has received a new engineering sample of its North British Locomotives' Class 41 A1A-A1A 'Warship' for evaluation and, following assessment, the model is expected to advance into the decoration phase.

The 'OO' gauge model of the D600 'Warship' is being developed by KMRC directly with the factory

in China, and the latest sample includes a full running chassis with working directional lighting, a 21-pin Digital Command Control decoder socket and fully detailed bogies. NEM coupling pockets are provided front and rear together with separately fitted handrails, lamp irons, sprung buffers and more. Spoked wheels are also fitted, as per the prototype.

Five versions are being



## Limited edition Eastfield tool van

Mickleover Model Railway Group (MMRG) has commissioned a new limited edition model with Bachmann to model one of Eastfield depot's re-railing train tool vans using the manufacturer's BR Mk 1 Gangway Brake (BG). The vehicle has been chosen to link with MMRG's Scottish themed limited edition of 37114 *Dunrobin Castle* which is due to arrive in July.

The tool van is being released in engineers yellow with black chevrons as ADB977155QRV and will include Highland terrier motifs of Eastfield depot on the bodywork,



as demonstrated by this hand-painted sample. It models the BG in the 1980s/1990s period and is expected to be released in late 2018 or early 2019 priced at £47.95.

All profits from the model will be used to fund the rebuilding of

MMRG's clubrooms to keep the club and the Derby Model Railway Exhibition going.

● Visit [www.mmrg.org.uk](http://www.mmrg.org.uk) for more information.





produced, each limited to 750 models, covering D600 *Active* in BR blue with full yellow ends and headcode boxes (Cat No. K2600), D601 *Ark Royal* in BR green without warning panels and disc headcodes (K2601), D602 *Bulldog* in BR green with small yellow warning panels and headcode boxes (K2602), D603 *Conquest* in BR green with small yellow

warning panels and disc headcodes (K2603) and D604 *Cossack* in BR green with disc headcodes and no warning panels (K2604).

KMRC is taking pre-orders for the 'Warships' priced currently at £169.99 per locomotive. An exact delivery date is to be confirmed.

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



## NEW 'O' GAUGE WAGONS TO BE **MADE IN THE UK**

Dapol has revealed that its new 'O' gauge five and seven-plank open wagons as well as its salt and lime vans are to be manufactured in the UK at its Chirk factory using the new injection moulding machine installed in 2017.

The four new wagons for 'O' gauge will have turned metal wheels, sprung coupling hooks, turned metal sprung buffers and injection moulded body and chassis components. Tooling work is now complete and is currently being inspected before moving to production.

Release of the first wagons is expected in the third quarter of 2018 with prices starting from £44.41 for open wagons and rising to £49.95 for the covered salt and lime wagons.

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



## NEWS IN BRIEF

■ Brassmasters has re-introduced the Martin Finney kit for the London & South Western Railway (LSWR) 18ft low-roofed vans. Two types are available priced at £27.50 each with each kit comprising etched brass construction together with white metal castings for the side frames, end stanchions and other details. Brassmasters is now making white metal castings as used in the Martin Finney designed LNER and LSWR kits available too.

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

■ Specialist kit supplier H&A Models has expanded its range to include Ratio carriage and wagon kits in 4mm:1ft scale and Peco Wonderful Wagon kits in 4mm and 7mm scales. These join collections from Dundas Models, Park Models, Red Panda, Cambrian Models, Ian Kirk and many more.

● [www.hamodels.net](http://www.hamodels.net)



■ Bachmann has added a new area exclusive limited edition Class 37/0 to its portfolio – 37104 in Railfreight general colours with a Cockney Sparrow logo. The model will only be available from London area Bachmann retailers with a choice of Digital Command Control (DCC) ready and DCC sound fitted versions (Cat No. 32-775NF/32-775NFDS). 37104 carried Railfreight general colours between 1987 and 1989 while allocated to Stratford depot in East London and was later moved into the engineering pool before withdrawal in 2000.

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



■ Sutton's Locomotive Works is producing a second version of its 4mm scale BR Sulzer Class 24 in two-tone green with small yellow warning panels following the rapid sell out of its first. Newly announced is D5063 in the two-tone green colour scheme (Cat No. 2407A) – a livery only applied to 14 Class 24s. Prices start at £170 with additional options for sound and stay alive at extra cost.

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

## 'N' gauge Hunslet progresses

The N Gauge Society has received the first engineering sample of its new Hunslet 0-6-0 diesel-hydraulic shunter – the society's first ready-to-run locomotive model.

Announced in 2017 as part of the Society's 50<sup>th</sup> anniversary celebrations, in total 15 different colour schemes will be available on the 0-6-0 including National Coal Board, BP, Esso, and British Steel from the 1960s and current schemes comprising Harry Needle Railroad Co, RMS Locotec and more.

All are supplied Digital Command



Control fitted with on-board stay alive capacitors and working headlights. Selected models will have a flashing amber roof light. The next sample, including the

internal Printed Circuit Board (PCB), is expected in late summer 2018. Prices are set at £75 per locomotive.

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



# Western and Southern layouts join THE GREAT ELECTRIC TRAIN SHOW



**T**HE LAYOUT LINE-UP for the 2018 Great Electric Train Show on October 13/14 continues to grow with the latest layout announcements featuring a Western Region theme. They consist of Somerset Railway Modellers Group's Somerset based Oake in 'OO' (see pages 18-25), Tim Lowe's Peakstone in 'N' gauge based on Network SouthEast territory (see pages 96-101) plus Steve Howe's Lower Rose Goods in 'P4' modelling the GWR in the 1930s (HM132) and Helston and Falmouth MRC's 'OO' WR terminus Trenance reflecting the BR 1950s period (HM73).

These four latest announcements bring the total revealed for the show to 22 including *Hornby Magazine's* Grosvenor Square in a new and extended format, Bill Wood's Glenfinnan (HM118), Jamie Mathlin's Oakley Green (HM104), Marlow, Maidenhead and District's Southwick (HM131),

Carl Woodward's Vale of Oxbury (HM133) and Brad Seaman's Whitby West Cliff (HM112).

Demonstrations will include Simon Howard for digital control, 3D scanning with Alan Buttler of ModelU, Mick Bonwick for weathering and David Wright of Dovedale models for building construction.

This year's Great Electric Train Show takes place at the Arena MK for the first time offering a bigger venue to accommodate more layouts, trade stands and demonstrations. Parking is available on site and a free shuttle bus will be operating on both days of the show between Milton Keynes Central railway station and the Arena MK.

● Visit [www.greatelectrictainshow.com](http://www.greatelectrictainshow.com) for a full list of announced layouts, traders and event details.

● An exciting new VIP ticket package will be launched in the next issue for the Great Electric Train Show – watch this space!



## THE DETAILS

<b>Event:</b>	Great Electric Train Show 2018
<b>When:</b>	October 13/14 2018
<b>Where:</b>	Arena MK, Stadium Way, Milton Keynes MK1 1ST
<b>Times:</b>	10am-5pm Saturday (9.30am entry for advance tickets) 10am-4pm Sunday (9.30am entry for advance tickets)
<b>Prices (advance):</b>	£9 adults, children £7, under 5s free with a paying adult
<b>Price (on the day):</b>	£12 adults, children £9, family (2+3) £34, under 5s free with a paying adult
<b>Website:</b>	<a href="http://www.greatelectrictainshow.com">www.greatelectrictainshow.com</a>
<b>Phone:</b>	01780 480404



# Accurascale selects Cemflo wagon next



Accurascale has revealed that its second British outline ready-to-run wagon will be the Associated Portland Cement Manufacturer's Cemflo four-wheel cement tankers.

285 were built between 1961-1965 by Gloucester Railway Carriage and Wagon Company and later Metropolitan-Cammell. Accurascale's will model the later Met-Cam diagram 6/430 wagons.

The Cemflo wagons are best known for use on cement traffic

from Cliffe in Kent to Uddingston in Glasgow which saw them hauled from Kent to York by pairs of Class 33s. They were also seen on flows from Kent to Widnes in Lancashire. By 1969 they had been moved north and served Eastgate in Durham, Hope in the Peak District and others. Traction included classes 25, 26, 27, 31, 33, 37, 40, 45, and 47 as well as BR '9F' 2-10-0s and Gresley 'A4' 4-6-2s.

Production of the model has

been aided by measuring of the last surviving example owned by Darlington Railway Preservation Society and CAD drawing work is complete. Delivery is expected in late October 2018 for pre-TOPS wagons with TOPS liveried vehicles arriving in December 2018. Prices are set at £73.95 for triple packs (seven pre-TOPS and six TOPS numbered packs) and £25.95 for single wagons.

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

## NEWS IN BRIEF

■ Scalescenes has released a new range of screen-printed windows branded 'Scaleglaze' for 'N' and 'OO' gauge. The windows are screen-printed on 100micron (0.1mm 100gsm clear film) and they have been designed as an alternative to the cut-out and printable windows supplied in Scalescenes kits.

● The full range is available to view at [www.scalescenes.com/scaleglaze/](http://www.scalescenes.com/scaleglaze/)

■ A new batch of five Class 35 'Hymek' diesel-hydraulics has been announced by Heljan for 'OO' gauge. Release is expected in late 2018 with prices set at £129.95 per locomotive.

The five locomotives will be D7015 in BR green without warning panels (Cat No. 3526), D7088 in BR green with small yellow warning panels (3527), D7004 in BR blue with small yellow warning panels (3528), 7001 in BR blue with full yellow ends (3529) and 35017 in as preserved 'Dutch' grey and yellow carried by D7017 in the 1990s (3530).

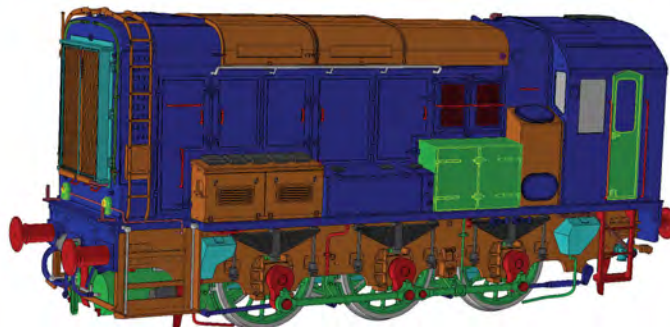
All will feature directional lighting, 8-pin DCC decoder sockets, NEM coupling pockets with small tension locks and all-wheel drive.

● [www.heljan.dk](http://www.heljan.dk)

## DAPOL ANNOUNCE REVISED CLASS 08 FOR 'O'

The Class 08 is set for a second-coming in 'O' gauge as Dapol has revealed that it will be releasing a new version to model the English Electric 350hp diesel shunter in later life.

Selected for release are 08717 *Inverness* in BR blue (Cat No. 7D-008-013), 08795 *Swansea* in InterCity colours (7D-008-014), 08740 in Railfreight triple grey (7D-008-015), 08891 in Freightliner green (7D-008-016) and 08709 in EWS maroon and gold (7D-008-017). Each locomotive will



be available Digital Command Control (DCC) ready and DCC sound fitted as well as each livery

being available without numbers.

The new batch of Dapol Class 08s will feature aluminium cab

doors, short hinges on the access panels, new exhaust boxes and a revised lighting configuration. In addition, the specification calls for sprung buffers, die-cast running plate, sprung metal couplings, DCC ready with a 21-pin decoder socket, cast and profiled wheels and a five pole motor designed for the slow speed running.

Prices start at £225 for DCC ready versions rising to £400 for DCC sound fitted Class 08s. Delivery is expected in late 2018.

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

## 4mm 'TWINS' for Kernow

Revolution Trains' IZA Cargowaggon 'twin' ferryvan is to be upscaled to 'OO' gauge in a joint venture with Kernow Model Rail Centre (KMRC).

Introduced in the mid-1980s for use on traffic flows between Britain and the continent, 100 permanently-coupled four-wheel twin-sets were built initially, with

further orders following in 1989 and 1991 completing the 200-strong fleet. In service they travelled far and wide, including to the South West carrying bagged cement and electrical components.

Launched at the Diesel and Electric Modellers United (DEMU) showcase event on June 2/3, KMRC

confirmed that ten 'OO' gauge models will be produced initially in original and revised Cargowaggon liveries, each with four individual running numbers, while a further example in each colour scheme will also be produced incorporating a battery-operated flashing red tail lamp. The specification also calls for

separately fitted handrails, brake detailing, metal wheels and NEM couplings on kinematic mounts.

Pre-order prices are set at £89.99 for standard wagons and £94.99 for tail lamp fitted examples. With CAD work already complete, delivery is anticipated during 2019.

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





# Heljan shows CLASS 50 PROGRESS



**H**ELJAN has received the first engineering sample of its new 'O' gauge Class 50 for inspection. The manufacturer has stated that a number of areas have already been identified for improvement ahead of the model's release.

Priced at £699, six versions will be available through Heljan's retailer network covering refurbished locomotives as well as two limited editions for 50008 *Thunderer* in Laira

blue and 50015 in 'Dutch' grey and yellow for Hatton's Model Railways. The main production models will cover unnumbered BR rail blue (Cat No. 4020), unnumbered BR 'large logo' blue (4021), unnumbered original Network SouthEast (4022), unnumbered revised Network SouthEast (4023), 50007 *Sir Edward Elgar* in GW150 lined green (4024) and 50149 *Defiance* in

Railfreight general colours (4025).

The Heljan Class 50 samples will also be on display at the Severn Valley Railway's Class 50 Golden Jubilee Gala on October 4-6.

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

A release date for the 'O' gauge Class 50 is to be confirmed.

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

## WIN A Pullman train & Bulleid 'Pacific'



### What wheel arrangement were the Bulleid 'Pacifics'?

**a.** 4-4-2

**b.** 4-6-2

**c.** 4-8-2

Hornby Magazine and Hornby Hobbies are offering an exclusive competition prize to mark the return of Hornby's 'Devon Belle' observation car for 'OO' gauge consisting of Bulleid air-smoothed 'Battle of Britain' 4-6-2 21C159 *Sir*

*Archibald Sinclair* in British Railways lined malachite green (Cat No. R3525), five Hornby Pullmans and observation car No. 13 (R4860). The Pullman carriages in the prize package are Kitchen First *Minerva* (R4738), Second Parlour

No. 34 (R4739), Kitchen First *Argus* (R4740), Kitchen Second (R4741), Brake Second No. 162 (R4742).

The total prize is worth £545 and the locomotive is DCC ready with an 8-pin socket. The Pullman carriages all have working table

lamps and are DCC compatible. To enter the competition all you have to do is answer the following simple question by August 25 2018. Even if you don't win, the locomotive and carriages are available from Hornby retailers

#### HOW TO ENTER

For your chance to win, simply head to [www.hornbymagazine.com](http://www.hornbymagazine.com), click the competition tab on the menu, and fill in the online entry form. Alternatively, send your name, address, e-mail address and answer to: 'Hornby Magazine Pullman

Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. UK. Closing date for entries is August 25 2018 at 12:00 GMT and the winner will be notified no later than September 1 2018. There is no cash prize

alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing or Hornby Hobbies, their family members or anyone else professionally connected to the company. No purchase necessary.

#### Congratulations to the winner!

● The winner of HM132's competition for a Hatton's Andrew Barclay and crew figures is Mr G Vickers from Alfreton, Derbyshire.



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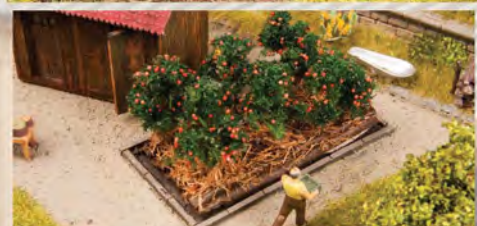
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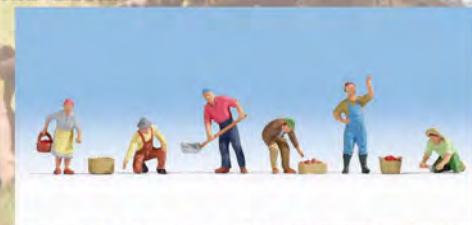
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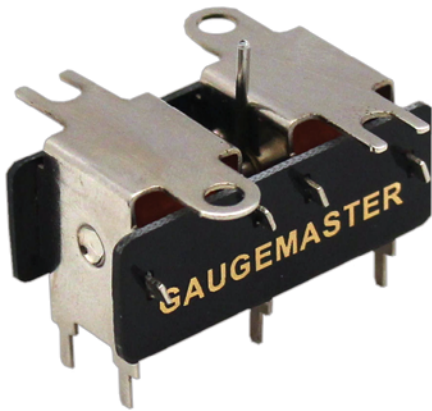




# GAUGEMASTER *Spotlight* SEEP Point Motors



## SEEP GMC-PM10 *Classic* Solenoid Point Motor



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- *Digital version* available, that can be powered by either DC or DCC power sources.



*The in-built terminal block means that installing the PM10 is a breeze, with no soldering required. The motor can be fitted either directly to the point, or under the baseboard.*

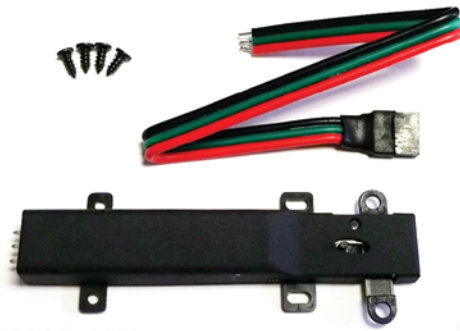
The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handy screwdriver with the Value Pack, for use with the solderless terminals.

The *Digital version* (**GMC-PM10D**) comes complete with an accessory decoder and harness, with the same features and flexibility as the *Classic* version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



## SEEP GMC-PM20 *Surface Mounted* Point Motor



- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- *Digital version* available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the **GMC-PM20 Surface Mounted** Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

**GMC-PM20** has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

*Installation is simplified with three pin plug socket on the end of the point motor. Simply plug in the pre-terminated harness and connect the wires to your power source.*



**GMC-PM50** Connection Boxes (3)

Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



**GM09RB** Red/Black Twinned Wire  
10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



**GMC-PM52** Point Motor Accessory Pack Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.



**GMC-PM51** Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)

This is a useful 10m reel of tripled wire; with red, green, and black wires together. Easier, tidier wiring for point motors.



**GM612** 45mm Hole Saw & Arbor for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.

This is a useful pack for anyone using our GMC-M10/PM10D Point Motors. It contains extra extension pins and collars, screws, and a screwdriver which fits the terminal block on the PM-10, as well as ballast stickers to cover the hole in the baseboard.

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Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Digital 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**

### SEEP Point Motors

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<b>GMC-PM20D</b>	Surface Mounted Point Motor	<b>£23.95</b>

### Point Motor Accessories

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# Oake

**DARREN BERRY** explains how this 'OO' gauge Western Region layout set in Somerset not only developed from an initial two-person team, but helped to encourage new modellers too.

**PHOTOGRAPHY, TREVOR JONES**





**O**AKE is a station on the Taunton to Barnstaple line, about half way between Norton Fitzwarren junction and Milverton on the section of double track around Milepost 167¼. Built in 1899, it was a later addition to the line when the villages of Oake and Hillcommon began to expand and local farm traffic picked up. It also served a small quarry near Preston Bowyer.

In 1931 the Great Western Railway (GWR) doubled the line between Norton Fitzwarren and Milverton to help cope with the increased traffic into the West

Country and Oake received a second platform and a goods loop to allow pick-up freight trains to be kept clear of the main line whilst shunting. It had a small goods yard with most outgoing goods consisting of cattle, farm produce and building stone. There are timber beams sent from here for use as support beams in the coal mines of South Wales. Incoming goods consist of general produce, farm machinery, fertiliser for farmland and coal.

With the closure of the line in 1966 the station fell into disrepair and the track bed was swallowed up by local farmland, although it can still be made out if you look

carefully. The station was pulled down in the 1980s and the stone used in local buildings and the stone bridge demolished in the 1990s to make the entrance to a new housing estate. The area the station and goods yard occupied is now a playing field.

## VIRTUAL REALITY

You may not be surprised to find out that Oake station never really existed. The double track section of the branch did pass between Oake and Preston Bowyer so isn't beyond a little licence, and if you look carefully you can almost see where the station could have been. »



Maunsell 'N' 2-6-0  
31849 coasts  
towards Oake station with  
a rake of Hawksworth and  
Collett stock bound for  
Barnstaple.



The trade is in keeping with the other local stations and the history also falls in line with what really happened in the area.

Likewise, the station itself has been based on the architecture and design of other stations along the route to try and blend it in as much as we could. The station building and goods shed are closely matched to Milverton and Wiveliscombe and this includes the unusual platform edge painting which was used at Milverton. The loop is taken from Dulverton and the countryside is as close to that in the area as we could manage, even matching the colour of the grass to a few colour photographs.

The problem was that we wanted to model the Taunton to Barnstaple branch but without having to follow the exact replica of one of the stations because of size limits. We also wanted a small station so we could have a railway in the countryside rather than cramming too much into a small space.

A few years ago I was working in the area and while parked up for lunch looking at the old line it dawned on me that the area of the playing field did have the makings of an old station area, as seen in so many other places around this part of Somerset. It didn't take long for the railway part of my brain to map out where it might have been and Oake station started to form in the mists of my mind. I mentioned it to fellow club member Steve Pike a few days later as an idea for a layout and within what felt like seconds he agreed with the outline plan. This way we could achieve the feel of the line yet enjoy creating something we liked.

## BUILDING FRIENDS

The original basis for the layout was started some years ago with a small group of modellers who moved on from the club yet who remain good friends of ours. The main boards were packed away and left for some months until one day two of us decided to try to resurrect the project as we had an urge to build something finescale that could maybe reach exhibition standards. We kept much of the track that was already laid and with a few minor simplifications had the track plan you can see here. As it was originally built as an end to end layout we also added the return boards and a rear

storage yard which can hold up to around 10 trains in each direction, enough to keep us happy and provide variety at a show.

Now progress was slow. With a layout so

large, only Steve and I working on it, and both with young families, things didn't happen fast. It was hard to keep going and in 2012 we were close to giving it up and walking away. But then we were joined by other members of the group who shared our passions and sense of humour. Steadily numbers grew in our little team and with others adding help when they could, it started to look like headway was being made. Then in 2014 the target was set. We were told it was booked in for our club's exhibition in October 2015.

We did it. Admittedly we installed the signals on the Friday evening of the exhibition, and practice running the layout was limited to a few hours, but we made it and our first showing was »

*“The station buildings are closely matched to Milverton.”*

**DARREN BERRY**







**North British Type 2 hydraulic D6316 passes the allotments on the approach to the station with a mixed goods as a '4575' 2-6-2T draws out of the loop and an '8750' 0-6-OPT shunts the yard.**

**Overlooking the station, a Drummond 'T9' 4-4-0 rumbles into view with an inspection saloon. All trains which operate on Oake at exhibitions have been researched from prototype photographs of the Taunton-Barnstaple line.**





at Railex Taunton where we managed to hold our own and felt justifiably proud of what we had achieved.

## CONSTRUCTION

The baseboards are 2in x 1in frames with 9mm plywood tops. They are well braced and strong while keeping them light enough to carry easily. The landscape is insulation-board shaped with a surform and with PVA soaked craft paper covering it. It's cheap and sets hard like wood when it dries, as well as giving a nice brown base for scenic colours.

The colours of static grass and trees are a mix created by eye from spending far too much time staring at the countryside as I drive home from work. Whether grass or flock, it's simply a case of adding colours to a bowl one stage at a time and keeping check on the colour until you're happy it looks right. Then mix a bit lighter or darker for the next field and so on to give some variation over the layout. »



Above: A Churchward 'Mogul' slows to a stop at Oake with Collett corridor stock while a '57XX' 0-6-0PT collects coal wagons from the yard.

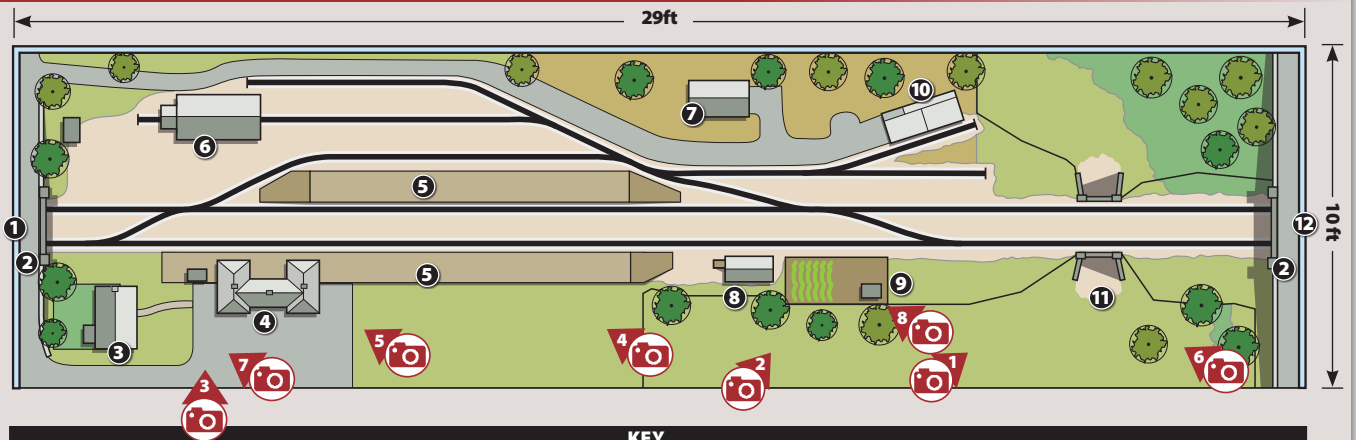


The station building is a detailed and weathered Bachmann Scenecraft model. Telegraph poles are scratchbuilt while fencing is from the Ratio range.





## OAKE TRACK DIAGRAM (Not to scale)



### KEY

- |                         |                       |              |                |
|-------------------------|-----------------------|--------------|----------------|
| ① To Barnstaple         | ④ Station building    | ⑦ Farm store | ⑩ Cattle dock  |
| ② Road bridge           | ⑤ Platform            | ⑧ Signalbox  | ⑪ Cattle creep |
| ③ Stationmaster's house | ⑥ Goods shed and yard | ⑨ Allotments | ⑫ To Taunton   |

The team behind Oake came together during its construction. As a group effort the 29ft long layout made its exhibition debut in October 2015.





The highlight of this for me was when a colour photograph of the line from 1964 was laid next to the model embankment and the colours matched exactly.

The bare earth on gardens and tracks was toned to the exact colour of the local earth in a very simple way - by using local earth. The Williams brothers picked up a large tub of it from a field a few miles from Oake on the way home from a club night and after much drying and sieving it's simply glued in place. It looks right because it is right.

Details are from a mix of places. Road signs, mileposts and the electricity pole feeding the station are all scratch built from scrap plastic and old sprue bits. Figures are mainly white metal and trackside fence and telegraph poles are repainted Ratio. The buildings are a variety of resin ones from Bachmann but with a lot of repainting, weathering and detailing. While we hoped to be scratchbuilding our own, lack of

time and the remarkable similarities of these models to those we needed forced our hand, and to good effect we hope.

The track on the scenic area is SMP with handbuilt points, all of which we adopted when we took on the project. To keep it simple the points are operated by 'wire in tube' and use a slide switch to patch them in place and change polarity. I've used this on several of my layouts and although simple it seems to be quite effective, and cost effective. The storage yard is laid in Peco code 75 with Peco points and motors to match in but keep costs down.

The electrics are Digital Command Control (DCC) using a Gaugemaster Prodigy controller with three handsets and to date we find it easy to use for even the newest members of the team. That said, the main lines are wired on two separate circuits so on club nights we can run one line using DCC and the other analogue,

as it is after all a layout for everyone to enjoy. We like the Prodigy as it allows us to use the full Western Region locomotive numbers as the ID for the controllers and as none of the main stock holders have the same numbered locomotives it works well. When running we use three handsets, one for each line and one for the yard for shunting. This keeps things moving and allows us to swap between jobs to maintain at least a vision of sanity.

## ROLLING STOCK

Although the station itself is one we have invented, the stock most certainly isn't. All of the stock is what would have been seen on the line between 1955 and 1966 and unless we have photographs to corroborate the train we are running, it doesn't run at an exhibition. In fact, several times already we have had to show people photographs of Southern



**'N' 31849 is  
signalled into the  
station as a Pressed Steel  
Class 121 single-car DMU  
departs for Taunton.**





coaches being hauled by Western engines (and vice versa) to convince them it is a genuine formation for the line. To help do this we have collected together more than 200 different photographs of the line and have put together a spreadsheet showing train formations, locomotives and dates. Everything from local goods trains to the through trains from the Midlands to Ilfracombe run as per the listings. All stock is weathered, and as much as possible fitted with lamps, crews and coal to try to make it look a bit better as it passes by.

The layout is now about as complete as it will be and we hope we have achieved the feeling of a quiet Somerset station in the country that we all enjoy so much. While it does of course give those involved in it an element of pride in what has been achieved, it has also shown us a side to modelling that often gets forgotten: how important team-work can be. It was



**07** The stationmaster's garden is well tended – a GWR '4575' 2-6-2T slips past almost un-noticed at this quiet rural station.

started by two people with big ideas but until we had the help of the others there was little hope of it ever being finished, let alone out on show to the public. Each member of the team does their own bit, from scenery to wiring, and from running it for hours at a show to transporting it all in as small a van as we can. Without each of us it just wouldn't work.

Many of the team shyly told us: "We're not actually modellers" when they came over to see what we were doing in the early days. They didn't feel they could do anything to help because they had never tried anything before. Now, after a bit of coaching, most of them have built trees, laid ballast, built hedges and grassed fields and are all a lot more confident in modelling. For us it has been about more than producing a nice layout, but also giving confidence to people who wanted to, but never knew how to start, and I think I'd be right to say it's been as much about learning as building. I'd also be confident to say it's worked, as those involved in building Oake are now in a frenzy of activity

building several small exhibition layouts.

I'd also like to say that we have learned a valuable lesson about knowing your limits and building a layout within your means of both time and space - but I can't, because we didn't. In fairness, I have more of an idea of how hard it is to maintain enjoyment when you seem to be fighting to see any progress, but I've also learned not to give up on a project. Have a cuppa and come back later, then you'll see it is actually moving forward!

Oake is one of the main layouts of the Somerset Railway Modellers Club based in Washford in Somerset and has now attended a few exhibitions. It's available for a couple of shows a year due to most of the team having family commitments, but is booked for several during 2018 including the *Hornby Magazine* sponsored Great Electric Train Show on October 13/14. If you ever see us please feel free to say hello or ask questions. We're a genuinely friendly group who love to share our enjoyment of this hobby, and if we can help someone then that's the icing on the cake. **Edman**



**08** A Collett '2251' 0-6-0 arrives with a mixed goods as the 'T9' 4-4-0 departs with its inspection saloon.

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# PARCELS TRAINS

## TIM SHACKLETON

explores the creative potential of the parcels train – a type of working that could be found on almost every line in the country.

**I**N PURELY MODELLING TERMS, parcels trains seem to fall into the same category as light engine movements and empty stock workings – they were a familiar enough aspect of railway operations but you rarely see them featured on layouts. Joking aside, the term ‘parcels’ is a bit of a broad church because it also encompasses postal and sundries traffic, luggage, newspapers (some of which actually ran under the same category as express passenger trains), not to mention entire trainloads of racing pigeons and other livestock.

On country branch lines such traffic – everything from packages of all shapes and sizes and sacks of mail to boxes of fish, fruit and flowers – was comparatively light and could generally be handled in the guard’s compartment of passenger services. What we’re interested in here is trains largely made up of specialised Non-Passenger Carrying Coaching Stock (NPCCS) that could be found on all main lines and many secondary ones until BR ceased handling parcels and sundries traffic in the early 1990s. Since many of the vehicles you might need are available ready-to-run or as kits, there’s every opportunity to make parcels workings an integral feature of your layout. The more you know about how the real thing was dealt with, the more realistic such workings will be, and my 12-point plan spells out the key elements you’ll need to bear in mind.

**Above right:** Comparatively few people saw and still less photographed the outward working of the famous ‘Red Bank’ newspaper train. In this marvellously atmospheric after-midnight shot, a Class 40 stands in Manchester Victoria with 1E32, the hard-running newspaper train for Newcastle. Hot from the presses, bundles of the next day’s papers had to be manually unloaded from lorries and on to the train – mostly made up of Southern Railway utility vans and BR CCTs in this case. On some services newspapers were sorted en route – much like TPO trains – so batches destined for individual wholesalers would be ready for immediate distribution on arrival. *Alan Whitehouse.*



### 1. PRIORITY TRAFFIC

Parcels trains ran at passenger train speeds and were tightly scheduled. As a rule, they were given priority over all goods workings except for express freight and urgent perishables traffic. Most parcels trains were one-way operations using common user vans, and there wasn’t always a corresponding empty stock movement in the opposite direction. Instead, parcels vans seemed to accumulate at their destination before merging back into the general fleet.

**Right:** Some parcels trains were through workings, but most called at major intermediate stations to pick up and set down traffic. They ran round the clock to strict timetables and there was always a fair amount of bustle while the vans were being loaded and unloaded. On April 15 1967 Stanier ‘4MT’ 2-6-4T 42650 pauses at Wakefield Kirkgate and is taking on water while the station staff go about their business. The vehicle being loaded is an ex-LMS 42ft bogie van.







## 2. LOADING

A parcels train consisting of a single vehicle wasn't uncommon. If it didn't have a brake compartment, then an extra vehicle – preferably one with a stove – would have to be added purely to transport the guard. Sometimes a common-or-garden vacuum-braked goods brake van would have to do, as these were rated 'XP' to run at express passenger speeds.

Ordinary 12ton vacuum-fitted vans (10ft wheelbase only - 9ft wheelbase were banned) were common on parcels workings, and

so were the ubiquitous Southern Railway utility vans that could be found anywhere in the country. In steam days, parcels trains were a real jumble of stock and almost anything capable of carrying a decent load might be used. Only in the blue diesel era, when most of the pre-nationalisation vehicles had been withdrawn, did a measure of consistency begin to emerge, with trains largely made up of BR-built Gangway Brake (BG), Covered Carriage Truck (CCT) and General Utility Vehicle (GUV) vans in all their infinite permutations.

**Below:** Parcels trains could run to 20 or more bogie vans or they might be formed of just one or two vehicles. Here in spring 1967, a 'Black Five' hauls a Maunsell 'Van C' and a BR CCT along the Calder Valley route at Greetland. The guard would have travelled in the first vehicle, which was technically classed as a brake van. Quite possibly all the revenue-earning traffic would have been loaded into the CCT.



**Above:** For the space-starved modeller, the distinctive LMS six-wheeled parcels van is probably the ultimate choice. They were coded BGZ but everyone – railwaymen included – knew them as the 'Stove R'. Hornby Magazine, in association with Dapol, has produced a 'OO' gauge model although I built this example from the earlier Comet etched brass kit.





### 3. CODEBREAKER

All vehicles designed specifically for parcels traffic were allotted code letters designed to indicate their usage. These were normally painted on the vehicle, but not

in any consistent way (which rather defeated the object) and most vans were so dirty that the markings were practically invisible. The main types were:

<b>B</b>	Passenger brake van (bogie, non-corridor)
<b>BG</b>	Passenger brake van (bogie, corridor)
<b>BZ</b>	Passenger brake van (six-wheeled, non-corridor)
<b>BGZ</b>	Passenger brake van (six-wheeled, corridor)
<b>BY</b>	Passenger brake van (four-wheeled, non-corridor)
<b>CCT</b>	Covered Carriage Truck
<b>CTO</b>	Open carriage truck
<b>GUV</b>	General Utility Van
<b>PMV</b>	Parcels and Miscellaneous Van
<b>HB</b>	Horse Box
<b>SCV</b>	Special cattle van (for prize cattle)
<b>POS</b>	Post Office Stowage van
<b>POT</b>	Post Office Sorting van

Some types such as horse boxes were clearly very specialised but the majority were common purpose and common user. On a typical parcels train, CCTs, GUVs and PMVs would be mixed indiscriminately

with passenger brake vans, all of them carrying similar loads. CCTs and GUVs had large folding end doors to allow motor vehicles to be carried but were normally found in ordinary parcels traffic.



A fascinating and entirely typical mix of stock on a westbound parcels approaching Healey Mills yard – that's the Charles Roberts wagon works in the background. The formation is a BR CCT, a Thompson six-wheeled BZ guard's van, a 57ft Mk 1 BG, a Southern 'Van B', another CCT, an LMS 50ft van and a 12ton van. Apart from the BZ, all of these vehicles are available ready-to-run. Note the locomotive is displaying the correct class 4 headcode.

### USEFUL LINKS

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### 4. MOTIVE POWER



On November 4 1967, 'Britannia' 4-6-2 70045 Lord Rowallan makes a spirited departure from Tebay with a southbound parcels train from Carlisle that had been recessed to allow a diesel-hauled express to overtake. As opportunities for passenger haulage diminished, many 'Pacifics' found employment on this kind of working. Some months earlier I saw an immaculate 70013 Oliver Cromwell, fresh from its final overhaul at Crewe, taking a northbound parcels out of Preston.

Although heavy main line parcels trains could well merit a 'Pacific', on local lines throughout the country a mixed-traffic 4-6-0 or 2-6-4T would be the default setting. In the diesel era, a Class 24, 25 or 31 would be appropriate for most of the country, with a '26' or '27' in Scotland and a diesel-hydraulic on

the Western. Other, more unusual locomotive types were always a possibility but good modelling, in my book, thrives on credibility and the recreation of what was typical of the average working day, rather than the once-in-a-blue-moon sightings that we all remember from spotting days.





## 5. DON'T FORGET THE GUARD!

Parcels trains were mostly made up of bogie vehicles, technically called Non-Passenger Coaching Stock because they were built to the same specification as contemporary passenger coaches and shared many common design features. At least one of these would have had to have provision for the guard, though it would seldom be marshalled at the rear of the train. If you're not sure, look for the word 'Guard' on one of the doors and, in many cases, the distinctive look-out (called a ducket) on the side.

As a case in point, Bachmann's Mk 1 BGs and ex-LMS 50ft vans have a guard's compartment, the non-corridor GUV doesn't. Hornby's Hawksworth and Gresley full brakes, as well as the Southern bogie vans, all have accommodation for the guard. Being passenger-rated stock, guards vans had provision for steam heating and some designs featured a coal-fired stove because it wasn't always possible to marshall the van where the steam-heat pipe could be connected to the engine.



The guard's creature comforts were taken so seriously on the Southern region that stove-fitted vans were marked by tangerine-coloured flashes. The idea was that if they strayed off Southern territory they could easily be identified and returned. I've given this Hornby 'Van B' a stovepipe chimney as well as the appropriate markings.

If all else failed, a BR Standard 20ton brake van would be

pressed into service so the guard could enjoy a bit of warmth.

## 6. SPECIAL TRAFFIC

Most modellers know about the Western Region milk trains, or the long trains of perishables from the West of England bound for cities like London and Birmingham. Racehorses travelled by rail until well into the 1950s and for many years entire trains carrying racing pigeons were a feature of railway operation.

Carrying the usual class 4 headcodes, they could load to a dozen or more bogie vans, although shorter trains might combine at a suitable junction with vans from other places. Organised by federations of local clubs, these special workings took baskets of pigeons to distant parts of the country where the birds would be released and use their amazing built-in radar to find their way home. The empty baskets would then be loaded back into the vans and follow the birds back to their point of origin.



In the North East, LNER 61ft 6ins BGs seem to have been preferred for pigeon traffic. Hornby offers a Gresley-designed panelled van, while Bachmann has the later steel-sided Thompson pattern seen here. On other regions, LMS 50ft vans, right (Hornby, Mainline) were often used.

My impression is that a lot of pigeon traffic originated in the North East or in the West Riding of Yorkshire (both big pigeon-fancying areas), and that destinations on the south coast or in East Anglia were among the most popular. Wales and the South West also had many pigeon racing clubs.

Some stock had folding shelves on which the baskets could be stacked, otherwise they'd be laid on the floor. Corridor stock was the norm and on some trains a single passenger coach (invariably Second Class!) was added to the train to allow club officials to keep an eye on the birds during the journey.



Racing pigeons being released from the platform at journey's end. They would fly around the station for a while before getting their bearings and heading for home. The vans are Western Region 'Siphon Gs', a popular type for pigeon traffic in Wales and the West.

A typical steam-era parcels train with two LMS 42ft Parcels and Miscellaneous Vans (PMV) and a BR-built 'Siphon G'. All three are Lima products now running on the correct bogies and with additional detail. I'm surprised none has yet been re-released by Hornby – a future opportunity perhaps?





## 7. BUILDING FROM KITS

Pretty well all the most common types of parcels van are available in ready-to-run format for 'OO' gauge but there are quite a few that aren't. Fortunately, kit manufacturers have come to the rescue. Among the more unusual prototypes is the four-wheeled LNER Dia 120 van, often found in East Anglia although known to stray as far as Scotland – this is a comparatively simple plastic kit from Roger Chivers.

More experienced modellers will be impressed by Ian Macdonald's etched brass kit of the Western Region's 'Siphon G', which – like all Ian's kits – I found a joy to build. The BR four-wheeled CCT was built from the excellent Masterclass Models kit.



## 8. TRAFFIC HANDLING

At a busy station the arrival of a parcels working would trigger a brief but frantic flurry of activity, as staff hurried to load and unload local traffic without delaying the tightly-scheduled train. Just like passenger journeys, some parcels traffic ran straight through to its destination but a lot of it was handled in stages. In many cases vans would be dropped off (or picked up) en route, either to be dealt with at an intermediate station or to be forwarded somewhere else by a different train. As with mail and newspaper traffic, there was a

fascinating network of parcels trains criss-crossing the country carrying every kind of goods and product imaginable. Some comparatively minor stations featured a dedicated bay platform or siding used exclusively for parcels traffic and this was usually because there was a local industry – confectionery, perhaps, or sporting goods or foodstuffs – that generated sufficient regular custom for it to be worth the railway's while to offer loading and unloading facilities that wouldn't delay the passage of service trains on the main line.

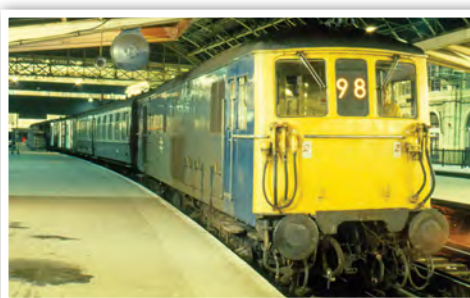
**Mail and parcels traffic became increasingly significant as the evening wore on and here a Royal Mail van is offloading on the platform at Inverness on May 5 1983. Note the sleeping coaches at the rear of the train, suggesting this is an overnight express for London. Alan Whitehouse.**



## 9. HEADCODES

Steam-era parcels trains mostly ran under class 4 headcodes – later this effectively merged with class 3. Newspaper trains were class 1, and ran under express passenger headcodes as did certain priority parcels workings. Here are some codes for parcels trains from the diesel era:

- 1057 Portsmouth-Bristol
- 1P10 Euston-Carlisle
- 3A06 Bristol-Old Oak Common
- 3B15 Newcastle-York
- 3D18 York-Newcastle
- 3E07 Bristol-Newcastle
- 3E50 Edinburgh-Peterborough
- 3J06 Blackpool-Manchester
- 4B05 Plymouth-Bristol
- 4B06 Liverpool Street-Peterborough
- 4E08 Clapham Junction-York
- 4G62 Glasgow (Queen St)-Edinburgh
- 4L20 Doncaster-York



**Right: The famous Heaton-Red Bank empty newspaper vans loaded to 20-plus bogie vehicles were normally double-headed in steam days. Here in 1961, a 'Jubilee' and a Stanier 'Black Five' take a lengthy cavalcade down the Calder Valley at Elland. Note the arrangement of the headlamps, standard for such workings – when this train went over to diesel haulage, it became 4M48.**



**Left: The Southern had its own two-character headcode system for internal traffic that didn't stray off-region. It was an indication of the route a train was to take, rather than its category. Carrying code 98, a Class 73 electro-diesel waits time with a late-night Victoria-Dover newspaper train. Alan Whitehouse.**



## 10. TAIL TRAFFIC

A lot of parcels traffic was handled by scheduled passenger train, making its way across country on a series of interconnecting movements. If the accommodation available in the guard's van proved insufficient, parcels vans could be added to the train. For operating convenience they'd usually be marshalled at the rear of the train but they could also be coupled next to the locomotive, especially in summer when there

was no need for steam heating. Push-pull trains and even Diesel Multiple Units sometimes ran with a van or two attached, although there were limits to their haulage capacity. Some overnight passenger trains were more like parcels or newspaper workings with a few coaches added – the main drawback for the traveller was usually a series of lengthy station stops while business was attended to.



The famous Palethorpe's sausage vans invariably reached their destinations as tail traffic attached to passenger trains. A carefully worked-out timetable and smart station work ensured a swift outward journey from the Black Country, while the vans had ice boxes at each end to ensure the sausages were kept cool throughout. Here a trainload of empty vans is passing Bilston on its way back to the factory at nearby Tipton.

## 11. SOMETHING DIFFERENT...

The intensive traffic in and around cities such as Birmingham, Manchester, Newcastle, Chester, Carlisle and of course the lines out of Paddington and St Pancras led to the development of single-unit railcars specifically for express parcels and luggage. As early as 1904 the North Eastern Railway introduced electric parcels units, and in the 1950s the Southern

Region followed suit with its Motor Luggage Vans. Diesel-powered cars originated with the Great Western Railway in the 1930s but in the 1950s British Railways got in on the act too. Never very numerous, such vehicles didn't stray far from their native heath but they seem to have proved irresistible to modellers and manufacturers alike.



No parcels vehicle was more exotic than the streamlined diesel railcars built by AEC for the Great Western. W17W is seen here at Leamington Spa. There were only two of them, they've never been available in model form and they were definitely not commonplace. Swindon later built two more parcels cars with a much more angular shape – these were the ones modelled by Lima.



On a typically grey Manchester afternoon in January 1964, M55987 – a non-gangwayed Gloucester RC&W parcels van – storms out of Manchester Victoria on the long-closed ex-Lancashire & Yorkshire line towards Bury. It's towing an early ex-LMS 50ft van and a standard 10ft wheelbase ventilated van, a type often used in parcels traffic.

## 12. HANDS-ON MODELLING



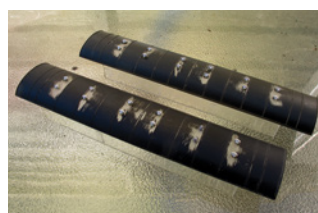
With its side and end doors, the ex-LMS 42ft van was an incredibly useful vehicle. A total of 240 were built between 1933 and 1937, and they lasted into the early 1980s. The 40-year-old Lima model – easy to find second-hand – provides a solid starting point that's ripe for improvement. It has BR Mk 1 bogies rather than the correct LMS pattern but everything else is down to details.



I replaced the Lima bogies with Bachmann ones of the correct pattern. The first step is to make new bogie pivots out of 5.5mm brass tube pushed through the hole in the centre bolster. Each has a rubbing plate made from a disc of 30 thou black styrene that sits flush with the top of the pivot and filed smooth.



The pivots, with rubbing plates, slip over 16mm long sections of 5/32in brass tube anchored in the underframe with cyano adhesive. They are drilled to take loops of 0.7mm wire that hold the bogies in place.



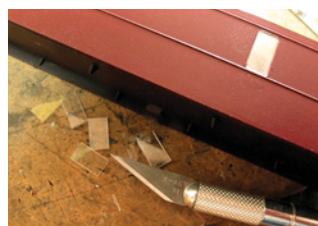
I replaced the moulded roof vents with white metal ones of the correct torpedo pattern from Comet Models. If you look closely you can see a pair of shell ventilators – random, non-matching replacements such as this were quite common on the prototype. Early batches of these vans had shell-pattern vents throughout.



By the 1960s only a handful of these vans retained their lined-out livery. Under the grime, the vast majority were plain maroon so repainting was necessary. I don't know how many airbrushed coats I applied – a good half-dozen at least, each very thin. Reds don't have very good coverage.



I fitted LMS coach buffers (ABS Cat No. B711) and flattened the top edge as per prototype. Coupling hooks are from Masokits. Apart from cutting away some surplus webbing around the battery boxes, I left the rest of the underframe moulding untouched.



Windows are flush-glazed with 0.5mm clear plastic from packaging. To hold it in place once cut and filed to shape I use Pledge Multi-surface Wax. The recessed droplight windows on the outer doors are part of the roof moulding and these can be retained. These vans were always so dirty you needn't bother with security bars on the windows.



A completed 42ft van in absolutely typical condition. The modifications are not elaborate but they make the difference. The colouring was achieved with airbrushed acrylics – LifeColor Burned Black (UA736) and Humbrol Matt Leather (62), with a dusting of Adam Wilder Old Grease GP11 powder.



# DECODING THE 21-PIN DECODER MAZE

## EQUIPMENT GUIDE

Technology is constantly evolving, and this is certainly true of Digital Command Control (DCC) motor control decoders.

**MARK CHIVERS** surveys a selection of recent 21-pin examples in our latest Equipment Guide.

IT IS AMAZING to think how quickly the hobby has embraced digital technology. Cast your mind back a few years and the prevalent decoder socket type was an 8-pin example, while decoder options were limited and often quite expensive.

Fast forward to today and we have four-pin, six-pin, eight-pin, Next18, 21-pin, PluX22 and more options available, at prices to suit all pockets. Not only that, as new models are developed so too is the sophisticated onboard technology required to operate them with digital control in mind. To fully appreciate



For our latest Equipment Guide six of the best 21-pin locomotive decoders from the £15-£25 range were tested side by side to establish which was best using Dapol, DJ Models and Bachmann locomotives in 'OO' gauge.





some of the capabilities of the lighting systems and other onboard accessories, equally capable digital decoders are required.

Recent 'OO' gauge releases from Bachmann, Dapol and Realtrack Models have expanded the envelope in terms of what is required to operate elements such as independent lighting which may include directional/independent head and tail lamps, cab lights, halo lighting, day/night modes, headcode illumination, parking lights at both ends and more.


One solution to the increased requirement for functionality was the adoption of the 21-pin MTC direct plug decoder, developed by ESU for Marklin and Trix products – hence MTC. It offered more functionality, particularly for sound-equipped models which were proving popular at the time. Bachmann was the first British outline manufacturer to adopt the new decoder type for its 'OO' gauge Branchline models with both Digital Command Control (DCC) ready/DCC onboard and DCC sound-fitted examples appearing. Hornby also subsequently adopted the 21-pin decoder for its DCC sound-fitted 'OO' models fitted with ESU sound decoder with other manufacturers following suit for some of their 'OO' models too.

As a result, decoder manufacturers including DCC Concepts, ESU, Lenz, Zimo and more have developed expanding ranges of compatible 21MTC decoders, although the specification has changed slightly from the original concept. Often referred to as 21MTC interface or

NEM660 decoders, they include additional functionality without the need for extra wires – such as a series of full functions together, in some cases, with logic level functions, which require further amplification – and may require the decoder to be put in MTC mode. This is usually as simple as a quick Configuration Variable (CV) value change. Some 21MTC decoders are supplied ready to go.

Of course, no wires results in simpler and cleaner digital installations beneath a locomotive or multiple unit bodysell, leaving extra space for digital sound speakers or extra accessories such as operating roof fans or smoke generators.

Close inspection of any 21-pin decoder will actually reveal 22 holes, one of which acts as an index point. This blank hole needs to match with the 'missing' pin on the 21MTC socket within the locomotive. Usually the decoder is placed with the connector facing up, but occasionally the decoder may need to be placed upside down – such as the case with Dapol's original batch of 'OO' gauge Class 73 electro-diesel models. It is important to double-check the orientation and ensure the decoder is correctly lined up, so as not to damage or weaken the socket pins.

Whilst not exhaustive, the following Equipment Guide offers a snapshot of recently issued 21-pin examples, primarily focused on value for money, power ratings, size, function outputs and more. 

#### BACHMANN 36-557



- **Price:** £21.95
- **Cat No:** 36-557
- **Function Outputs:** 4 (+2 logic)
- **Size:** 24.5mm x 15mm x 4.5mm
- **Rating:** 0.9A

**I**NTRODUCED in late 2017, Bachmann's latest iteration of its four-function 21-pin digital decoder now features four full function outputs together with two logic outputs. So as not to be confused with the previous offering which carries the same reference number (Cat No. 36-557), this new version is supplied in a see-through blister pack with blue backing card and the decoder itself has a blue Printed Circuit Board (PCB), as opposed to the previous green example.

Rated at 0.9A continuous load, this latest version is derived from the well-respected ESU family. The specification is impressive boasting 250mA function rating per output (500mA total load), RailCom, RailCom Plus, Back EMF load compensation, two-digit and four-digit addresses, lighting effects and is suited to all motor types including coreless examples.

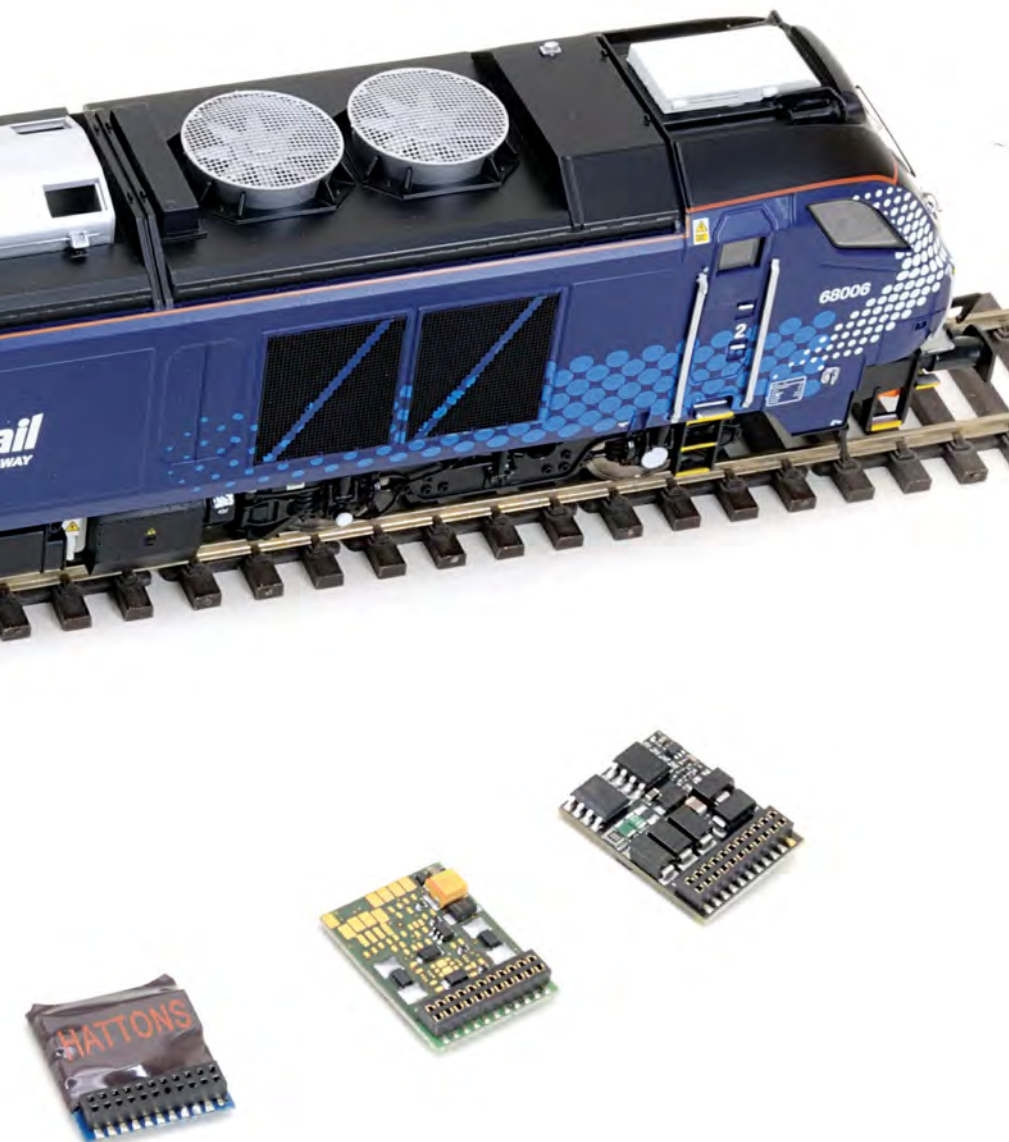
As supplied, Bachmann's decoder is set so that eight functions can be selected - Function 0 (F0) operates directional lighting, F1 and F2 control the aux 1 and aux 2 function outputs, F3 selects shunting speed, which reduces the motor speed while depressed, and F4 disengages the acceleration/deceleration momentum rate. F5 and F6 operate the additional logic function outputs on the 21MTC connector (aux 3 and aux 4) which can be utilised for additional lighting functions.

The decoder enables you to dim the overall brightness of lights as well as choose from a selection of lighting effects. Function mapping is supported, so functions can be moved to alternative buttons, while RailCom Plus offers bi-directional communication with a compatible DCC system, such as Bachmann's Dynamis Ultima.

On test, our decoder sample worked well with a selection of models demonstrating its additional light function capability to good effect too. It was simply a case of plug-in and off you go. For the price it offers great value and functionality.

#### USEFUL LINKS

<b>Bachmann</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Dapol</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>DCC Concepts</b>	<a href="http://www.DCCconcepts.com">www.DCCconcepts.com</a>
<b>ESU</b>	<a href="http://www.esu.eu">www.esu.eu</a>
<b>Hatton's</b>	<a href="http://www.hattons.com">www.hattons.com</a>
<b>Lenz</b>	<a href="http://www.digital-plus.de">www.digital-plus.de</a>
<b>Zimo</b>	<a href="http://www.zimo.at">www.zimo.at</a>



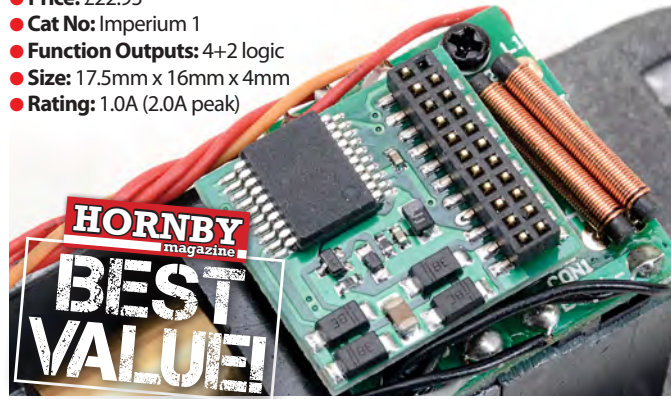


## DAPOL IMPERIUM 1

**D**APOL'S new six-function 21-pin MTC decoder appeared in early 2018 answering a need for additional functionality for its own 'OO' gauge Class 68, as well as the new wave of models which feature increasingly demanding digital circuitry.

Whilst billed as a six-function decoder, it provides four full power outputs and two logic outputs and straight from the box our sample worked as intended when placed in Dapol's 'OO' Class 68 without having to be reprogrammed, displaying independent head and tail illumination and the additional halo lighting. The Imperium 1 adopts the ESU implementation of standards for the 21MTC interface to match equivalent sound decoders from ESU, as well as Zimo

- **Price:** £22.95
- **Cat No:** Imperium 1
- **Function Outputs:** 4+2 logic
- **Size:** 17.5mm x 16mm x 4mm
- **Rating:** 1.0A (2.0A peak)



products. In non-MTC mode, the four main functions will operate.

With a 1.0A continuous rating (2.0A peak), it is suitable for most 'OO' gauge models as well as Dapol's smaller 'O' gauge locomotives such

as the Class 08, 'Terrier', 'Pannier' and 'Jinty'. Each function output is rated at 100mA, while functions can be remapped to operate on alternative buttons. It also offers Back EMF, lighting effects, standard

and advanced speed setting options, advanced consisting, a useful decoder lock and more. Railcom is not supported, but the decoder does come with a ten-year guarantee – plus it is one of the smallest decoders within this guide. Again, it is supplied unwrapped, so it is worth checking clearances on the chassis ahead of any reassembly.

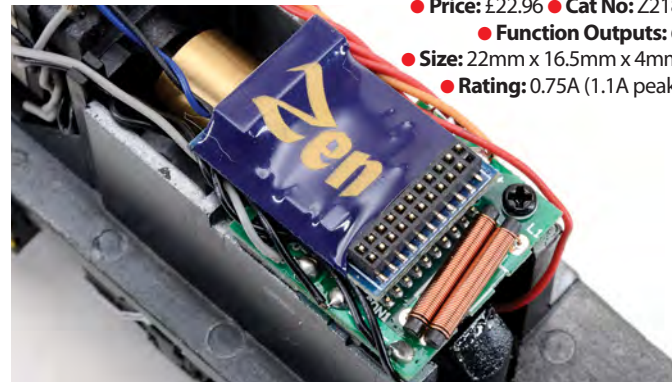
Whilst on test, our sample of the 21-pin Imperium 1 offered impressively smooth, quiet motor control with excellent functionality and proved a consistent and reliable performer in a selection of 'OO' models, representing excellent value for money. Clearly developed for Dapol's own products, it is equally at home in other manufacturers' models too. A detailed manual would be valuable, though.

## DCC CONCEPTS ZEN 218

**D**CC Concepts' Zen range of digital decoders includes this Zen218 six-function decoder with 21MTC interface plus an 8-pin NEM652 plug-in JST socket, offering a versatile decoder suitable for either orientation.

Recently upgraded to six functions from four, it is rated at 0.75A continuous power – 1.1A peak, making it suitable for most (but not necessarily all) 'OO' gauge models and comes shrink-wrapped. If you have some older Heljan models, for example, it would be wise to check the power draw before installing.

Amongst the specification, the Zen218 offers six 100mA full lighting/accessory functions,



lighting effects, Back EMF, short and long addressing, advanced consisting and it comes with a separate 'stay-alive' capacitor, which

- **Price:** £22.96 ● **Cat No:** Z218
- **Function Outputs:** 6
- **Size:** 22mm x 16.5mm x 4mm
- **Rating:** 0.75A (1.1A peak)

can be soldered to the decoder via the attached blue and black wires.

Lighting effects include a fluorescent flicker, useful for

modern style locomotives and units, and firebox flicker too.

Acceleration, deceleration and maximum speed can be determined through CVs 2, 3, 4, 5 and 6 (0-255 range) or extended speed table.

As a 21-pin decoder, six functions are available when plugged into the socket, while as an 8-pin decoder, three wires will need to be connected to use aux 2, 3 and 4. However, it did prove more awkward to activate the functions for aux 3 and aux 4 on our sample. That said, motor control was very good, offering consistent, smooth and quiet drive and the flicker lighting effect is particularly effective.

## DCC 21-PIN DECODER COMPARISON

DECODER:	36-557	10321-01	ZEN 218	MX638D	IMPERIUM 1	DCR-21PIN
<b>Manufacturer:</b>	Bachmann	Lenz	DCC Concepts	Zimo	Dapol	Hatton's
<b>Continuous motor current (max):</b>	0.9A	1.0A	0.75A	1.0A	1.0A	1.1A
<b>Motor stall current:</b>	-	1.6A	1.1A	1.5A	2.0A	1.6A
<b>Function current (per output):</b>	200mA	500mA (500mA total)	100mA	800mA total	100mA	200mA
<b>Dimensions (mm):</b>	24.5 x 15 x 4.5	20.5 x 15.5 x 4	22 x 16 x 4	20.5 x 15 x 4	17.5 x 16 x 4	17.5 x 15.5 x 3.5
<b>Connection:</b>	Direct plug	Direct plug	Direct plug	Direct plug	Direct plug	Direct plug
<b>Decoder reset:</b>	CV8=8	CV8=8 or CV8=33	CV8=8	CV8=8	CV8=4	CV8=8
<b>Locomotive addresses:</b>	1-9999	1-9999	1-9999	1-10239	1-9999	1-9999
<b>Speed steps:</b>	14/28/128	14/27/28/128	14/28/128	14/28/128	14/28/128	14/28/128
<b>Full function outputs:</b>	4	5	6	6	4	4
<b>Logic level outputs:</b>	2	x	x	2	2	x
<b>Advanced consisting:</b>	✓	✓	✓	✓	✓	✓
<b>Decoder lock:</b>	-	x	✓	✓	✓	✓
<b>Energy storage:</b>	x	x	✓	x	x	x
<b>Supports Railcom/Railcom Plus:</b>	✓	✓	x	✓	x	x
<b>Short addressing:</b>	✓	✓	✓	✓	✓	✓
<b>Long addressing:</b>	✓	✓	✓	✓	✓	✓
<b>Analogue DC operation:</b>	✓	✓	✓	✓	✓	✓
<b>Directional lighting (F0):</b>	✓	✓	✓	✓	✓	✓
<b>Lighting effects:</b>	✓	✓	✓	✓	✓	✓
<b>Supports auto signal/controlled stopping (ABC etc):</b>	✓	✓	x	✓	x	x
<b>Three-point and full speed curve:</b>	✓	✓	✓	✓	✓	✓
<b>Service Mode programming:</b>	✓	✓	✓	✓	✓	✓
<b>Operations Mode programming:</b>	✓	✓	✓	✓	✓	✓
<b>Load compensation (Back EMF):</b>	✓	✓	✓	✓	✓	✓
<b>Updateable:</b>	✓	-	x	✓	-	x
<b>Price:</b>	£21.95	£32.25	£22.96	£20.00	£22.95	£15.00



## HATTON'S 21-PIN DIRECT

**H**ATTON'S bespoke budget four-function 21-pin DCC decoder has been in the range for some time now, offering a 1.1A continuous motor rating (1.6A peak), together with four 200mA rated function outputs.

In terms of overall size, this is one of the smaller 21-pin double-sided decoders available and measures just 22mm x 16mm x 4mm and also comes shrink-wrapped. Features include two-digit and four-digit addressing (1-9999), self-adjusting Back EMF, function mapping, brake on DC, light effects, silent drive and more. Despite its budget price, Back EMF can be set to switch off at certain speeds which may benefit double-headed consists and functions can be remapped to alternative buttons.

- **Price:** £15
- **Cat No:** DCR-21PIN-Direct
- **Function Outputs:** 4
- **Size:** 17.5mm x 16mm x 3.5mm
- **Rating:** 1.1A (1.6A peak)



RailCom is not featured and while the decoder is NMRA compliant, the retailer's website

suggests it is incompatible with Hornby's Elite and Select systems, although during our tests using

an Elite it appeared to work fine and performed well. Light effects include single flash, double flash and firebox flicker. Functions three and four (aux1/aux2) can be set as directional functions or set to be on all the time and the function outputs will operate additional accessories such as a smoke unit, provided it is within the 200mA rating of the function output.

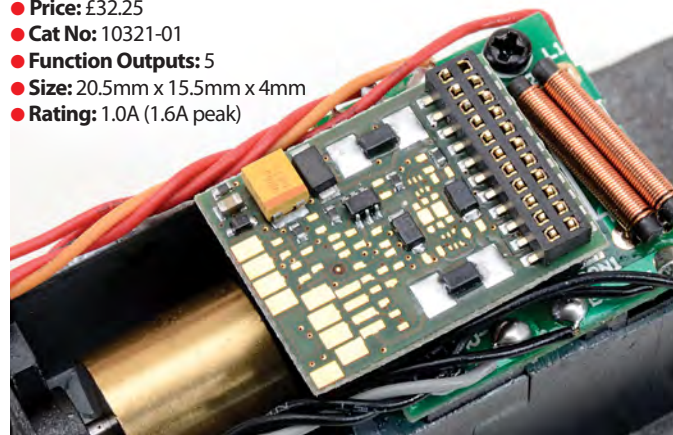
Given that the list of accessible CV values is a little more limited than some of the fully specified decoders, smooth and quiet running is possible, and it is programmable on the main running line as well as the programming track. As a budget decoder the Hatton's 21-pin example is an accomplished offering and delivers a good value specification for the price.

## LENZ SILVER21+

**L**ENZ has been a highly regarded digital player in the hobby since the late 1980s/1990s and the basis of today's NMRA DCC standards were influenced by the company's president, Bernd Lenz.

Amongst the Gold, Silver and Standard motor control decoders is the Lenz Silver 21+, a five-function 21-pin digital decoder which offers high frequency motor control, Back EMF, lighting effects, RailCom, Automatic Braking Control (ABC) capability, short and long addressing, 14/27 or 28/128 speed steps and supports all forms of programming. Each of the five onboard functions features a 500mA rating per output (500mA total load) and the decoder comes with a 1.0A continuous and 1.6A peak motor rating.

- **Price:** £32.25
- **Cat No:** 10321-01
- **Function Outputs:** 5
- **Size:** 20.5mm x 15.5mm x 4mm
- **Rating:** 1.0A (1.6A peak)



This feature-rich decoder also has the ability to operate automatic uncoupling and is suitable for use with six different motor types, which can be selected to further fine tune the model's

running characteristics. Top speed, acceleration and deceleration rates can be determined through standard CVs or extended speed table, with 0-255 speed settings available for each CV.

The Lenz Silver 21+ decoder's factory default is set so that F0 operates directional lighting, F1 and F2 operate aux 1 and 2 respectively, F3 instigates shunting speed, F4 disables acceleration and deceleration momentum and F5 operates aux 3 – effectively three functions in addition to directional lighting.

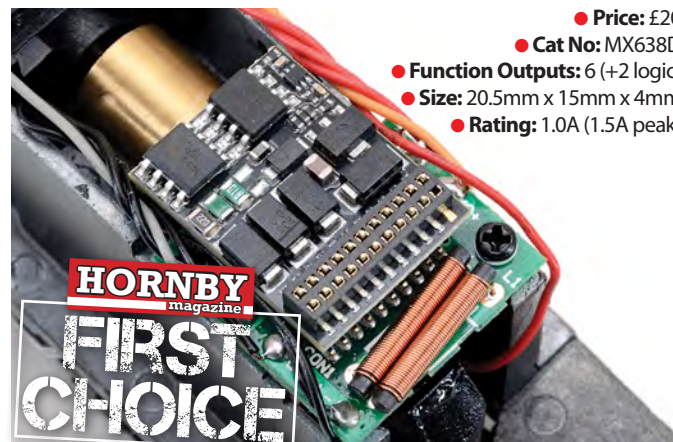
As expected, this decoder operated superbly throughout our tests, demonstrating fine control and smooth operation, with plenty of scope to hone the running characteristics even further through its supported CV settings. While the Lenz Silver21+ is a little more expensive than some of its rivals, it is certainly the case that you get what you pay for – a quality decoder with plenty of versatility and excellent motor control.

## ZIMO MX638D

**Z**IMO'S MX638D six-function 21-pin decoder is the latest addition to its £20 economy range.

Similar in most aspects to the popular 1.2A (2.5A peak) MX634D, the MX638D is a slightly pared down version with a motor rating of 1.0A (1.5A peak), which should be ample for most 'OO' gauge models and lacks the onboard 'stay alive' circuitry of its more expensive counterpart. However, a separate charging circuit unit, such as Zimo's SACC16, could be attached if required.

Its sleek appearance belies the technology onboard as this decoder boasts six full functions rated at 800mA total, two logic outputs (totalling eight functions in all), two-digit and four-digit addressing (1-10239), built-in thermal cut-outs, overload protection,



- **Price:** £20
- **Cat No:** MX638D
- **Function Outputs:** 6 (+2 logic)
- **Size:** 20.5mm x 15mm x 4mm
- **Rating:** 1.0A (1.5A peak)

Back EMF, 20kHz or 40kHz 'silent drive', extensive selection of light effects including fade in/fade out headlights and dimming, shunting mode, advanced consisting, automatic signal/brake distance

controlled stopping capability and it is RailCom equipped. Standard three-step and 28-step speed curves can be applied and the MX638D is suitable for all motor types including coreless examples.

As well as the impressive specification, this decoder also features Zimo's signature smooth motor drive and certainly proved quiet and controllable throughout the speed steps whilst on test. When all the factors are taken into consideration the MX638D certainly offers excellent value for money with its smooth operating characteristics, functionality, power rating and £20 price point. Looking to the future, the software can also be updated to take advantage of upgraded features too, which is an added bonus.

Incidentally, Zimo's range of motor decoders is set to expand further shortly with the addition of a new MX636D eight-function 21-pin decoder with 1.8A motor rating (2.5A peak) and two logic/servo outputs.



# Bristol bound

Pendon Museum is famed for its stunning scale models of a time now gone forever. On June 27, the Bristol line extension was formally opened.

**MARK CHIVERS** explains all and takes a tour of the Vale Scene at this must-visit attraction.

**PHOTOGRAPHY, MIKE WILD**

Paul Atterbury cuts the ribbon across the Bristol line to officially open it while the 'Bristolian' waits to become the first train through.



The Up and Down 'Bristolians' pass on the newly opened Bristol Line on Pendon Museum's Vale Scene. June 27 2018 was the official opening of the route.





**T**HE OPENING of a new railway line is bound to attract much attention, as was the case at Pendon Museum on Wednesday June 27 2018, when the museum's Chairman Paul Leonard

invited antiques expert and historian Paul Atterbury to cut the ribbon to formally open the Bristol line extension on its 4mm scale Great Western Railway-inspired Vale Scene.

Situated in the gorgeous surroundings of Long Wittenham in South Oxfordshire, Pendon Museum is doubly celebrating this year, having achieved Arts Council Museum Accreditation, recognising the efforts of the organisation's volunteers in the day-to-day running of the museum.

Since its inception 64 years ago, the aim has been to bring the past to life. Its founder, the late Roye England, had a vision to replicate in model form, a period in time that he feared would be lost forever, and began constructing 4mm:1ft scale examples that caught his eye – and that philosophy continues to this day thanks to a dedicated team of modellers and volunteers at the museum. The Vale Scene is set in the 1920s and 1930s and the quality of workmanship acts as a miniature time capsule of the period that can be appreciated by generations to come.

## THE DETAILS

<b>Location:</b>	Pendon Museum, Long Wittenham, Abingdon, Oxfordshire OX14 4QD
<b>When:</b>	Weekends and most Bank Holidays*. Wednesdays and Thursdays in August.
<b>Times:</b>	11am-4pm
<b>Prices:</b>	£7.50 adults, £6.50 concessions, £5.50 children (5-16yrs), £22 family (2+2)
<b>Website:</b>	<a href="http://www.pendonmuseum.com">www.pendonmuseum.com</a>
<b>Phone:</b>	01865 408143
<b>Note:</b>	*except December/January

## EARLY BEGINNINGS

The first area developed was the Dartmoor Scene, following the donation of a scale interpretation of Walkham Viaduct in Devon which forms the dramatic centrepiece of the layout downstairs at the museum, which in turn links to a stunning scale interpretation of the South Devon sea wall at Teignmouth on the opposite side, forming the backdrop to the museum's reception and gift shop.

Upstairs houses the Vale Scene (HM23), an 80ft x 40ft re-creation of life in and around the Vale of the White Horse in Oxfordshire, with a veritable cornucopia of meticulously detailed hand-built scale replicas of period buildings from the area. Rolling hills and vast open fields complement the development that forms the village of Pendon Parva in one corner. Beautifully crafted, there are many cameo scenes, detailed

gardens, hedgerows, delightfully painted figures, bicycles, road vehicles, farming machinery and much more. It is no surprise, then, that its development has taken many years.

Whilst effectively freelance in nature, the Vale Scene is very much based on the locality with buildings modelled from full-size structures at East Hendred, Letcombe Bassett, Steventon, Uffington, Wanborough and more. Each has been painstakingly crafted over many hundreds of hours and if you look closely you can make out roof undulations, individual tiles and even exacting exterior finishes, such as that displayed above the entrance to the Waggon and Horses public house, matching its full-size counterpart to a tee, the former Old Cally Arms in Wanborough. Also, marvel at those thatched roof cottages – a signature modelling technique of Pendon's creator. »





Pendon Parva also has its own railway station, which dominates the lower left-hand section of the scene with a goods yard, corn store, signalbox, cattle dock and residential development with station master's house, porters' cottages, a hotel and public house. Pendon Parva station building itself was inspired by the GWR structure at Culham between Didcot and Oxford.

## RAILWAY IN THE LANDSCAPE

The railway is relatively understated by comparison and this is entirely deliberate as the whole scene is intended to display the railway within the landscape with wide open spaces. The aim is to portray the impression of a serene and more relaxed time which is only occasionally interrupted by passing trains to/from Oxford – and now Bristol, too.


The Great Western Main Line from London Paddington emerges from an impressive tunnel portal, threads through the station and diverges at a junction close to Pendon Parva signalbox. The Oxford line section, officially opened some 14 years ago, takes the straight route through the junction, over a level crossing and past the Carpenter's Arms public house while the newly-opened Bristol line extension takes a slight north-easterly direction, passing under the road bridge close to Kingston Common cottages and onwards through the cutting between green pasture and golden cornfields, before entering another tunnel. It is this area that has been subject to most recent modelling activity and continues the uncompromising levels of detail, from neatly positioned fence posts to working signals.

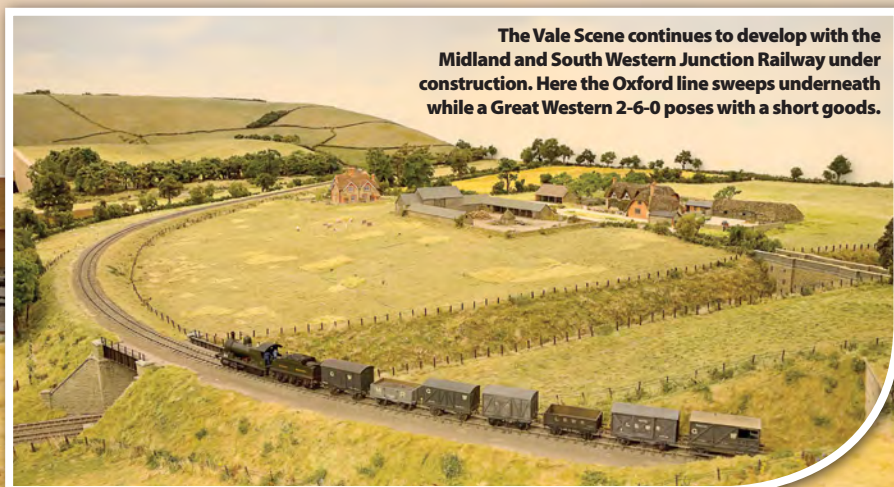
Shortly after Paul Atterbury cut the small red ribbon across the Bristol line, an Up 'Bristolian' express passenger service hauled by a GWR 'Castle' 4-6-0 passed through, followed shortly after by the Down 'Bristolian' in the hands of a 'King' 4-6-0 – both with period carriages from the 1930s finished in the GWR's traditional chocolate and cream colour scheme. Next it was the turn of one of the Vale Scene's signature freight trains, an impressive long coal train – the 'Long goods' – hauled by a GWR '28XX' 2-8-0 with more than 70 four-wheeled open coal wagons and GWR 'Toad' brake van in tow – a true spectacle and superbly smooth-running.

## TAKING CONTROL

Behind-the-scenes, the storage lines and control systems required to operate the layout largely rely on analogue control, although they do incorporate degrees of computerised automation. Both the Dartmoor Scene and Vale Scene can operate in auto-step mode, which allows trains to operate to and through signalled sections stopping automatically as required, as well as manual operation.

For the future you can catch a tantalising glimpse of the Midland & South Western Junction Railway (MSWJR) station in the distance at the upper centre of the Vale Scene, together with an elevated section to the right-hand side which will be completed in the future.

Pendon Museum is a must-see attraction for novices and experienced modellers alike with plenty to admire including the Dartmoor, Seawall and Vale scenes, plus John Aherne's Madder Valley Railway, which dates from the 1930s and 1940s. The sheer level of detail afforded throughout from track to structures and landscapes alike is phenomenal. It is a truly inspirational day out. 



The Vale Scene continues to develop with the Midland and South Western Junction Railway under construction. Here the Oxford line sweeps underneath while a Great Western 2-6-0 poses with a short goods.



**Right:** The Waggon and Horses public house is one of many buildings to feature Pendon's thatched roof finish. Every building is handbuilt from the ground up and then meticulously set in place.



**Below:** The magic of Pendon extends far beyond the railway. The village scenes are detailed to an outstanding level recreating a period which has long since passed.







Antiques expert and historian Paul Atterbury (left) joins Pendon Museum Chairman Paul Leonard to watch the 'Long Goods' hauled by a GWR '28XX' 2-8-0 thread along the newly opened Bristol line. The Oxford line can just be seen in the bottom right hand corner.



Behind the scenes the Vale Scene features a sophisticated automatic control system which allows trains to drive to the signals.



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# Hornby Magazine meets...

# MINERVA

# MODEL RAILWAYS

**T**HERE CAN BE NO DOUBT THAT ready-to-run 'O' gauge is a growth area for the British hobby. Several companies are now active in this area, each following its own path with regard to subjects, specifications and production. Minerva Model Railways is a partnership between Chris Klein, who was also involved in Ixion Model Railways a few years ago, and Chris Basten, a former Ixion retailer based in the UK.

How does it differ from Ixion? "I launched Ixion with two Australian partners in 2010" says Chris. "Its first 7mm scale model was the narrow gauge 'Coffeepot' steam railmotor, which sold out quickly to be followed by the 'O' gauge Hudswell Clarke contractors' 0-6-0ST. Chris Basten was an Ixion retailer and approached me to discuss the possibility of a new venture. The approach was timely as Ixion was focusing on Australian 'HO' models. Minerva differs from Ixion because it focuses on UK 'O' gauge and only trades directly with customers."

Minerva's models are an exotic mix of industrial and small main line types - are small locomotives a particular interest of the Minerva team, and how do they choose which ones to produce? "There are three very important steps. First, as modellers ourselves, we must be enthusiastic about the prototype. It must inspire us. So, we end up with a shortlist of four or five possible models. Then we apply some commercial common sense to the possibilities, particularly which model has the greatest sales potential.

"Finally, we must obtain the necessary information to produce an accurate model. This can be very difficult, especially for a locomotive like the new Manning Wardle 'K' class 0-6-0ST, produced over a 50 year period with many changes just from the manufacturers, let alone modifications carried out by their various owners."

## GROWING INTEREST

Does Chris sense a growing interest in industrial locomotives, and in 'O' gauge modelling in general?

"The Ixion Hudswell, Clarke was groundbreaking, and my partner, Chris Basten, believes that, in his experience, some 20% went to customers who were new to 7mm:1ft scale. The model was seen as great value for money and led to more affordable models of the same genre.

"In six years, membership of the Gauge O Guild has reportedly grown by 20%, and if you add to that the people who now model in 7mm scale but are not members, then possibly 2,000 more people model in 7mm scale than did so five years ago. So yes, there is significant growth in 7mm modelling."

What factors does Chris believe are responsible for this growing interest and why now?

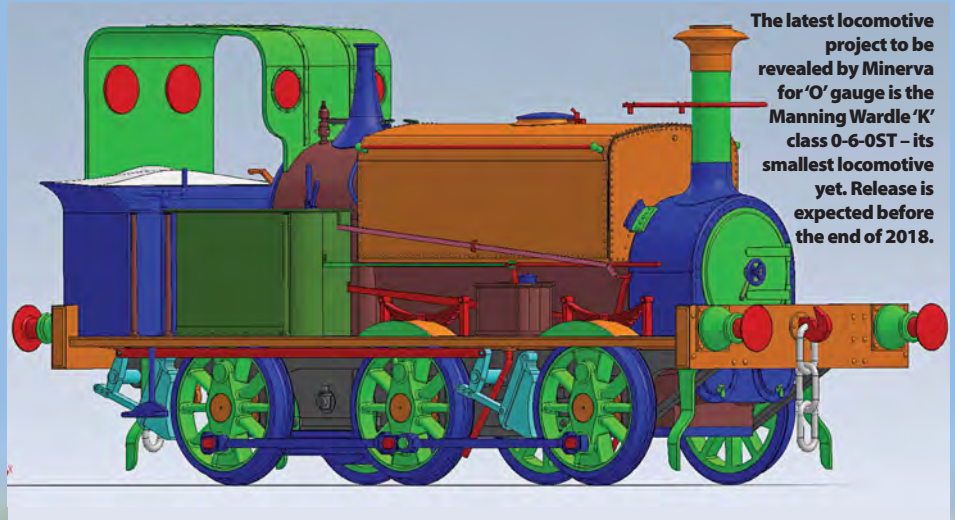
"It's difficult to say, but with the steadily increasing cost of 'OO' gauge models, the extra detailing possible in the larger scales, and the sheer 'presence' of models in 'O' gauge, there is much to tempt people. Smooth running 'O' gauge locomotives are >>

**The first ready-to-run locomotive by Minerva Model Railways was the Peckett 'E' 0-4-0ST - released in December 2015 (HM104). Delivered in a choice of colours, alternative domes, toolboxes and etched worksplates were included with all models.**





One of the new generation of ready-to-run suppliers, Minerva Model Railways has carved out a useful niche producing high-quality models of small industrial locomotives, and more, in 'O' gauge. **BEN JONES** talks to Chris Klein to discover more about the company.



Minerva's first main line locomotive was the GWR '8750' 0-6-0PT, released in September 2017 (HM125). Here numbered, weathered and detailed '8750' 3753 stands at Cwm Bach – Chris Klein's own 'O' gauge layout.





also well suited to small shunting layouts."

Will Minerva continue with industrial subjects or does it have plans to expand more into main line types?

"Industrial locomotives are popular because they are usually small, long-lived, were everywhere and they are well-suited to freelance modelling. Nevertheless, the three variants of our Great Western Railway 'Pannier Tank' are main line classics, and have sold well into four figures, so we are already 'main line'. We have also introduced highly detailed rolling stock to match, including the GWR 'Iron Mink' and Gunpowder vans which have sold incredibly well."

Does Chris have any plans to expand into the ready-to-run 'O' gauge diesel market? To the point, he answers: "If the right project comes along, then yes, but the three-step process must apply."

What is Minerva's philosophy when choosing and producing new models? "Our four cornerstones are delivery, value for money, quality and the best customer service we can possibly offer. When we established Minerva, we were determined to promise only what could be delivered. We announced the Peckett 0-4-0ST in March 2015, delivered in November of that year and have kept to the same broad timescale for all subsequent locomotives."

"This period was reduced to around three months for the 'Iron Mink' and Gunpowder vans. We have proved that timely delivery is achievable. Cash flow and prompt payment of bills underpin our business. We budget carefully and ensure funds are in place to pay for the tooling and production before we start."

"Most importantly, there is the issue of quality control. We decided from the start that all models would be tested in the UK before despatch to customers. Happily, we have very few failures, but the customer gets even fewer, and these are mainly due to rough handling in transit in the UK. That is the advantage of dealing directly with our customers, many of whom are now friends. In the rare case that we take a model back, we pay the return postage, and get to see the fault first hand. It does not take days, and we end up with a satisfied modeller."

How do they find working with factories on the other side of the world? Does it get easier with each project? "It would be great to think it becomes easier, but each model is different and needs the same care taken to get a good result. But with modern

communications, it is no harder to exchange information over 9,000 miles than it is over 90.

"Language is not a problem, but sometimes describing the pipe runs for a clack valve can be challenging. Happily, our designers' knowledge of British railway subjects is now much improved and they often point things out to us that we were not aware of!"

How practical would it be to produce in the UK instead?

"Everything is possible and as costs increase in China, the possibility of repatriating production to the UK becomes more viable. At this stage, we have some doubts about the availability of expertise and plant in the UK and also the willingness to produce the relatively short production runs that the UK 'O' gauge market can sustain."



**Second from Minerva was the Kerr, Stuart 'Victory' 0-6-0T, released in December 2016 (HM116). All of the manufacturer's 'O' gauge locomotives have been equipped with an 8-pin socket and a flywheel driven motor.**



**Adding to the manufacturer's portfolio is a trio of GWR covered wagons. Starting with the 'Iron Mink' (HM127) it has since been followed by gunpowder vans (HM132) and the modified 'Iron Mink' (see below).**



**The latest announcement came in early June when Minerva revealed it would be producing 'Iron Mink' vans with wooden doors in Great Western and British Railways colours for 'O' gauge.**

## MINERVA'S FUTURE

What does the future hold for Minerva? "Minerva will continue to focus on the 'O' gauge market. We will go on for as long as the market is viable and our age, health and enthusiasm permits."

How does Chris see the 'O' gauge market developing over the next few years? "There is an ongoing and often acrimonious debate about the future of 'O' gauge in the UK, mostly about the need to recruit new entrants. We are rather more bullish. The introduction of smaller locomotives at much lower prices has spawned a large number of smaller layouts. It is possible to get a small 'O' gauge layout up and running on a budget comparable to that of a medium-sized 'OO' layout. A key target market is to persuade people to trade-up from the smaller scales."

What new developments can we expect to see in Minerva models over the coming years – will there be any new features or technology to look forward to?

"I'm very keen to progress trackless control systems. I believe that this is potentially the very 'big win' for model railways because it would eliminate the complexity, unreliability and tedium of electrical wiring and switching and greatly simplify the production of locomotives."

"A Wi-Fi system such as Protocab with smaller, longer-life and faster charging batteries and a sound capability at a similar price to Digital Command Control sound is a potential winner"

What makes Minerva different from other suppliers?

"We deliver good quality products at value for money prices, on time. Above all, we are a company owned and run by enthusiasts for fellow enthusiasts; because we believe model railways are fun."

Useful links: [www.minervamodelrailways.co.uk](http://www.minervamodelrailways.co.uk)



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# You've never had it so good!

**I**N RESPONSE TO THE LETTERS ABOUT 'OO' gauge prices in HM133, and other modellers that have written over the months, Paul Whyte, also in HM133, and myself in HM132 used factual information comparing both the reducing value of money historically, and percentages of average wages. These have shown that basic analogue models are relatively no more expensive now than they've ever been.

In my opinion, the problem is the quality, quantity and variety of models now available making modellers keen to buy many more than in the past. Perhaps that desire is the reason for the complaints, as they understandably can't afford all they would like, but they are

no dearer. Of course extras such as DCC and weathering, which were not available before, have pushed prices up. But in Paul's words: "stop complaining - you've never had it so good".

With regard to the comments about 'O' gauge, the introduction of Dapol and Heljan plastic bodied models has certainly been a terrific boost to the scale, and if it persuades others to convert that would be great as it will encourage such manufacturers to produce even more ready-to-run and retail outlets to sponsor more too.

'O' gauge is definitely not the exclusive scale it used to be and Dapol, Heljan and one or two others have certainly helped. I know a few

'OO' modellers that have already started to collect these cheaper, but excellent models.

However, I disagree when he says that 'O' gauge prices are reducing. I moved up to 'O' about ten years ago and prices generally are certainly not coming down. For example, popular ready-to-run brass locomotives built in the Far East have increased by about 25% in the last three or four years. I know - I have quite a few! I do agree, though, that these cheaper options above are a welcome addition and will attract more enthusiasts to 1:43 scale, but they too are going up with each new release. That's life!

**John Roebuck, by e-mail.**



## Early overhead electrics

Many thanks for a very good article in the June issue on the Peco catenary kits.

However, I model in the Grouping era (specifically LNER) and have just purchased a Judith Edge kit for the EB1 class electric locomotive and want to both read some history of electrification at that time and any pointers your experts

might be able to give to replicate this look. Comments made by other modellers (and some photographs I've seen) tell me that there were entirely different ways the wires were carried in those days.

Keep up the good articles, I look forward to receiving my monthly magazine.

**Graeme Leary, New Zealand.**

## GREAT NORTHERN HOSPITALITY

For some time, I have been using Olivia's Trains of Sheffield for installation of sound into my 'OO' gauge locomotives. The service provided by Neil and the team is friendly, informative, thorough and prompt.

Being Yorkshire born and bred, on numerous occasions following a brief telephone call

with Neil beforehand, I have driven from Gloucestershire to Sheffield to take the opportunity of their 'while you wait' service. There has always been a welcome offer of a coffee while sound is installed and tested in my models. You cannot beat Northern hospitality.

**Alan Vamplew, by e-mail.**



**£50  
STAR  
LETTER**

John Roebuck says we've never had it so good and images like this of Steve Pike's Seven Ash (HM125) back up the claim. Who could have expected that almost every main line diesel – including the diesel-hydraulics – would become available ready-to-run to such a high standard?

Trevor Jones/Hornby Magazine.



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# Electrics need overhead

The thoughts expressed in the July issue about modern image were interesting as I purchased some Continental 'TT' (1:120) trains more than 20 years ago. The electric locomotives had a switch on the top that switched pick up between the overhead wires and track. This was excellent as it enabled two trains to run on the same track and the electric locomotives looked right. I will not model modern image as electric locomotives and multiple units do not look right running with no wires and the pantograph down.

Mike Hillman, by e-mail.



## Tri-ang 'TT' offers a budget friendly alternative

I came late to the May issue of Hornby Magazine so have only just seen the two items from Whyte & Hornby re the cost of models. Possibly the cheapest of any model railway equipment these days is second hand Tri-ang TT3. This is 3mm:1ft scale, using 12mm track. Agreed, this (like 'OO') is underscale and there are purists who use the correct 14.2mm track, but there is plenty of Tri-ang available from the 3mm Society. These models are 1950s standards, but are upgradeable with replacement of moulded handrails with fine wire if you have the skill - and cheap enough if you have a disaster. Even the solid wheels don't look too bad from normal viewing distances.

Small locomotives like the LMS 'Jinty' 0-6-0T, depending on condition, can be had for £12-£15, bigger ones £20+, wagons from £1, coaches £2+, set track 10p, points £1. New, finer scale flexible track is available too.

For the really ambitious, the Tri-ang track - to my eyes at least - looks exactly like 3ft 6in Cape gauge track in 'HO' scale.



Despite the large mileage of this gauge worldwide, I don't know of commercial Cape gauge models from any country. Can anyone advise differently? Using Tri-ang track and mechanisms, scratch builders could have a field day making their own bodies for locomotives and rolling stock.

Another advantage of 12mm track of course is you can get more in a given area, hence the origin of the TT3 (table top) nomenclature. In 3mm modelling,

one can 'graduate' beyond Tri-ang and build fine scale models from kits in white metal and etched brass. Obviously, this costs more, but if one has the skill very good models can be made for less than the cost of most ready-to-run products in 'OO'. Membership of the 3mm Society costs £20 per year, £12 for seniors and juniors and there are a number of traders which specialise in second hand products too.

Wesley Paxton, Annan.





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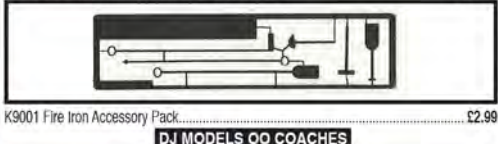
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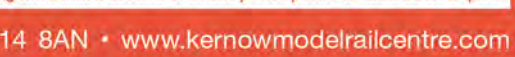


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# Maesog

The 'great little trains of Wales' have long inspired OO9 Society Secretary **CHARLES INSLEY**, who reveals the story behind his long-lived 'OO9' exhibition layout.

PHOTOGRAPHY, MIKE BISSET



A panoramic view of Maesog station: almost all the layout is in view here with the goods sidings nearest and the covered platform in the background.



I'VE MODELLED narrow gauge railways for about 35 years now, having fallen in love with narrow gauge railways as a child. I think it was something about the scale of the trains that appealed to me.

Whatever the appeal, I've modelled narrow gauge - mostly 'OO9', 4mm scale rolling stock running on 9mm gauge track - ever since, and have been a member of the OO9 Society since 1984.

Over the years my interests have broadened since my first projects (recent layouts have included French and Colonial 'OO9'), but I am still very fond of and interested in the Welsh narrow gauge lines, especially the Ffestiniog and Corris Railways. Maesog is the fourth specifically Welsh narrow gauge layout I've had, and much the most long-lived. In its current form it made its exhibition debut in St Helens in 1998, so this year is its 20<sup>th</sup> anniversary.

Unlike all of my other layouts, though, I did not build it. The layout was originally built by Paul Towers. He had it for sale at the Warley NEC show in 1997 and, as I'd just moved into a small flat in London, a small 'OO9' layout seemed perfect. Not much of Paul's layout is left now, beyond the baseboards, some of the track and the station building.

Maesog is the upper terminus of the Vaenol Tramway, a narrow gauge light railway in the borders of England and Wales. It is modelled as it might have been in the 1920s before the irresistible rise of the internal combustion engine made such railways uneconomic. The model and the Vaenol Tramway are freelance, but take inspiration from Welsh narrow gauge lines including Corris, the Glyn Valley Tramway and the Welshpool and Llanfair Light Railway. »



**George England 0-4-OSTT Duke, a Gem kit on a Fleischmann chassis, stands on shed while a Sharp-Stewart 0-4-2T, scratchbuilt on a Fleischmann chassis, shunts a four-wheel carriage.**







**3** The Sharp-Stewart 0-4-2T waits to depart Maesog, while Manning Wardle 2-4-0T Bronllys, scratchbuilt on a Dapol chassis, arrives.

## CONVENTIONAL CONSTRUCTION

In terms of construction, the layout is entirely conventional. It is 4ft x 1ft in size, and built of balsa sheet on top of a strong framework of 2in x 1in timber, which has stood up to 20 years of exhibiting very well. The track plan is very simple: a passing loop and headshunt and two sidings. The trackwork is Peco's venerable 'OO9' Crazy Track range, glued to the baseboard. The layout is set up for DC operation, with section breaks and switches. I've sometimes wondered about Digital Command Control (DCC), but on a small layout like this, I'm not sure it really offers anything, although the sound side of DCC is attractive. More than that it would be the significant cost and in some cases there would be difficulty in installing decoders in my varied locomotive fleet.

Points are operated via wire-in-tube, with the frogs wired to the slide switches that throw the point. The 'off stage' storage yard is a series of cassettes made from 25mm x 25mm aluminium angle on plywood bases. Alignment and current transfer is provided

**4** Manning Wardle 0-4-4T Godwin arrives with a set of four-wheel carriages at Maesog.



by small bulldog clips that hold the cassettes in place and connect them to small pieces of the same aluminium angle which are in turn connected to the track. At exhibitions, there is a hinged drop-down shelf behind the layout on which the cassettes and trains can be stored when not being used. This allows me to have six or seven different trains made up, ready to use on the layout and requires a minimum of stock handling.

The track was weathered – dry brushing of a timber colour onto the sleepers and a touch of rust on the rail sides - and then ballasted in the normal fashion, with fine granite chippings carefully spread around the track, wetted with water from a garden





George England  
0-4-0STT *Illtyd*, a  
Langley kit on a  
Fleischmann chassis,  
poses on shed.



spray and then treated to a mix of PVA and water. Ready to plant clumps of grass and weeds (bought from Greenscene) were then added to the track, especially at the end of the sidings to give the suggestion of a railway which, if not on the verge of collapse, had certainly seen better days.

### SCENIC FEATURES

The key scenic features of the layout are probably the trees which, in combination with the backscene (from ID models) suggests the lush and hilly landscapes of mid-Wales, where the layout is set. The trees were made by my mother, and have copper wire armatures coated in PVA

sealant and then decorated with foliage from a variety of commercial manufacturers – GreenScene, Anita Décor, Woodland Scenics. Over the years, some of this foliage has dropped off, which had given the layout an autumnal feel. Eventually, though, we've needed to replace most of the trees.

The rural setting of the layout means that there are few buildings on the layout: there are currently three (station building, chapel and engine shed), although the engine shed is a recent addition, only being added to the layout in 2013.

The station building is an adapted Peco kit, and is one of the few things left of the layout in its original Paul Towers guise. Initially,

this building had a simple canopy, but this was forever getting knocked, and after falling off for the umpteenth time in 2005, I replaced it with the current overall roof. This was inspired by the Corris Railway station at Corris, which was completely covered, and the Tralee and Dingle Railway's station at Dingle Town, which had an overall roof and open sides, rather like Maesog. The roof is removable in case of mishaps.

The chapel is a Wills kit, while the engine shed is a much modified set of Wills garages, raised in height by the addition of a stone base, also made from Wills coarse stone sheet. The dry stone walls were bought many years ago at an exhibition, the water »





**A Kerr Stuart 0-4-2ST, a Meridian kit on a Bachmann chassis, arrives with a train of slate wagons.**



**An ex-Corris Railway 0-4-2ST, a Rodney Stenning kit on a Bachmann chassis, runs around its train after arriving at Maesog.**

tower is a Gem kit of the water tank at Dolgoch on the Tallylyn Railway, and the overbridge which hides the exit to the storage yard is a much modified Wills kit.

The lighting for the layout has varied over its life, but currently it uses three IKEA 'Jänsjö' clip-on LED lights, which clip on to a wooden batten which runs along the back of the backscene. These lights provide a nice warm daylight effect.

## ON SHOW

In terms of running the layout, there is no set sequence as such. I will tend to have six or seven trains made up and will run them in turn. At the very least, because the layout is a terminus, the locomotive will run around its train. It may also need to call at the coal stage (a grand word for a not very grand structure) by the engine shed, and for water at the water tower. Since the norm on most British narrow gauge railways was to run mixed trains, most of the trains I run will require shunting, with wagons being deposited in certain

locations, or, conversely, being added to the train before its departure. I generally find it takes well over an hour to run through a complete sequence of trains at a show.

Although I enjoy all aspects of railway modelling (carpentry and electrics are my least favourite), my passion is the building of locomotives and rolling stock. The upshot is that there are well over 40 locomotives which could be used on the layout, and probably the same number of coaches, with another 30 or so wagons. The vast majority of these are kit-built or scratchbuilt.

For most of the time I've been modelling narrow gauge, this has been the only way of getting British outline stock. Since 2012, though, this has changed dramatically, and I now also run ready-to-run Glyn Valley Tramway coaches from Peco, Lynton and Barnstaple Railway wagons from the same source, and even a small number of ready-to-run locomotives. Bachmann has just released its Baldwin War Department 4-6-0T (HM131), so I have one of those, but even before this or the Heljan Lynton



**Manning Wardle 0-4-4T Godwin, scratchbuilt by Paul Windle on a Bachmann chassis, draws up to the water tower to replenish its tanks.**

and Barnstaple Railway 2-6-2T, the German firm Minitrains released an 0-4-0 based on a standard Bagnall wing-tank contractor's locomotive. This model is especially important for me, since it originated in a competition sponsored by Minitrains at the OO9 Society's 40<sup>th</sup> Anniversary Convention in 2013 to design Minitrains' next locomotive. I won the competition with a little wing-tank, which became the basis for the Minitrains model released at the end of 2016.

The layout has done a lot of shows in its 20 years, including the NEC and York, and is still going to shows - it will be at the Hazel Grove MRS show this October, and has invites into 2019. Although small, it is still absorbing to operate over a weekend, and I've not got bored of it yet!

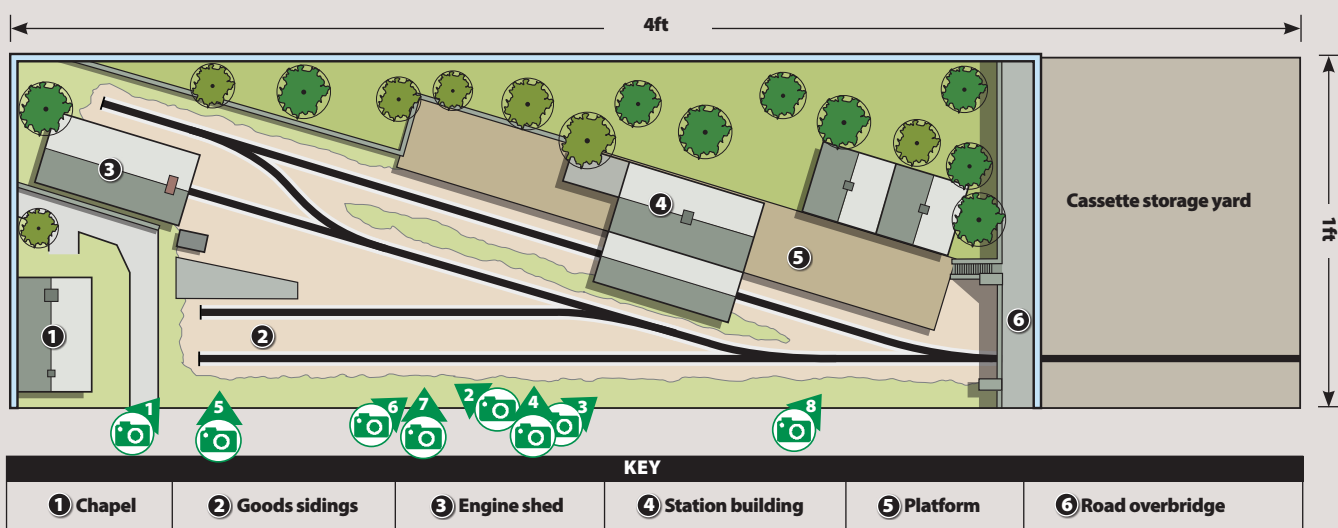
I've been a member of the OO9 Society for 34 years and can recommend it wholeheartedly to anyone interested in the scale. [www.009society.com](http://www.009society.com)

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## MAESOG TRACK DIAGRAM (Not to scale)





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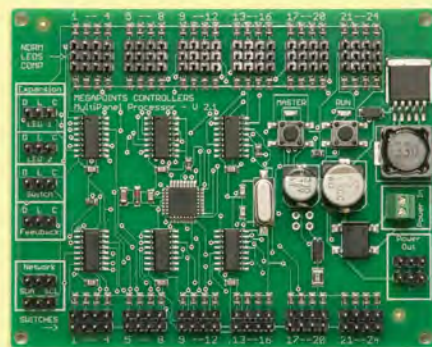
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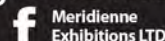
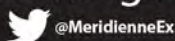
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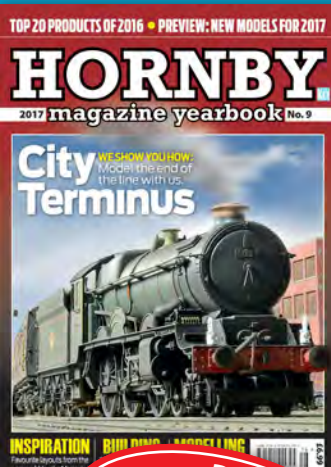
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# Dapol delivers its **ADAMS** **'B4'**

The compact Adams 'B4' 0-4-0T is the latest release from Dapol offering a new choice of shunting engine for 'OO' gauge. **MIKE WILD** takes a detailed look at two versions from different eras.



**FIRST  
REVIEW**

**S**OUTHERN REGION MODELLERS can't fail to have noticed the recent influx of small tank engines. 2018 has been a brilliant year for the area in 'OO' gauge starting with Hattori's South Eastern & Chatham Railway (SECR) 'P' 0-6-0T in March (HM129) which has since been followed by the Heljan Class 07 diesel shunter (see pages 70-73) and – the

subject of this review – Dapol's London & South Western Railway (LSWR) Adams 'B4' 0-4-0T.

Moreover, the Southern tank engine story doesn't stop there as Rails is working with Dapol to produce a new generation 'OO' gauge Stroudley 'Terrier' while Bauer Media is working with Rapido Trains to release a Stroudley 'E1' 0-6-0T too.

Back to the 'B4'. It is Dapol's first new 'OO' gauge steam locomotive in the company's current form with more recent products focusing on 'O' and 'N' scales. However, it has clearly set out with the intention to impress as the 'B4' has a compensated front axle and a glowing firebox effect which operates

on both analogue and digital control.

The first of the real locomotives were introduced by William Adams in 1891 for the LSWR. The full fleet ran to 25 locomotives and they were well known for service at Southampton Docks with the last being withdrawn in 1963. Happily, two of these compact tank engines survive in preservation: 96 *Normandy* at the Bluebell Railway in East Sussex and 102 *Granville* at Bressingham Steam Museum in Norfolk.

Reality Check on pages 66-69 provides the full story on the 'B4' 0-4-0Ts.

## THE MODEL

For review we had the opportunity to inspect Dapol collector club special 91 in LSWR lined green (Cat No. 45-018-006) as well as 30089 in BR black with early crests (45-018-007). They have already proved popular since arriving in early June and Dapol has reported that all of its stocks of the first issue, consisting of five locomotives, have now been sent to its retailers. All are available Digital Command Control (DCC) ready and DCC fitted – the latter equipped with a Gaugemaster DCC23 6-pin decoder.

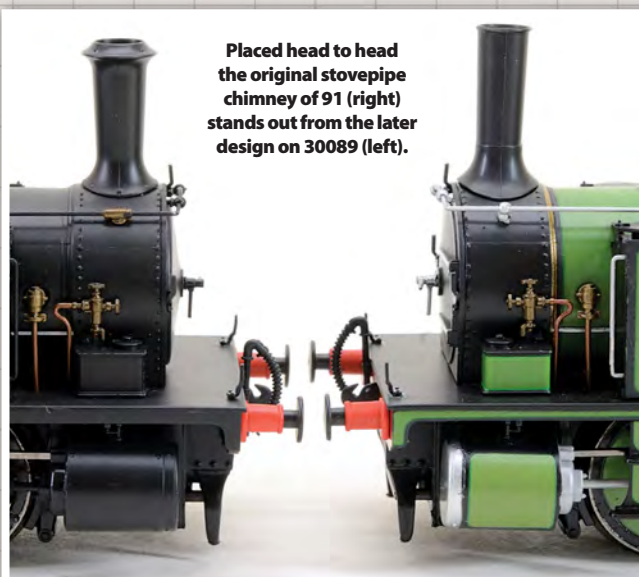
First impressions are excellent.

Dapol has done a fine job of recreating these tiny tank engines with their wide-set outside cylinders, long side tanks and square cabs. Both of our samples had enclosed



The cab interior is finely detailed and even has a glowing firebox effect light.





Placed head to head the original stovepipe chimney of 91 (right) stands out from the later design on 30089 (left).

## TECHNICAL DETAILS

<b>Manufacturer:</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>Cat No:</b>	4S-018-004 (30089), 4S-018-006 (91)
<b>Description:</b>	Adams 'B4' 0-4-0T 30089, BR black, early crests Adams 'B4' 0-4-0T 91, LSWR lined green
<b>Gauge:</b>	'OO'/16.5mm
<b>Scale:</b>	4mm:1ft
<b>Length (over buffers):</b>	98mm
<b>Price:</b>	£110.00 (DCC ready)
<b>Era:</b>	2 (91), 4 (30089)
<b>Couplings:</b>	Small tension locks in NEM pockets
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Speaker space:</b>	None provided
<b>Exterior lights:</b>	None
<b>Interior lights:</b>	No
<b>Motor type:</b>	Five-pole
<b>Flywheel:</b>	One
<b>BR power classification:</b>	1F
<b>Wheel arrangement:</b>	0-4-0T
<b>Purpose:</b>	Shunter
<b>Haulage capacity (expected):</b>	10 wagons
<b>Haulage capacity (actual):</b>	10 four-wheel wagons

*"Dapol has clearly set out with the intention to impress."*

MIKE WILD



This LSWR green model of 91 is a Dapol Collector Club exclusive.

cabs with round windows, but Dapol has also produced the semi-open cab of 96 *Normandy* and versions with the enclosed open cab which had square windows.

Starting from the front, you will find sprung buffers, factory fitted brake pipe, lamp irons (although the lower centre front iron is missing), a stovepipe chimney on 91, separate handrails throughout, toolboxes, and neatly produced safety valves ahead of the cab. The cab itself is superbly detailed inside with very neat flush glazing which fits into the round window apertures without any

additional support. The glowing firebox is a neat addition which works on analogue and through Function 0 on DCC fitted versions.

The underframe is just as good as the locomotive body. Finely produced valve gear sits either side of the driving wheels while a full set of brake rods are modelled together with guard irons at the front and rear.

The decoration of our two samples were in different worlds for their complexity. The BR black model of 30089 featured a high quality satin finish – a simple colour scheme – detailed with numbers and crests while the LSWR liveried model featured

crisp edging between the green and black sections as well as superbly fine brass beading around the back of the smokebox. The only area of note on the livery is that the smokebox numberplate on 30089 wasn't quite as raised as it should be – needless to say, this didn't detract from its overall appearance when in service.

## PERFORMANCE

With Dapol's abilities to create compact 'N' gauge locomotives we had high expectations for the 'B4s' performance and we weren't disappointed. The compensated front axle assists in making current collection more consistent and even with a decoder plugged in (which requires cleaner track and wheels than an analogue model in our experience) we found it very hard to stall the 'B4'.



We operated 30089 throughout the weekend at the Great Central Railway Model Event on June 15-17 where it acquitted itself well hauling a short engineering train. Operation was smooth and faultless for both of our samples through both analogue and digital control with each proving content with negotiating a range of Peco code 75 points. To get the best from these short wheelbase

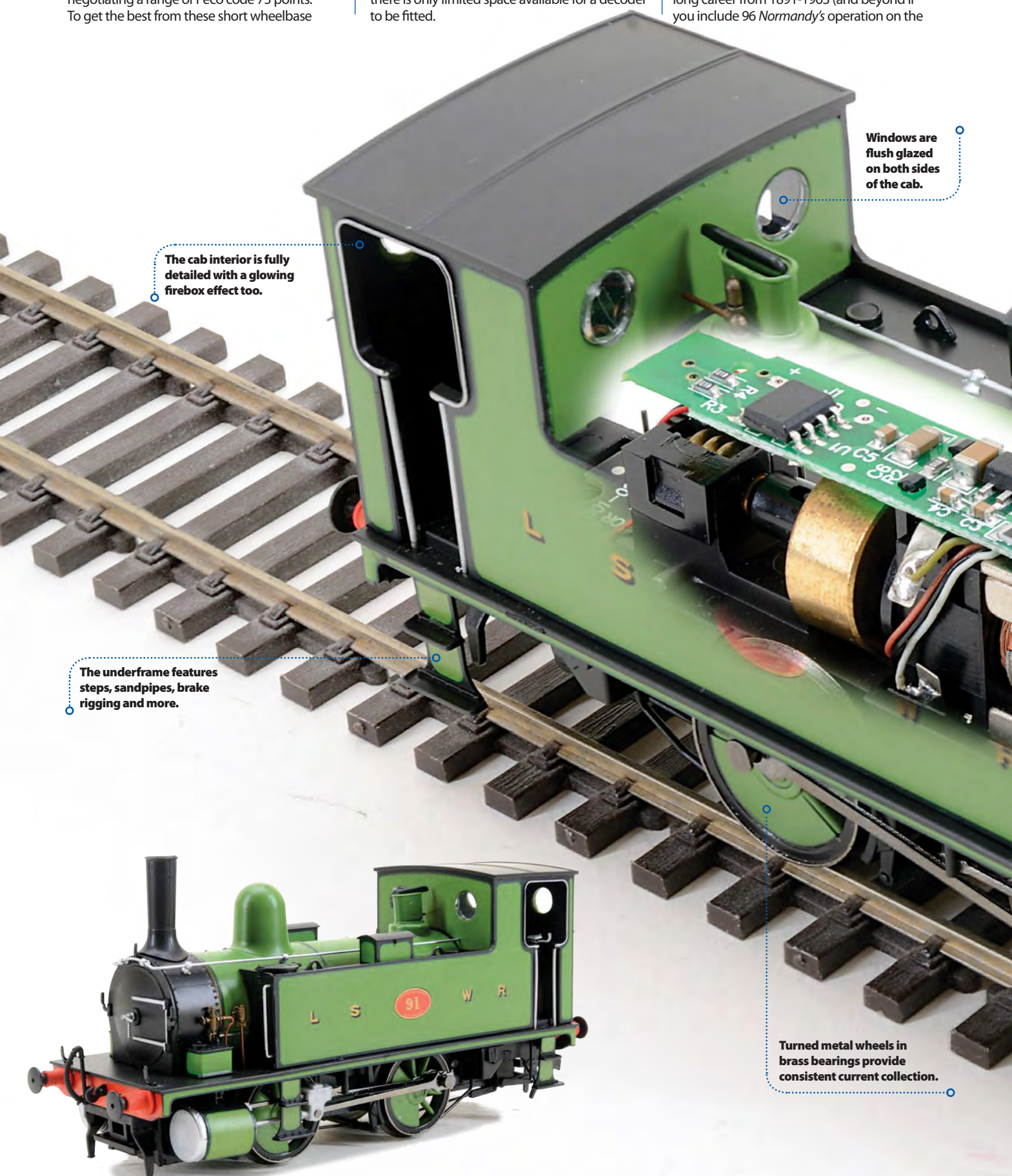
locomotives we would recommend using live frog points and to keep the rail heads clean.

The 6-pin DCC decoder socket is located at the front of the chassis which requires removal of four screws from the keeper plate to allow access to the body fixing screws. It takes care to disassemble this area of the 'B4' and once inside there is only limited space available for a decoder to be fitted.

We opted for a Gaugemaster DCC23, as used by Dapol, to equip 30089 for digital control.

## OVERALL

The 'B4' is a delightful locomotive to behold and will add welcome choice and variety for shunting scenes on the Southern Region. Its long career from 1891-1963 (and beyond if you include 96 *Normandy's* operation on the



The cab interior is fully detailed with a glowing firebox effect too.

Windows are flush glazed on both sides of the cab.

The underframe features steps, sandpipes, brake rigging and more.

Turned metal wheels in brass bearings provide consistent current collection.



Bluebell Railway in preservation) makes the 'B4' a great choice and Southern modellers of any era will be able to find reason to include one of these attractive tank engines in their fleet.

Dapol has done an excellent job in modelling the 'B4'. If this is the standard we have to look forward to in the future the new models of the GWR 'Large Prairie' and '43XX' 2-6-0 will be very enticing indeed. (MW)



30089 ended its career at the shed pilot at Guildford shed in 1963.

The five-pole motor is smooth running and silent in operation.

Two chimney designs have been modelled including the stovepipe on 91.

A 6-pin decoder socket is fitted at the front of the locomotive PCB.

*"Operation was smooth and faultless for both of our samples."*

MIKE WILD

Sprung buffers are fitted at all four corners.

Brake pipes and coupling hooks are factory fitted.



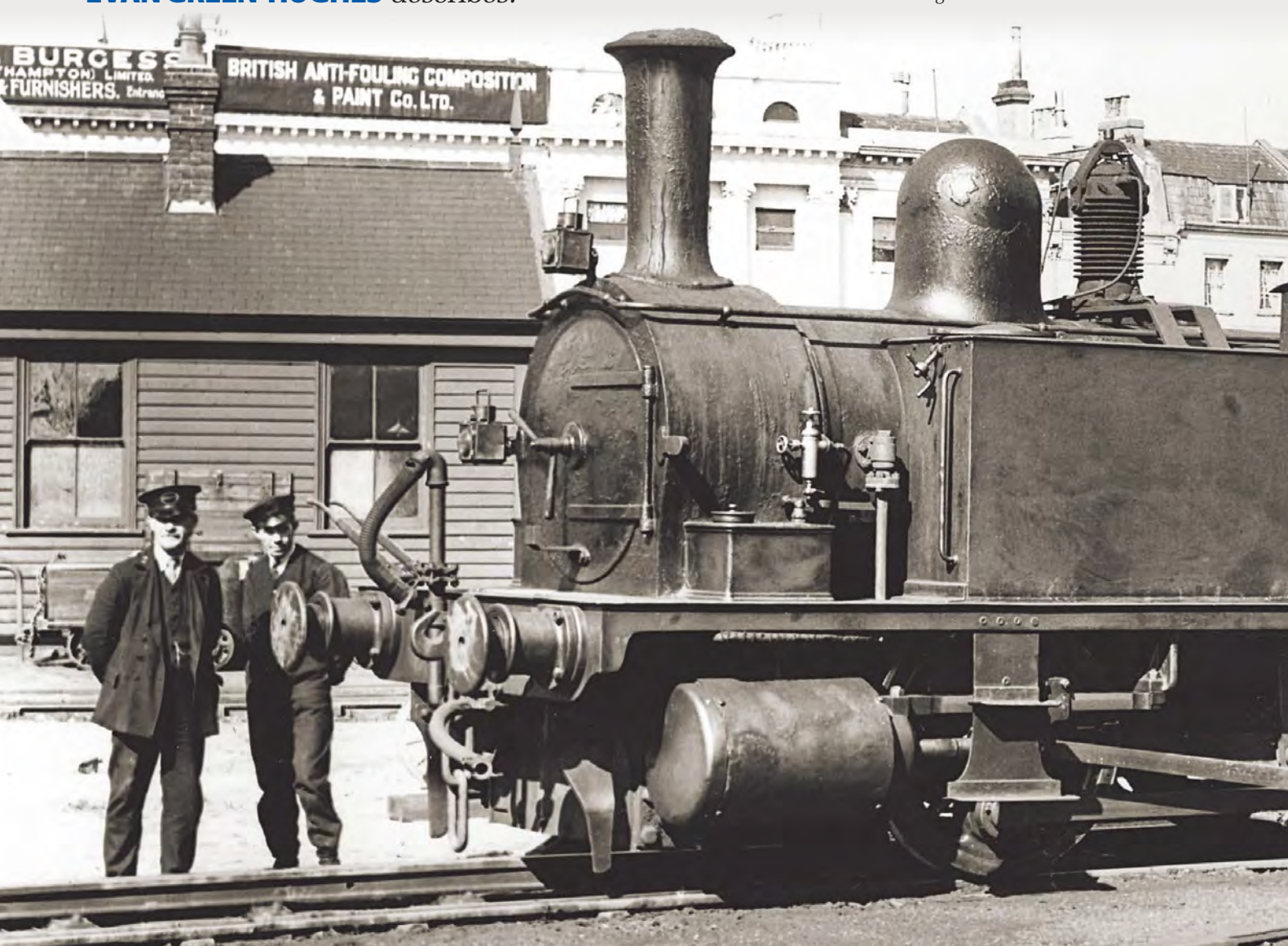
# LSWR 'B4' 0-4-0Ts

*Although primarily known for their work in Southampton Docks, the Adams 'B4s' actually had a wide sphere of operation, both on the main line and later on industrial railway complexes, as **EVAN GREEN-HUGHES** describes.*

**T**OWARDS the close of the 19<sup>th</sup> century the country's railways were enjoying an unprecedented boom. Passenger numbers were rising daily and so was the amount of goods traffic that was flowing through goods yards and stations. Up to this point many small yards had been able to shunt what traffic they had with the aid of horses and the occasional visit by a locomotive but levels were now such in some areas that something had to be done.

The problem was particularly acute in the docks at Devonport and this led the Superintendent of the London & South Western Railway (LSWR), William Adams, to design a simple outside-cylinder 0-4-0T which later was to become known as the 'B4'. The no-fuss design used a parallel boiler and was fitted with side tanks and had coal storage on the tank tops and in cab-mounted bunkers.

The initial order was for ten locomotives with construction taking place at Nine Elms between October 1891 and December 1892. Once completed, each locomotive spent its first few weeks shunting the nearby yards, presumably so that any niggles could be sorted out, before moving on to its permanent duties. Three went to Exmouth Junction where two were put to work as station pilots at Exeter while the third was used to shunt local yards. Salisbury and Bournemouth received one each and again these were set to work





on station pilot duties while two went to Northam and in a taste of what was to come spent most of their time moving wagons to the docks. Other examples were sent to Plymouth as intended.

## NEW PROSPECTS

In 1891 the LSWR gained control of Southampton Docks but found that rail traffic there was being worked by a mixed collection of locomotives, many of which were due major overhauls. Rather than repair what was there, Adams elected to order a further batch of ten more 'B4s' which were again built at Nine Elms, with the first appearing in October 1893. Of these 81, 96, 97 and 176 went to Southampton where they appeared in dark green and with the names *Jersey*, *Normandy*, *Brittany* and *Guernsey* respectively emblazoned on their tank sides.

As more of the old engines fell by the wayside more 'B4s' were then transferred to the docks. In February 1896, locomotives 86 and 95 arrived as *Havre* and *Honfleur* while two months later they were joined by 93 and 102, by this time named *St Malo* and *Granville* respectively. All these engines had their cabs modified, with large areas of the spectacle plates cut away to assist visibility when shunting.

In March 1900 the existing engines at Southampton were joined by 85 and 98 which were named *Alderney* and *Cherbourg* and the following year 89 and 90 joined them, as *Trouville* and *Caen*. These four did



**The driver of LSWR 'B4' 176 Guernsey shows the rear cab cut outs to aid shunting operations at Southampton Docks in 1919.** Reg Clark/Rail Archive Stephenson.

not, however, receive the cab modifications and retained their standard cabs.

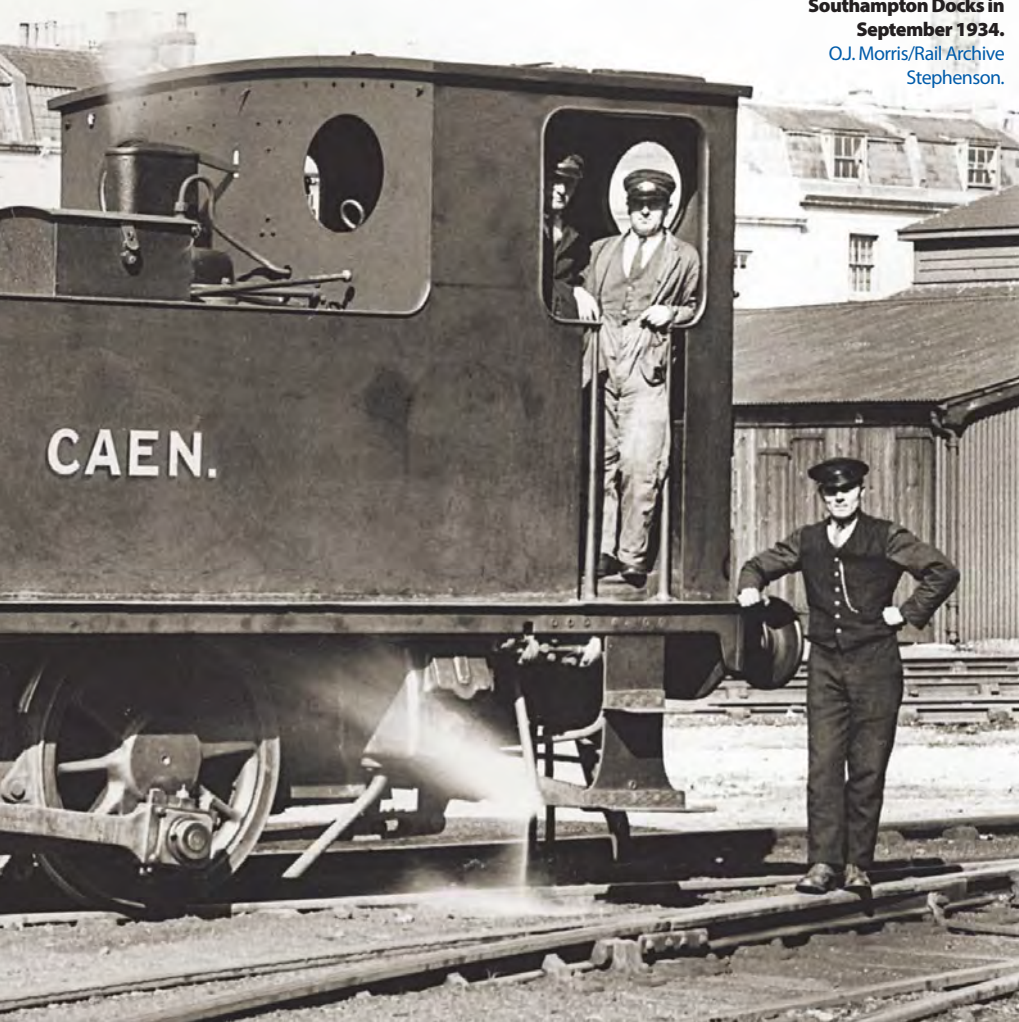
By this time the 'B4s' had fallen out of favour as station pilot engines and only Exeter was still using the type on this kind of duty, the rest being employed as light shunting engines. One of the class, 99, spent some time at Wadebridge where in addition to shunting it also worked the Bodmin goods yard. The class was still

well spread around the LSWR system with examples being at Nine Elms, Bournemouth, Plymouth, Exmouth and Eastleigh as well as Southampton Docks.

In 1907 there was a demand for further engines of this type and Adam's successor Dugald Drummond ordered five more 'B4s', but with alterations to the design. These were fitted with slightly smaller boilers which had lipped chimneys and Drummond style mountings, while the domes were situated a few inches nearer to the rear of the locomotive. A slightly different cab was used which did not have a constant curve on the roof. Of these 101 and 147 (initially numbered 746 and 747) received the names *Dinan* and *Dinard* and went straight to Southampton Docks.

**LSWR 'B4' 0-4-0T 90 Caen pauses for a photograph with its crew and yard staff whilst shunting in Southampton Docks in September 1934.**

O.J. Morris/Rail Archive Stephenson.



## MODIFICATIONS

As might be expected, the 'B4s' underwent a number of changes during their lifetimes. Commencing with 88 in March 1906, the stovepipe chimneys originally fitted were changed for Drummond-style lipped ones, although this process took a number of years. Until 1934 all the engines retained their original boilers but at that time six new ones were built, with these following the original Adams design rather than the improved Drummond one. Subsequently these were fitted at random to the class during overhauls, meaning that subsequently some of the Drummond engines ran with the different looking Adams-style boiler, commencing with last-built 84 in November 1936, and some of the Adams engines ran with Drummond boilers, the first example of this being 87 from the original batch. In fact, of the five Drummond engines only 147 carried its as-built style of boiler throughout its working life.

Braking gear also differed because all engines were provided with vacuum brake equipment from new but this was usually removed from engines sent to Southampton, except for the two Drummond ones, but retained on engines used elsewhere.

As the 20<sup>th</sup> century progressed the 'B4s' were employed on a wide range of shunting >>





duties, apart from those at Southampton. Two were used at Deptford Wharf while one made a brief appearance at Angerstein Wharf in London and 92 was used for a brief period at Meldon Quarry near Okehampton. The same engine was later used as a shunter at Winchester as well as at Poole Quay.

There were more external changes during the Second World War when those engines which had the cutaway cabs had them modified and small side sheets added to minimise the amount of light shown by the fire. Two additional spectacle plates were provided front

and rear, but some of these were round and some were square. In all cases the original round centre window was also retained, but later some were blanked off.

### EARLY WITHDRAWALS

After the conflict was over, Southampton Docks was left with 14 'B4s', Bournemouth had four, Plymouth four and Eastleigh three. Money was tight and little was available for overhauls. As a result Oliver Bulleid decided to purchase 14 0-6-0Ts from the US Army Transportation Corps to replace the 'B4s' at Southampton, with

the inevitable result that withdrawals commenced, starting with 90 *Caen* in May 1948, being followed by 91, 101 and 186 over the following months.

However, not all the 'B4s' went for scrap. Examples went to Bournemouth, Stewart's Lane, Brighton and Nine Elms where 147 *Dinard* became the shed pilot. During this period two 'B4s' were used at the Stewart's Lane milk sidings while 83 went out on loan to the Chislet Colliery.

During 1948-1949, as many of the class were still in good working order, 11 found their way into private hands. Three were purchased by the Ministry of Fuel and Power and were put to work in opencast coal mines, with one of these remaining active until the mid 1960s at Darton near Barnsley.

Five more were sold to Stewart's and Lloyd's of Bilston in Staffordshire and one of these worked for a time at Stanton Ironworks on loan while one each went to the Skinningrove Iron Company and Taylor Woodrow, a construction company which used it during the construction of the power station at East Yelland.

### MAIN LINE SURVIVORS

Those locomotives that were left soon lost their names and began to acquire British Railways identities, the first being

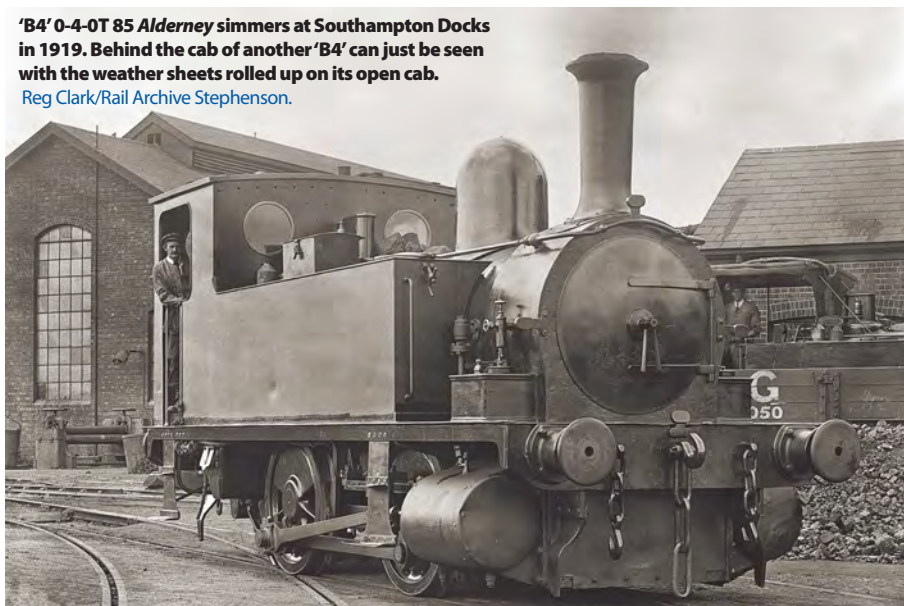




30096 was one of the last two 'B4s' to remain in BR service in 1963 – it has since been preserved at the Bluebell Railway. On April 6 1963 30096 stands at Southampton's Ocean Terminal having arrived with the Locomotive Club of Great Britain's 'B4 Dock Tank Railtour No. 2'. It worked the train from Winchester Chesil. Dave Cobbe/Railphotoprints.uk.



'B4' 0-4-0T 85 Alderney simmers at Southampton Docks in 1919. Behind the cab of another 'B4' can just be seen with the weather sheets rolled up on its open cab. Reg Clark/Rail Archive Stephenson.



30086. A total of 12 received BR numbers, being repainted in plain black, and they eked out their final years at Winchester, Bournemouth and Plymouth. By 1961 only three were left serviceable. 30089 was the shed pilot at Guildford while 30096/30102 were employed covering one shunting duty at Winchester. The Guildford job went over to a 'USA' in early 1963 and diesel shunters took over at Winchester later the same year. Of these final three engines 30096 went into industry with Corralls Ltd for service at Dibbles Wharf in Southampton while 30102 was bought by Billy Butlin and put on display at Ayr holiday camp.

All the other locomotives sold into industrial use were gradually withdrawn and cut up, but 30096 was eventually sold to the Bulleid Preservation Society in 1972 and was preserved at the Bluebell Railway where it was returned to its docks appearance as *Normandy*. 30102 also survived, being eventually taken to the Bressingham Steam Museum near Diss in Norfolk where it has remained on show as a static exhibit.

Although designed for the confines of the docks, the 'B4s' proved themselves masters of lighter duties and were at one time much favoured as shed and station pilots. As good examples of simple Victorian engineering they deservedly had a long life. [B&P](#)

Above: Guildford shed received an allocation of 'B4s' late in their career. On August 21 1960 30089, which was withdrawn in March 1963, stands cold in the company of a pair of English Electric Class 08 diesel shunters and an 'N' 2-6-0. J.F. Davies/Rail Archive Stephenson.

Left: 30102, once named *Granville* and now preserved at Bressingham Steam Museum, takes water at Winchester City in 1963. The final two 'B4s' were used for shunting duties at Winchester – note the proliferation of brake vans including a Southern Railway 25ton design behind the locomotive, a BR 20ton van behind and an ex-LMS 20ton brake van to the right.

Basil Roberts/Richard Pelham Collection/Railphotoprints.uk.

#### FACTS AND FIGURES

Designer:	William Adams
Built:	1891-1908
Withdrawn:	1948-1963
Builder:	LSWR, Nine Elms
Purpose:	Shunting/pilot/light goods
Wheel arrangement:	0-4-0T
Weight:	33tons 9cwt
Driving wheel diameter:	3ft 9 3/4in
Length:	24ft 10 1/2in
Boiler pressure:	140psi
Boiler size:	3ft 9in (diameter) x 10ft 8in
Cylinders:	Two, outside 16in x 22in
Tractive effort:	14,650lbs
BR power classification:	1F
Coal capacity:	10cwt
Water capacity:	600gallons
Number in class:	25
Number to BR service:	12
Number series (BR survivors):	30081-30103

#### PRODUCTION

BATCH	BUILD YEAR	ORIGINAL NUMBERS
Batch 1	Oct 1891-Dec 1892	85-94
Batch 2	Oct 1893-Dec 1893	176, 81, 95-100, 102-103
Batch 3	Apr 1908-Jun 1908	101 (746), 147 (747), 82-84

(modified Drummond design)

● BR numbers were LSWR/Southern numbers with '30000' added.



# Does Heljan's latest reach 7th heaven?

Compact shunting locomotives are in vogue right now. **MARK CHIVERS** assesses Heljan's latest release – the Class 07 0-6-0 diesel shunter for 'OO' gauge.

**H**ELJAN'S EAGERLY AWAITED 'OO' gauge Ruston and Hornsby Class 07 diesel-electric 0-6-0 shunter touched down in the *Hornby Magazine* office in June and is already proving to be a popular choice at the tills.

Intended for use on the sharply-curved lines within Southampton Docks, 14 were built by Ruston and Hornsby of Lincoln in 1962 (D2985-D2998) as eventual successors to the Southern Railway (SR) 'USA' 0-6-0Ts that had plied the docks since their introduction in the mid-1940s.

Weighing in at 43tonnes, they featured a 275hp Paxman 6RPHL engine, top speed of 20mph and were renowned for suffering hot axle boxes if venturing on the main line with trip workings. Mostly confined to shunting duties as a result, in the early 1970s some were fitted with air brakes and waist-level airpipes enabling them to be used to move BR Southern Region multiple units at Eastleigh depot and the neighbouring Works, together with a small allocation at Bournemouth depot (07010/07012/07013) for a spell too. By 1977 they were largely redundant and so those that remained were withdrawn, with some sold on for further use. Several survive, including 2991 (07007) which moved to BR's Eastleigh Works as a static generator/shunter following its withdrawal, and remains in regular use at the site today.

## THE MODEL

Heljan's 'OO' gauge Class 07 is offered in two versions - as-built condition and with later waist-level air pipes, associated air brake pipework and bodyside cabinet. For review, we received pre-TOPS D2992 in BR blue in as-built condition (Cat No. 29021), but variants are also available in BR green and BR blue (TOPS), plus industrial liveries including Peakstone and British Industrial Sand colour schemes together with Harry Needle RailRoad Company livery – the latter an exclusive model for Hatton's.

D2992 entered traffic on British Railways' Southern Region in July 1962, allocated to Southampton Docks shed (711), but was later reassigned to Eastleigh depot (70D) in 1966. It was withdrawn from service during 1973 and scrapped at Eastleigh Works in 1976 with a working life of just 14 years.

Heljan has captured the look of the prototype well, with its off-centre cab and characteristic nose ends. Close inspection reveals a three-section injection moulded bodyside and heavy diecast chassis, featuring a wealth of detail including separately applied metal handrails, windscreen wipers, distinctive back-to-back cab roof mounted air horns, sprung metal buffers, exquisite cab interior detailing and more. SR six-position headcode lamps are also fitted, although only the two red/white marker

TECHNICAL DETAILS	
<b>Manufacturer:</b>	www.heljan.dk
<b>Cat No:</b>	29021
<b>Description:</b>	Class 07 D2992, BR blue
<b>Gauge:</b>	'OO'/16.5mm
<b>Scale:</b>	4mm:1ft
<b>Length (over buffers):</b>	108mm
<b>Price:</b>	£139 (DCC ready)
<b>Era:</b>	6
<b>Couplings:</b>	Small tension locks in NEM pockets
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Speaker space:</b>	None provided
<b>Exterior lights:</b>	Red and white marker lights
<b>Interior lights:</b>	No
<b>Motor type:</b>	Three-pole
<b>Flywheel:</b>	One
<b>BR power classification:</b>	Shunting engine
<b>Wheel arrangement:</b>	0-6-0
<b>Purpose:</b>	Shunter
<b>Haulage capacity (expected):</b>	15 wagons
<b>Haulage capacity (actual):</b>	25+ four-wheel wagons

lights at the lower outer edges light up in the direction of travel. Six separately fitted irons (for use with headcode discs) also feature, although they were rarely used as such in real life.

The bodyside comprises three sections - a long bonnet, short bonnet and driver's cab. The long bonnet features a fine etched metal radiator grille mesh to the front, bodyside engine compartment doors, louvres and exhaust outlet, while both ends feature crisply printed yellow and black chevron warning markings. Factory-fitted screw-link couplings are fitted to the bufferbeam at each end, together with a set of irons, presumably for stowage of the shunter's pole. Steps are also neatly moulded for shunting personnel to ride, together with fine white-painted grab handles. The driver's cab is flush-glazed and includes a separate handbrake wheel and instrument desk with dials picked out accordingly.

Underneath, the running gear is also well appointed with cylinder tanks, sandboxes, sand pipes, pipework, brake shoes in line with the wheels and red connecting rods.

Decoration is evenly applied throughout with a high-quality BR blue paint finish, with yellow and black chevrons, yellow bufferbeams, grey roof and white handrails. Separation between colours is excellent, as is printing of the BR double-arrows, cab side numbers and Ruston badges.

## PERFORMANCE

On test, our review sample of D2992 performed faultlessly on *Hornby Magazine's* office layout running smoothly throughout and demonstrating an impressive sure-footedness, hauling a rake of 25 assorted four-wheel 12ton ventilated vans with ease. Red and white marker lights at each end illuminate in the direction >>







**FIRST  
REVIEW**





of travel and will certainly add the finishing touch to shunting/marshalling operations.

Access to the chassis to fit a Digital Command Control (DCC) decoder requires two underframe screws at the front to be removed, before sliding the cab upwards from the chassis, followed by the long bonnet section. A six-pin decoder socket is located on top of the diecast chassis but you will need to remove the sticky tape first to access it, before removing the blanking plate.

Space for digital sound installations will be a challenge, but not impossible, and will likely require some modification to the cab interior section to house a suitably small speaker. The short bonnet can be removed in similar vein if required. Care is also needed when removing the body sections as the upper ends of the handrails are connected to the body sections and will require realignment with the chassis when reassembled.

A pair of small stepped tension lock couplings





*“Heljan has captured the look of the prototype well, with its off-centre cab and characteristic nose ends.”*

**MARK CHIVERS**

A 6-pin DCC decoder socket is provided in the long bonnet.

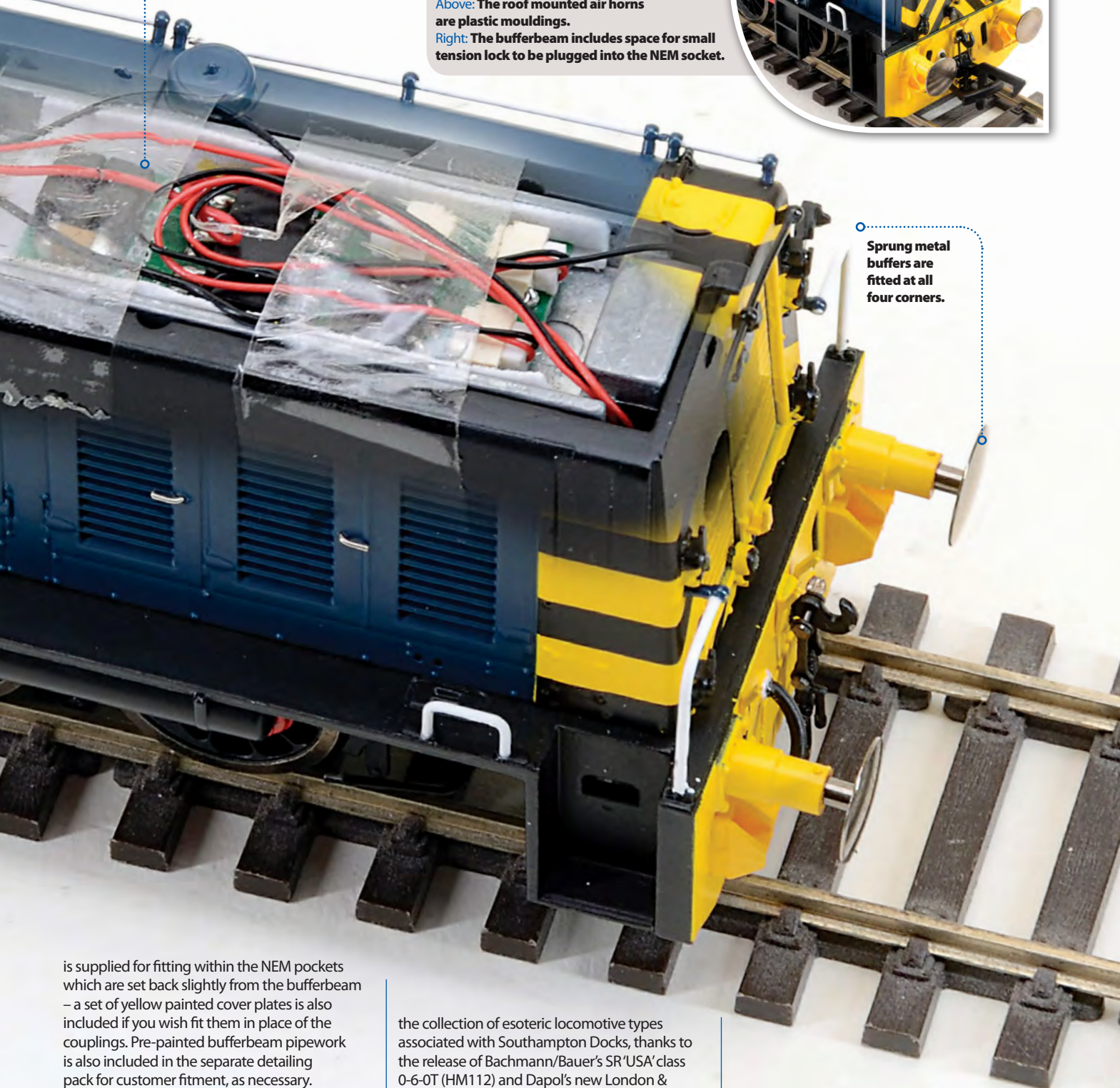


Above: The roof mounted air horns are plastic mouldings.

Right: The bufferbeam includes space for small tension lock to be plugged into the NEM socket.



Sprung metal buffers are fitted at all four corners.



is supplied for fitting within the NEM pockets which are set back slightly from the bufferbeam – a set of yellow painted cover plates is also included if you wish fit them in place of the couplings. Pre-painted bufferbeam pipework is also included in the separate detailing pack for customer fitment, as necessary.

## OVERALL

Modellers of BR's Southern Region are riding the crest of a wave right now with an abundance of appropriate 'OO' gauge motive power and

the collection of esoteric locomotive types associated with Southampton Docks, thanks to the release of Bachmann/Bauer's SR 'USA' class 0-6-0T (HM112) and Dapol's new London & South Western Railway (LSWR) 'B4' 0-4-0T (see pages 62-65) is, quite frankly, astounding.

Heljan's Ruston and Hornsby Class 07 diesel-electric shunter is a triumph for the Danish manufacturer. It certainly looks the part and, most

importantly, it has the ability to handle long and potentially heavy trains, just as the full-size counterparts did in the 1960s and 1970s around Southampton Docks. Plenty of excuse for a harbour scene now... (MC)



# Maunsell Restaurant

**H**ORNBY has an extensive range of Maunsell 59ft corridor stock available for 'OO' gauge and it has now been expanded again with the arrival of the sought-after Restaurant Car in Southern Railway and British Railways liveries.

This new carriage is due to arrive with Hornby stockists during July and follows in the footsteps of the Brake, First, Composite, Third, Open and push-pull Maunsell stock made for 'OO'. The first Maunsell Restaurant Cars were introduced in 1925 with further vehicles entering traffic in 1927, 1929, 1930, 1932 and 1934.

The first pair to be released are 7869 in Southern Railway unlined Maunsell olive green (Cat No. R4816) and 57861S in BR Southern Region green (R4817). 7869 is a diagram 2656 vehicle built in May 1932 and 57861S is a diagram 2651 coach from May 1927. Both follow the established format of Hornby's Maunsell stock in featuring turned metal wheels in Maunsell bogies, small tension lock couplings in NEM pockets, sprung buffers, separately fitted end steps, full relief underframes and fabulously detailed bodies.

The decoration of our samples was first rate with excellent printing of the lettering over the flawless application of the base



colours. Even the carriage ends include printed detail for the vehicle data panels.

Restaurant vehicles have been lacking from the ready-to-run market on the whole and it is pleasing to see the Maunsell Restaurant Car become available from Hornby for 'OO' gauge. It is a perfect addition to its already impressive range of Maunsell locomotive hauled stock and will allow realistic formations to be created for the Southern Region. (MW)

## Virgin Trains colours for Mk 3 DVT

The Mk 3 Driving Van Trailer (DVT) is making a welcome return to the Hornby range in 'OO' gauge this year to coincide with release of the Class 87s (HM132). Listed this year is 82141 in Virgin Trains livery – and Hornby is also releasing a rake of Mk 3 carriages in Virgin Trains colours to complement the DVT and Class 87 87019 *Sir Winston Churchill* (Cat No. R3656) which is being produced in the same colour scheme.

The DVT uses the same tooling as previous version of the vans and includes factory fitted bufferbeam details, sprung buffers at the leading end, directional lighting, an 8-pin DCC decoder socket, opening sprung cab doors and a medium sized tension lock in the rear NEM coupling pocket. The rear buffers are static and are modelled in the extended position which will limit close coupling opportunities. Access to the decoder socket to control the directional lights on digital is simple,



- **Price:** £74.99
- **Cat No:** R4859
- **Site:** [www.hornby.com](http://www.hornby.com)
- **DCC:** DCC ready, 8-pin socket
- **Era:** 8

requiring four slotted screws to be removed to allow the body and chassis to separate.

Decoration of our sample was flawless throughout with accurate decoration of the Virgin Trains red and dark grey livery of the late 1990s and early 2000s. Cabside numbers

are printed neatly together with overhead warning flashes, Virgin logos and 'Not for public use' lettering on the rear doors.

An excellent addition which will perfectly complement the incoming Class 87s. (MW)



# Car debuts

• Price: £47.99

• Site: [www.hornby.com](http://www.hornby.com)

• Cat No: R4816 (SR), R4817 (BR)

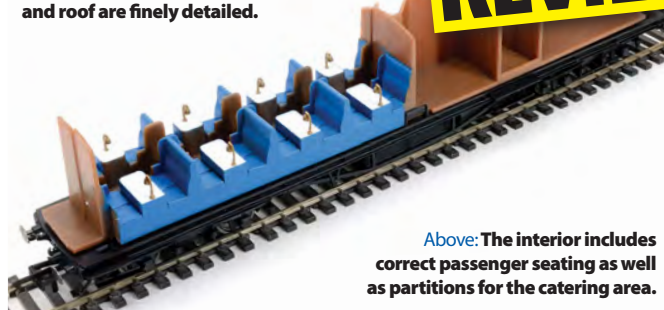
• Era: 3 and 4/5 respectively



**FIRST  
REVIEW**



Left: The solebar, underframe and roof are finely detailed.



Above: The interior includes correct passenger seating as well as partitions for the catering area.

## HAWKSWORTH TOP UP

• Price: £49.99

• Cat No: R4405B, R4407B, R4493B

• Site: [www.hornby.com](http://www.hornby.com)

• Era: 4



Following on from the arrival of the first round of Hawksworth corridor stock for 'OO' gauge (HM133), Hornby has delivered the rest of this year's collection consisting

of Corridor Third W2267W (Cat No. R4405B), Corridor Composite W7803W (R4407B) and Corridor First W8119W (R4493B). All three are delivered in BR carmine and cream livery

to Hornby's usual high standard and include turned metal wheels, small tension locks in NEM coupling pockets and a high standard of detail throughout. Available now. (MW)



'OO' GAUGE

# Coal sector 'SPLIT BOX'



● Price: £159.95 ● Cat No: 32-790 ● Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) ● DCC: DCC ready, 21-pin socket ● Era: 8

**T**HE LATEST LIVERY to adorn Bachmann's popular 'OO' gauge Class 37 is triple grey with coal sector markings as 37049 *Imperial*. This split headcode box locomotive carried the name from July 1986 until September 1994 and operated in Scotland, the Midlands and South Wales.

The model uses Bachmann's standard tooling for the Class 37/0 and includes directional lighting, cab lights, small tension lock couplings in NEM pockets, a 21-pin decoder socket

and space for a 40mm x 20mm speaker on top of the chassis below the roof fan.

Livery decoration is excellent throughout with our sample displaying crisp edges between all colours, neat application of the coal sector markings, cabside numbers and printed nameplates. Etched metal nameplates are also included with each model for fitting after purchase. Also worthy of note is that this model of 37049 has red backed nameplates, as carried by the locomotive

in the late 1980s while working in Scotland. By 1991 it had black backed nameplates.

On the track our sample was a solid performer throughout offering faultless speed control, consistent lighting as well as the option to turn the cab and tail lights off using switches in the underframe tanks.

This is a great addition for those looking to expand their fleet of sectorisation period locomotives, and who can resist another Class 37? (MW)

'OO' GAUGE

## Tank wagon goes Gulf in TMC limited edition

● Price: £74.95 ● Cat No: 38-776Z ● Site: [www.themodelcentre.com](http://www.themodelcentre.com) ● Era: 4/5



Bachmann's 'OO' gauge 14ton anchor-mounted tank wagon is the subject of this latest limited-edition pack commissioned by The Model Centre (TMC), in Gulf Oil livery.

Exclusive to the retailer, each pack contains three individually numbered 14ton tank wagons as vehicles 79, 87 and 93 decorated in pristine allover Gulf blue with orange branding and white fast traffic stars.

The tanks feature separately applied ladders,

metal buffers, neatly moulded handbrake levers and brake shoes in line with wheels.

Decoration is up to Bachmann's usual high standard, with an evenly applied paint finish, crisply printed lettering and legible small details including registration indicating the mid-1950s. Closer inspection reveals subtle differences in placement of some printed

elements between wagons for added variety.

Turned metal three-hole wheels and small tension lock couplings complete these colourful additions to TMC's exclusive limited-edition range. Weathered options are also available at additional cost. (MC)



## 'OO' GAUGE

# Weathered Treatment for Kernow '4575' 2-6-2T



● Price: £119.95 ● Cat No: 32-135X ● Site: [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com) ● Era: 5 ● DCC: 8-pin socket

Bachmann's 'OO' gauge Great Western Railway (GWR) '4575' 2-6-2T is the latest steam locomotive commission to be added to the ranks of Kernow Model Rail Centre's limited edition models, as 5541 in weathered BR lined green with late crests.

Built at Swindon Works in 1928, 5541 spent much of its career at Machynlleth depot before being allocated to Plymouth's Laira shed in

1960. Shortly after, it ventured further west to Penzance depot and was regularly turned out for use on the Helston branch during its time there. Withdrawn in 1962, 5541 was saved from the scrapyard and is currently operational on the Dean Forest Railway. KMRC's exclusive model represents the prototype during its short spell at Penzance shed, and appropriately

carries an 83G (Penzance) shedcode.

Decoration is up to Bachmann's usual high standards with an excellent BR green paint application, printed lining and overall weathered finish, which looks particularly effective over the wheels and motion.

512 models are available and each comes with a numbered certificate. (MC)

## 'OO' GAUGE

# Platform markings keep passengers safe

● Price: £4.95 ● Cat No: DC022-OO ● Site: [www.scalemodelsociety.co.uk](http://www.scalemodelsociety.co.uk) ● Era: 9-11

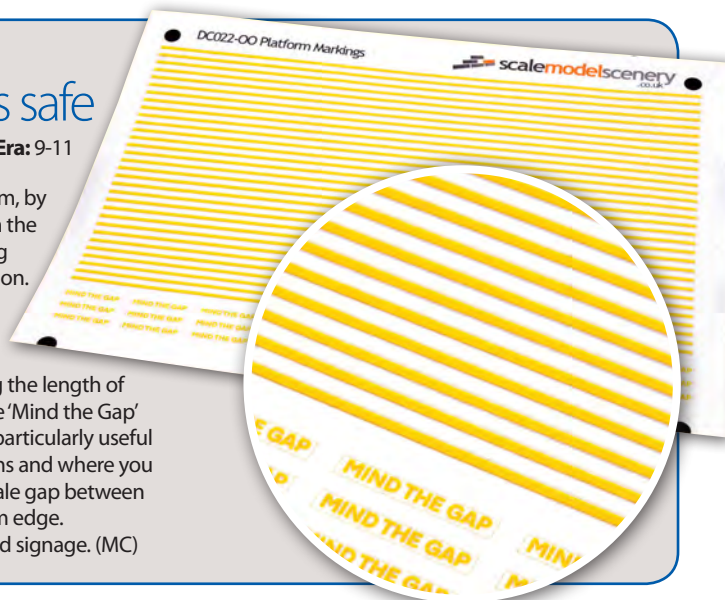
You can't fail to notice safety notices on platforms these days, and this pack of pre-cut 'OO' gauge self-adhesive platform markings from Scale Model Scenery is designed to help keep your station safer for model passengers.

Most modern stations which see high speed trains pass through now feature yellow safety warning stripes set back from the platform edge. Scale Model Scenery's latest addition contains 31 pre-cut yellow safety stripes and 27 'Mind the Gap' markings on a single white self-adhesive sheet. Each stripe is 190mm long (more than five metres in total) and can be joined together to create a

single line along a platform, by simply peeling away from the backing sheet and placing them in the desired position.

It is suggested that you use a faint pencil line as a guide to ensure a sharp straight line along the length of platforms. Meanwhile, the 'Mind the Gap' platform signage will be particularly useful on curved or low platforms and where you may have a more than scale gap between carriages and the platform edge.

Simple yet much needed signage. (MC)

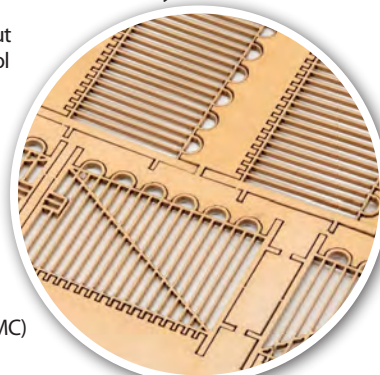


## 'N'/'OO' GAUGE

# Laser-Cut railings from SMS

● Price: £4.99 (N)/£5.99 (OO) ● Cat No: LX102/LX162 ● Site: [www.scalemodelsociety.co.uk](http://www.scalemodelsociety.co.uk) ● Era: 9-11

Scale Model Scenery has introduced a new set of fine laser-cut railings to its range of scenic accessories, suitable for school or park use. Available in 2mm and 4mm scales, two packs of the five-foot railings are available per scale - one containing five strips of fencing and five gates, the other being an extension pack containing an extra six strips of fencing. Laser-cut from 0.8mm laser board, 2mm scale fence strips measure 60.75mm x 12.5mm, while the 4mm scale equivalents measure 121.5mm x 25mm. Given that these railings represent metal examples, a coat of appropriate coloured paint will complete the effect. (MC)





# Accurascale debuts with HUO HOPPER

● Price: £59.95 ● Cat No: ACC1002-HUO-C ● Site: [www.accurascale.co.uk](http://www.accurascale.co.uk) ● Era: 4/5

**A**CCURASCALE'S debut ready-to-run 'OO' gauge wagons – the HUO 24.5ton hoppers – have been gathering a big following since their arrival at the end of May. Here at *Hornby Magazine* we had the opportunity to inspect Set C containing three pre-TOPS numbered HUOs in BR grey with 'Load only to Kincardine Power Station SC Region' route markings.

These new releases follow in the footsteps of Irish Railway Models, Accurascale's sister

company for Irish outline rolling stock, and feature a high level of detail and an impressive number of separately fitted parts.

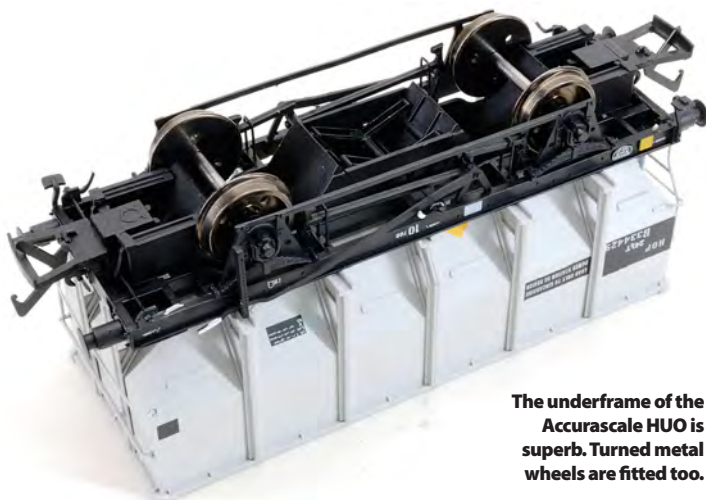
The body moulding is excellent and includes the prominent side and end ribs which make these higher capacity four-wheel hoppers stand out from the smaller 21 ton versions. Separate handrails are fitted at each end made from fine but strong plastic while hopper door handles and underframe detail are equally fine from the solebar

down. On the inside the four hopper bays are all present too.

Completing these wagons are sprung buffers all round, small tension locks in NEM coupling pockets and free running turned metal three-hole disc wheels of the correct size. The couplings are also nicely positioned with the bar of the tension lock only being around 3mm ahead of the buffers which keeps the gap between vehicles to the minimum.

Decoration matches the standard of the model with fine printing of the vehicles' numbers, routes and solebar builder plates while detail differences are modelled on each vehicle including the size of the black backing behind the numbers, worn edges to the black patches, yellow hopper marks on the lower body and more. Moreover, each set – there are five triple packs – offer different vehicle numbers making it possible to create a 15 wagon train without repeating numbers.

The arrival of the Accurascale HUO is great news for goods wagons and with the recent announcement of the Cemflo cement wagons (see Update) this new manufacturer looks set for a bright future. (MW)



The underframe of the Accurascale HUO is superb. Turned metal wheels are fitted too.

**FIRST REVIEW**

## DB Schenker Class 37

● Price: £159.95 ● Cat No: 32-381L ● Site: [www.trains4u.com](http://www.trains4u.com) ● DCC: 21-pin socket ● Era: 10

New from Trains4U of Peterborough is this exclusive limited-edition Bachmann 'OO' gauge Class 37/4 37419 in DB Schenker traffic red livery.

Repainted in 2009, 37419 became only the second Class 37 to carry the company's striking red livery, along with fellow Class 37/5 37670 *St Blazey T&RS Depot*. Both were intended for railtour use along with other duties, although 37419 was later sidelined with engine problems.

Bearing the hallmarks of previous Class 37/4 releases, the model replicates the prototype in ex-works condition carrying the eye-catching red and grey colour scheme. Decoration is up to Bachmann's usual high standards and features an evenly-applied paint finish with

red bodysides and cab, grey roof and tumblehome and yellow ends. Logos, overhead line warning flashes and numbers are crisply applied as are the tiny printed details such as the fire alarm lettering, lifting point logos, filler point details and more which enhance the model further. You can even read how much fuel is in the tank!

Fitted with a 21-pin Digital Command Control (DCC) decoder socket, the model also comes with small tension lock couplings in NEM pockets and a pack containing snowploughs and bufferbeam detailing. Further options are also available including digital sound-fitted examples.

Colourful and sure to prove popular. (MC)







Each triple pack of Accurascale HVOs contains three individually numbered wagons with unique markings.



Train4U has taken delivery of a new Bachmann 'OO' gauge limited edition modelling Class 37/4 37419 in DB Schenker red and grey.

## RECOMMENDED WATCHING

### MARSDEN RAIL 39

YORK AND THE NORTH EAST

By: CineRail

Running time 76min

Price: £19.95

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



**I**F YOU LIKE your railways with grime and dirt then you will enjoy this latest DVD in the Marsden Rail series which features British Railways steam era operations from York and the North East.

There are some tolerably clean locomotives on East Coast Main Line expresses and a few 'bulled up' engines on special workings - does anyone remember the Lyons Maid 'Zoom' ice cream specials? - but most represent typical workaday locomotives.

Many sequences depict filthy 'J27' 0-6-0, 'Q6' 0-8-0 and '9F' 2-10-0s flogging away on steep gradients in bleak surroundings on coal and iron ore trains both north and south of the River Tyne serving industries which are no longer part of the scene in many cases. National Coal Board (NCB) and other industrial systems also feature with some incredibly ancient motive power and rolling stock.

As well as railways this DVD is also a social history of the early 1960s with labour intensive operations long gone following the closure of the collieries and associated infrastructure.

It is an excellent production with plenty of real life weathering as an inspiration to modellers. (IW)



# Revolution-ary Class B Tanks

- Price: £26.95 each
- Cat No: N35T001/002/004
- Site: [www.revolutiontrains.com](http://www.revolutiontrains.com)
- Era: 5-7



**R**EVOLUTION Trains' (RT) eagerly awaited 'N' gauge 35ton Class B tank wagons are now available, completing the availability of ready-to-run examples of this vehicle type in each of the three major scales.

Built in the late 1950s, the prototypes were jointly designed by Charles Roberts and Co. Ltd wagon builders and Esso with the intention of developing a tank wagon that offered increased capacity and improved running speeds. Payloads included heavy oils with a higher flashpoint than that of their Class A equivalents, and the Class B tanks are particularly fondly remembered for their use on oil trains to/from Fawley refinery in Hampshire.

RT's latest addition to its range was first announced in 2016 and has been subject to the company's tried and tested crowd-funding model, resulting in six liveries being produced



in Esso black, Mobil Charringtons red, Texaco black, unbranded black, Regent black and United Molasses brown and blue. For review we received three examples, including Esso black 3301 (Cat No. N35T001), Mobil Charringtons red 201 (N35T002) and Regent black 345 (N35T004).

Straight from the box the Class B tank exudes finesse with many separately applied details to its neatly proportioned barrel including etched metal catwalks, step ladders, finely moulded

hatch, valve and pipework detail, metal buffers and more. Underneath, the barrel is mounted to a superbly crafted open underframe with intricate pipe work amongst the brake gear together with brake shoes in line with wheels, refined brake handles and bufferbeam coupling hooks. Closer inspection reveals both original and later upgraded suspensions have been tooled - the Esso and Mobil Charringtons examples feature original suspensions, while the

## Dapol releases four-compartment brake sets



- Price: £83.65
- Cat No: 2P-012-253
- Site: [www.dapol.co.uk](http://www.dapol.co.uk)
- Era: 3

Dapol has released a new triple pack of its Maunsell corridor stock for 'N' gauge. Included in the review sample are two Maunsell four-compartment Brake Thirds and a Corridor Composite finished in the attractive fully lined

Southern Railway olive green colour scheme. The manufacturer's Maunsell carriage range has been well received and as well as the triple pack a number of single vehicles are available including six-compartment Brake

Thirds, Corridor First and Corridor Third stock.

Our sample of the three-car pack featured a superb level of decoration with supremely fine lining on all vehicles – impressive for 'N' gauge – neat printed



# finally land MJA twin-sets downsize for 'N' gauge



Regent example incorporates the revised style.

Decoration is equally impressive with good paint density to each of our review samples, together with neatly printed lettering, numbers and logos, although that on the Mobil Charringtons red example displayed slight fuzziness in places. Solebar lettering appears well applied, as do the two bodyside white stars, indicating the tanks could travel at higher speeds.

Adding to the fidelity, RT has also included a pair of painted etched metal ownership plates to replace the printed versions, where appropriate, which have also been pre-formed to match the tank barrel's curvature.

Rapido couplings in NEM pockets are factory-fitted while a sprung self-centring coupling mechanism enables the model to traverse curves while also reducing the distance between vehicles on straight sections, with buffers almost touching. Turned metal three-hole wheels complete the package and add to the pleasantly weighty and surefooted characteristics of the model.

Available singly and in triple packs, while most were pre-ordered through the crowd-funding approach, limited numbers are available from selected stockists of RT products. Class B tanks they might be, but they receive a resounding A+ from us. (MC)

labels in the windows as appropriate, wood colouring to the door window frames and even carriage end printing.

The models are highly detailed and feature separate handrails on the guard's compartments as well as neatly moulded side with the correct reduction in width of the brake area. NEM coupling pockets support standard Rapido couplings while a pack of replacement close couplings are included with the set together with flexible gangway sections to allow the gap between coaches to be filled realistically. Turned metal wheels are provided in the bogies with our set being free running but stable.

Southern Region modellers will always need more Maunsell carriages and this new triple pack models a realistic complete short train formation – ideal to run behind a 'Schools' 4-4-0. Excellent and available now. (MW)



- **Price:** £37.95
- **Cat No:** 2P-025-006
- **Site:** [www.dapol.co.uk](http://www.dapol.co.uk)
- **Era:** 11

Dapol has added the 2003 introduced MJA twinset bogie box wagons to its range of 'N' gauge rolling stock covering both original Freightliner green pairs and later GB Railfreight operated blue vehicles.

For review we received a sample of GB Railfreight MJAs 502025 and 502026. Decoration is excellent throughout with neat application of the blue base colour and impressive finishing of the tiny writing on the solebar and data panels. Even the ladder rungs are picked out in white as well as being separate parts.

Rolling on turned metal wheels – and provided with NEM coupling pockets at each end of each vehicle – a straight bar is included for the centre with Rapido couplings connected to the outer ends, mimicking the permanent coupling of these open wagons in pairs.

In terms of the details these wagons are superbly appointed, particularly for 'N' gauge, with full underframe detail, correct side ribs, a fantastically fine handwheel and more. The end fairings are slightly shorter than on the real thing to accommodate model railway curves, but otherwise these are stand out wagons which we are sure will be highly popular for modern image modellers.

The MJAs are operated in bulk formations and it is pleasing to see that Dapol is catering for this by producing four pairs in Freightliner green and three in GBRf blue in the first batch.

They are great additions produced to a high standard and with the quality of these wagons we are looking forward to seeing the finished HIA bogie stone hoppers in 'N' gauge in the near future from Dapol. (MW)

## Harburn Hobbies expands 'N' scenic range

- **Price:** from £4.95-£16.95
- **Cat No:** HN-641/HN-642/HN-661
- **Site:** [www.harburnhobbies.com](http://www.harburnhobbies.com)
- **Era:** 6-11/Any



Recently added to Harburn Hobbies' range of 'N' gauge model railway scenic accessories are these cement bag stacks (Cat No. HN-641/HN-642) and humpback bridge (HN-661).

Stonecast, the cement bag stacks measure 29mm x 14mm x 10mm and are available in grey and light brown finishes, with good definition between each bag in the stack.

Equally well finished is the humpback

bridge which measures 63mm x 34.5mm x 22mm and has a stone finish with an asphalt road surface. Typical of many similar structures on minor roads, it would be ideal for bridging a small stream or culvert.

With prices ranging from £4.95 for the cement bag stacks to £16.95 for the bridge, these are useful additions which will help add the finishing touch or starting point for a new scene. (MC)



'OO'/O'GAUGE

# Make the right noise

## with Locoman Sounds 'Black Five' decoder

**T**HE ERSTWHILE STANIER 'Black Five' 4-6-0 is the subject for our latest sound decoder review sample from Locoman Sounds. Developed to operate on ESU decoders, the sound has been recorded from a preserved example on the North Yorkshire Moors Railway allowing it to recreate authentic sound effects of the real locomotives. We put it to the test in a Hornby 'OO' gauge Stanier 'Black Five'.

These mixed-traffic locomotives were found across the London Midland & Scottish Railway and BR London Midland and Scottish regions from introduction in 1934 until the last was withdrawn in

August 1968. They were equally at home on passenger, parcels and freight work. With the power of a Digital Command Control decoder, the performance of the locomotive can be tailored through CV changes to allow it to replicate operation on different types of train.

Loaded onto the decoder from Locoman are 15 sound functions plus options for lights (where fitted), shunting mode, function button operated volume control and spares for Aux 1 and 2 allowing the full range of decoder functions to be exploited if desired. Key amongst these sounds are the main exhaust and coasting sounds of the Stanier 4-6-0 which play superbly even

with a basic 28mm round speaker. Upgrading to a higher value speaker, such as a Zimo 40mm x 20mm 3D printed boxed speaker changes the tonal qualities greatly and gives the locomotive a much more characteristic Stanier 'woof'.

Ancillary sounds include superb Stanier 'hooters' in different lengths, doors, injector, guard's whistle and even an uncoupling sequence which is ideal for magnetic uncoupling. It reverses the locomotive back just enough to press couplings together over a magnet so that the locomotive can draw forward and leave the train behind. The sound of the coupling dropping

is included in the sequence too.

On the track the 'Black Five' is a pleasure to drive, responding well to reductions in speed and changing between exhaust and coasting sounds effectively. There are changes in the exhaust sound during acceleration too with soft exhausts at lower speeds and harder more powerful sounds when you turn the throttle up. It's an enthralling decoder, just like Locoman's new 'A4' (HM131).

If you have been looking for a high quality sound file to enhance your 'Black Five' Locoman Sounds will not disappoint and it is available on a range of decoder types suitable for 'OO' and 'O' scales too. (MW)

- **Price:** from £118.50 (sound decoder only)
- **Cat No:** Black5
- **Site:** [www.locomansounds.com](http://www.locomansounds.com)
- **Era:** 3-11



'OO' GAUGE

## Irish Rail snack car

- **Price:** £57.50
- **Cat No:** MM1509
- **Site:** [www.murphymodels.com](http://www.murphymodels.com)
- **Era:** 8



Murphy Models (MM) has added this 1:76 scale Irish Rail Cravens buffet coach to its range of Irish outline ready-to-run models.

Representing a vehicle originally built in the 1960s by Cravens

Railway Carriage and Wagon Company Ltd of Sheffield as a Standard Open carriage, it was subsequently converted into a snack car in the early 1990s with

the addition of a buffet counter and the plating over of two window bays on one side.

Suitable for 'OO' gauge use, this

latest release from MM follows the manufacturer's previous issue of sister vehicle 1508 (Cat No. MM1508) and replicates the prototype well



## FUNCTIONS

<b>F0</b>	Lights on/off (if fitted)
<b>F1</b>	Sound on/off
<b>F2</b>	Short whistle
<b>F3</b>	Long whistle
<b>F4</b>	Uncoupling (inc sounds)
<b>F5</b>	Long whistle
<b>F6</b>	Driver door open/close
<b>F7</b>	Injector
<b>F8</b>	Long whistle with echo
<b>F9</b>	Wheel slip
<b>F10</b>	Guard's whistle
<b>F11</b>	Firebox door open/close
<b>F12</b>	Coal shovelling
<b>F13</b>	Water filling
<b>F14</b>	Safety valve
<b>F15</b>	Fade for tunnels
<b>F16</b>	Shunting mode
<b>F17</b>	Volume down
<b>F18</b>	Volume up
<b>F19</b>	Aux 1
<b>F20</b>	Aux 2

**Locoman Sounds 'Black Five' adds realism to the driving experience of model Stanier 4-6-0s.**



with a neatly moulded interior which incorporates the buffet counter together with tables at each of the remaining seating bays. As with the prototype, underframe detail appears sparse, but certainly looks the part together with sprung metal buffers, neatly moulded bogies and passenger door steps.

Decoration is excellent too, the Irish Rail orange and black colour scheme appearing crisp throughout, together with straight white lining above and below the windows. Inside, while the seats are blue, the tables and counter area are painted cream. Printed detail is somewhat limited on this model, but what is there is neat and legible, including carriage numbers, warning flashes and red squares on vestibule ends.

Sure to prove popular amongst modellers of the Irish rail scene. (MC)

## 'OO' GAUGE

# C=Rail serves up new containers

- **Price:** £7-£9.50
- **Cat No:** Various
- **Site:** [www.c-rail-intermodal.com](http://www.c-rail-intermodal.com)
- **Era:** 9-11



The extensive range of containers produced by C=Rail Intermodal for 'OO' gauge has been widened with the arrival of these three new versions. In the mix are a 40ft dry box in CAI red suitable for the early 2000s to the present day, a H&S Food Trans 20ft tanktainer in the operator's current livery

and an OOCL 20ft dry box in a scheme first used in the 1990s which still exists today.

All three samples were superbly moulded with neat rib detailing and doors as well as ladders and walkways on the tanktainer. Paint application is faultless on all three samples

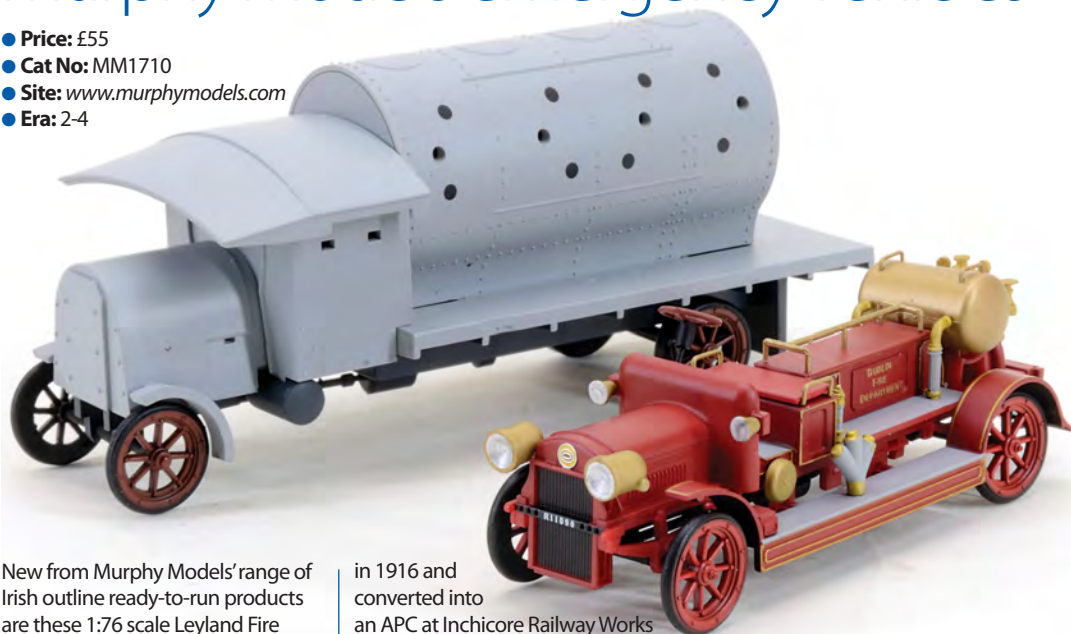
including logos and lettering.

These containers are suitable for use on a wide variety of ready-to-run container wagons and will add welcome detail and relief to factory provided loads. A perfect way to add variety to Freightliner trains during the 21<sup>st</sup> century. (MW)

## 'OO' GAUGE

# Murphy Models' emergency vehicles

- **Price:** £55
- **Cat No:** MM1710
- **Site:** [www.murphy-models.com](http://www.murphy-models.com)
- **Era:** 2-4



New from Murphy Models' range of Irish outline ready-to-run products are these 1:76 scale Leyland Fire Engine and Daimler Armoured Personnel Carrier (APC) vehicles.

Designed in the early 1900s, the Leyland fire engine was one of three vehicles built in Scotland and represents the first motorised appliance for Dublin Fire Department. Meanwhile, the Daimler represents a vehicle leased from Guinness by the British Army

in 1916 and converted into an APC at Inchicore Railway Works using locomotive parts such as smokeboxes and a smokebox door.

The models feature all-plastic construction with neatly moulded bodywork, separately applied details and rotating wheels. The open nature of the fire engine lends itself to be further detailed adding to the fine grab rails, steering wheel, pump, valves and

platforms, while the Daimler APC is more austere with its all-over grey enclosed cab and interior.

Application of the respective colour schemes is good, the fire engine appearing particularly good with its overall red paint finish relieved with gold embellishments, lining and lettering. Something a little different to the norm. (MC)





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# Sound AND stay alive FOR DJ MODELS' 'J94'

Small locomotives can benefit greatly from sound and especially a 'stay alive' pack. **JEREMY FAIRLIE-SMITH** strips down a DJ Models 'J94' 0-6-0ST to make it sound like the real thing.

**T**HE DJ MODELS 'OO' gauge Hunslet 'J94' 0-6-0ST made its debut in September 2016 (HM112) and has been made available in a wide range of standard liveries as well as in exclusive colour schemes for retailer commissions. Consequently many London North Eastern Railway (LNER), British Railways and industrial versions have found homes on our layouts and are giving good service.

They have proved to be a simple and reliable. It is a modern Digital Command Control (DCC) ready model with an easily accessed 6-pin socket. It has a very small quiet motor and a split chassis of advanced design, eliminating the need for wiper pick-ups, and three axles geared together within the chassis, rather than relying on the coupling rods. These features give the two essential qualities that small locomotives really need for standout performance on any layout: good pick-up and a smooth mechanism.

The 'Austerity' 0-6-0ST dates back to 1942 when the War Department (WD) identified a need for a simple 0-6-0 shunting engine. Robert Riddles was given the task of designing a locomotive which called for cost effective and simple construction as well as easy maintenance and operation. The WD 'J94s' were closely based on a 1941 Hunslet design.

Production started at various

locomotive workshops throughout Great Britain and engines were pressed into service with the WD while others were sent to Holland and France to assist with the war effort. After the end of hostilities the LNER bought 75 and they became classified as the 'J94s', the 'J' being the LNER's designation for 0-6-0 locomotives. WD orders finished in 1947, but construction of this useful design continued for the National Coal Board (NCB) in 1948. Many WD engines were subsequently rebuilt and sold on to industry, whilst production of new examples continued until 1964, again for the NCB.

## ACTIVEDRIVE

There are several survivors in preservation from which to take genuine sound recordings. The sound scheme we're using here, created for Zimo decoders by Paul Chetter, uses his own recordings taken from a working locomotive. This is one of his Activedrive projects which has several advanced but easily used features.

Activedrive is a system developed to allow you to change the way that the locomotive and its sounds respond to your driving style or needs. This avoids the need for reprogramming and all the additional costs that would imply. As supplied, the decoder will work in a 'heavy train' configuration, but it can be switched between heavy >>





## WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
10mm x 15mm cube speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	LS10x15S
Zimo MX649R sound decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	MX649R
Lais 'stay alive' pack	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	860009
'J94' 0-6-OST sound file	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	ZS004A

## TOOLS

- » A small crosshead jeweller's screwdriver
- » Standard flux cored electrical solder
- » Black tack or similar blue sticky stuff
- » Small diameter heatshrink, 1.6mm is ideal
- » A soldering iron with a small tip
- » Small sharp craft knife
- » Small end cutters

DJ Models' J94' 0-6-OST debuted in September 2016 (HM112) and has been released in LNER and BR liveries as well as numerous industrial schemes. This is 'J94' 68023, one of the original batch from 2016.





## STEP BY STEP INSTALLING SOUND AND STAY ALIVE IN A DJ MODELS 'J94' 0-6-0ST



**1**

The new locomotive ready for testing on DC before getting busy with the screwdrivers. Don't forget this obvious but often overlooked step. You need to get to know how your model performs and whether it's going to be a good one. This is why the manufacturer recommends you run it in.



**2**

As designed the model opens easily without tools to allow a conventional decoder to be plugged straight in. The smokebox door is retained by a pair of small magnets.

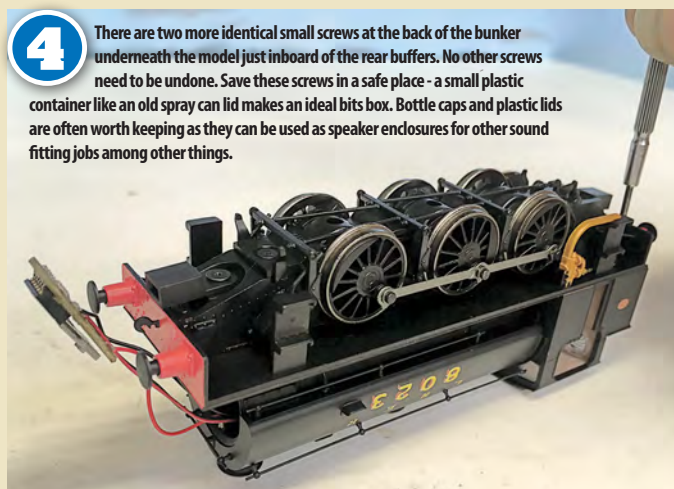
**3**



This shows the locomotive with the decoder socket pulled out on its harness and visible but for our needs the screwdriver is positioned to undo the single fixing for the saddle tank moulding.

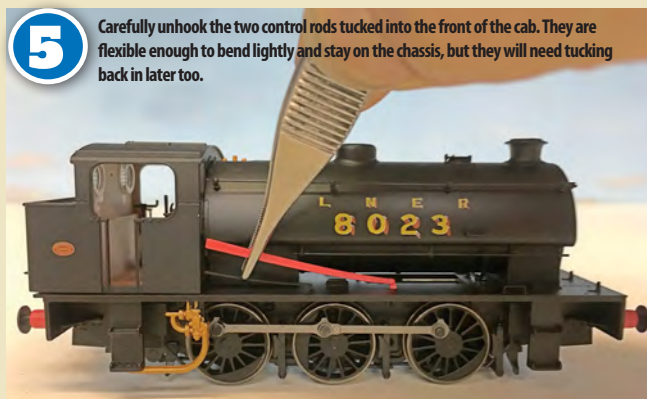
**4**

There are two more identical small screws at the back of the bunker underneath the model just inboard of the rear buffers. No other screws need to be undone. Save these screws in a safe place - a small plastic container like an old spray can lid makes an ideal bits box. Bottle caps and plastic lids are often worth keeping as they can be used as speaker enclosures for other sound fitting jobs among other things.



**5**

Carefully unhook the two control rods tucked into the front of the cab. They are flexible enough to bend lightly and stay on the chassis, but they will need tucking back in later too.



**6**

The rear of the cab was freed by removing the screws but the front of the cab clips in place around the back of the boiler. Using a thin but blunt tool, prise the cab sides to open them outwards a little and slide the whole cab upwards and off.



and light modes using Function 5 on a DCC handset. In addition, in any of the driving sound sets, increasing the speed step by one or more will produce an acceleration sound for a few seconds. If you wish continuous acceleration, ease the throttle setting upwards rather than 0-128 in one jump. Similarly, in each sound set, a reduction of one speed step or more will stop the exhaust beats and the locomotive will 'coast' (or drift) for a few seconds before resuming exhaust beats. Continuous

drifting can be simulated by easing the throttle settings down.

Another useful feature of this sound profile is Zimo's brake key. F2, a non-latching function, will give the sound of brake applications. F2 can be 'dabbed' or held for varying durations. The sound will respond accordingly. If the throttle is reduced in advance, as a real driver would do, before operating the brake key, a braking force will be applied which will continue to increase the longer F2 is held. Short dabs will

provide speed trimming, holding down continuously will result in a controlled 'Emergency Stop'.

### BEST PRACTICE

Back to the model. The very first thing to do before anything else, especially if you've got a new example, is to test it to make sure it runs properly. Fitting sound to an untested model can reward you with a finished item that has a fault and finding it at the end of the job is always worse than not starting

work on a model that isn't going to perform correctly. You never know if it's the decoder, the locomotive or something you've done on the way.

The fitting of a simple 6-pin decoder is very straightforward, but the locomotive with its small motor and temptingly big boiler water tank space is asking for some proper 'J94' sound and it is possible to fit a Zimo MX649N 6-pin direct fit sound decoder and a Zimo 10mm x 15mm cube speaker by plugging it straight in and poking





Then lift off the water tank/boiler top moulding. This reveals a huge space that we'll utilise shortly. Unsolder the pick-up wires to the socket harness from their solder tabs on the chassis halves, visible either side of the motor's worm gear. Cut off the wires from the socket to the motor leaving enough to attach your decoder wires to later. Don't assume the red one is for the orange decoder wire and the black for the grey wire - in this case it's the black that's the motor positive and red is motor negative. Bare and tin no more than 3mm from these wires ready for soldering later.

## TIP

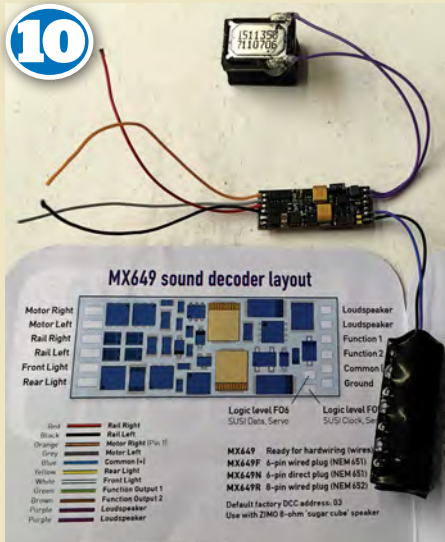
- A bare decoder is much more likely to suffer a short and fail than get too hot in its jacket. Insulation is always vital to successful decoder fitting. Don't be reluctant to put a protective cover on a decoder. Most new decoders are well covered from the factory nowadays.



Turning our attention to the parts that are going to be fitted to the model we've opted for the wired MX649R version rather than the six pin MX649N. This decoder is pre-prepared with Digitrains 'J94' sound file, code ZS004A.



The most challenging part of the whole job is the onerous task of fitting the two wires from your 'stay alive' unit to the solder pads on the decoder. Your retailer may be able to do this for you if you ask when you order your parts. The Zimo decoder leaflet shows where to look for the common positive and the earth terminals. With a sharp knife, carefully trim away a little of the decoder's protective sheath to access these pads on the decoder. Unsolder the decoder's own blue wire from the common positive solder pad and exchange it for the blue stay alive wire then attach the 'stay alive's' black wire to the previously unused earth solder pad. Then tape over it again when done.



Trim the two purple speaker wires and the black, grey, red and orange decoder wires to a sensible length - 45mm is plenty. Again, prepare them by stripping and tinning only the minimum length needed to make a secure soldered connection. The remaining function wires that we're not using can then be trimmed and secured away out of use. Solder the speaker wires tidily to the corner terminals of the cube speaker. I always insulate these connections with a blob of hot glue or a thin strip of tape to protect the speaker output from short circuits when powered up. You'll end up with a decoder with its speaker and 'stay alive' both now connected and ready to go into the prepared chassis. There'll be the four free wires ready to attach to the chassis pick-ups and the motor wires.



Clip out the plastic lugs from the inside of the saddle tank just to make it easier to reassemble later.

the decoder and speaker in through the front access hole. The big drawback of this installation is the fact that as soon as you fit sound to a short wheelbase model you find that, as good as it's pick-up is, it will stall on the odd point and the sound stops and it needs that little push to get going again.

Sound decoders are so much more sensitive to power outages than motor only decoders and seem to falter more often. All this adds up to a shunter that sounds

great on the main line but hates shunting in your yard, just where it should be at its most impressive. Enter the high power 'stay alive' to save the day. The advent of the tiny supercapacitor has given small locomotives the boost they need. These generally are rated at 2.7V so you can't use them on their own. DCC track voltages of around 13 to 16V are common and some go as high as 22V. So, it is important to know what your track voltage is and it can be measured to within 0.2V

or so with a standard cheap digital voltmeter as long as you remember to set it to read AC power.

'Stay alives' using these capacitors can be pre-made items from major decoder manufacturers such as the TCS KA Keep Alive units, Zimo SC68 supercao or the Digitrax Power Extenders. Alternatively, you can buy them on their own and create an array of them in series adding up your 2.7V increments until you're safely above your track voltage reading.

The Zimo small decoder manual outlines the parts needed to add your own home grown 'stay alives' to their decoders. However, the 860009 'stay alive' we're using here is a pre-made array with a tiny on board voltage limiter and charge circuit. It has four one Farad super capacitors protected by this device and is safe up to 16V track power and is very compact being only 28mm x 10mm x 9mm. The problem with using capacitors in series is that you end up dividing >>>



## STEP BY STEP

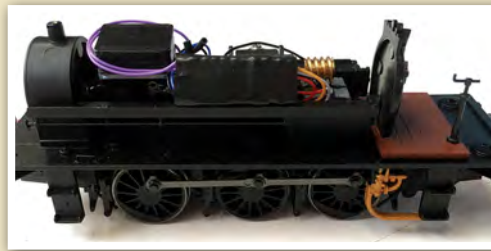
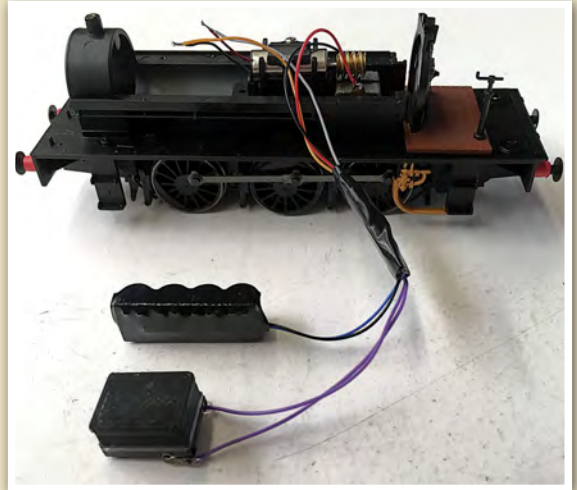
## INSTALLING SOUND AND STAY ALIVE IN A DJ MODELS 'J94' 0-6-0ST



FUNCTION LIST	
FUNCTION	SOUND
F0	Lights on/off (if fitted)
F1	Sound on/off
F2	Brake key
F3	Whistle
F4	Long whistle
F5	Heavy train/light engine sound selections
F6	Coal shovelling
F7	Live steam injector
F8	Blower
F9	Wheel flange
F10	Safety valves
F11	Handbrake
F12	Tank water filling
F13	Wagon snatching
F14	Buffering up
F15	Cylinder drain cocks
F16	Coupling
F17	Double whistle
F18	Guard's whistle
F19	Fade all sounds
F20	Shunt key
F21	Short whistle
F22	Short and long whistle
F27	Overall volume down
F28	Overall volume up

**12** Now for the real fitting bit. Solder your black and red decoder wires to the left and right solder tabs respectively on the chassis either side of the worm gear where the original pick up wires were. Then attach the orange decoder wire to the black motor wire and the grey decoder wire to the red motor wire. I solder these side by side rather than end to end so I can easily slip a tube of heatshrink over them and warm it on using my soldering iron tip as a heat source. The advantage of this is that you can pull off the heatshrink and undo the connection if you ever need to without having to cut your wiring.

**13** Below: Arrange and secure the items in the positions shown within the chassis using black tack to secure them in place. The decoder sits at the side of the motor, the 'stay alive' sits at the front lengthways in the bottom of the boiler and the speaker sits on top of the 'stay alive'. Route your cables neatly between the components, well away from the gears and secure them with black tack also. Fit the boiler top and check it all goes on easily without trapping any wires. You can now test your chassis.



### TIP

● Most decoders that get damaged do so during the fitting and testing stage. Never be tempted to try a test run without your speaker properly secured and insulation on. This locomotive should now work perfectly on address 3. I recommend checking your decoder's functionality before doing any further programming. If all is well then you can address it to your own number. On this model the chuff rate can be set up pretty accurately starting with a value of 105 in CV267.



**14** If all is well then you can finally reassemble the model, refitting the single screw down the chimney. Slide the cab on tucking the reversing rods in as you slide it down rather than just pushing it on and trapping them. Then refit the two bunker screws underneath and you're done.

their power. That still leaves you with a very impressive 250,000 microFarads of charge to keep your locomotive shunting happily. This equates to between five and 20 seconds of power. This variation depends upon how much power your model was actually using when the power interruption occurred. This 'stay alive' gives such impressive results that in this case it's probably necessary to use CV153 on the Zimo decoders that actually limits the 'stay

alive' time. A value of ten equates to one second so the maximum value 255 will give to up to 25.5 seconds if you have the power available. Tune this value to suit your needs. Also, don't forget to make sure you've told your locomotive to stop before switching off your controller.

### INSTALLATION

'Stay alives' on decoders only work properly under DCC control, but most decoders can also work

on DC. As such they are often designed to ignore the 'stay alive' power pack when running on DC as it would conflict with power from the DC controller.

The only problem is that we have now exceeded the amount of items which can fit through the front of the model, but only a few simple steps stand in the way of your 'J94' and enhanced sound performance. Fortunately, the model is actually relatively simple

to dismantle and once inside doing the job is not too daunting for anyone who can resurrect their soldering skills for a few minutes.

Everything else is just screwdriver work and joining a few wires. [www.hornbymagazine.com](http://www.hornbymagazine.com)

● The step by step guide contains TIP comments. These are general workshop tips based on years of first-hand experience fitting decoders and working with small electronic components.



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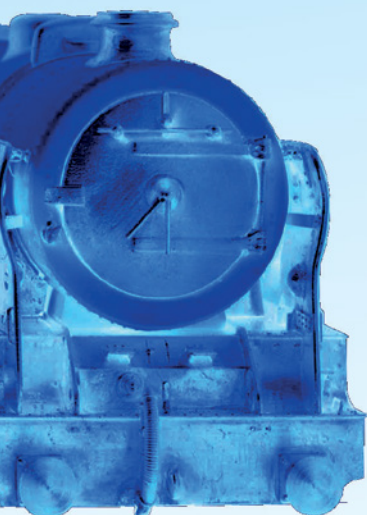
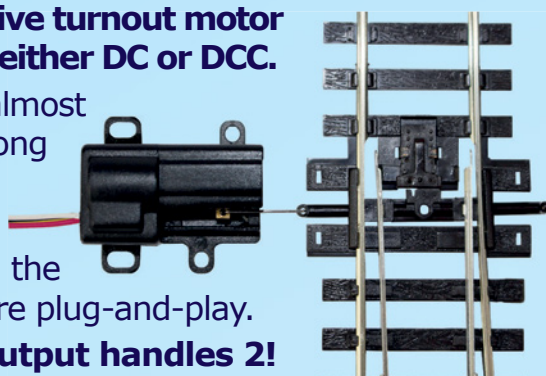
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# Peakstone

*Started as an experiment in returning to 'N' gauge by **TIM LOWE**, this layout evolved into a fascinating pastiche of the colourful 1980s and 1990s offering realistic trains in a compact space.*

**PHOTOGRAPHY, MIKE WILD**





**Right:** An InterCity liveried Class 47/4 makes a fresh sight between the rows of BR blue and grey rolling stock. The platform loops have been designed to accommodate six coach trains.

**Below:** A Class 46 leads a long parcels train headed by four-wheel CCTs through Peakstone while a Class 33/0 waits in the bay platform with an inspection saloon. In the background the motive power depot is busy with its allocation.



**A**FTER many years and many projects building 'OO' gauge end-to-end layouts, I really wanted to get to see more realistic length passenger and freight trains running. I had previously dabbled in 'N' gauge, but nonetheless the transition experiment back into 'N' was something of a gamble to see if I could create what I wanted to achieve both visually and operationally. Would I fall back in love with 'N' gauge after many years?

Growing up through the 1980s, I felt this was the age I wished to replicate, running what I remembered from that era. The location would be a fictitious crossing point between north and south for all kinds of traffic and cross-country services passing through its busy station. I like to run some chocolate and cream Mk 1 coaches on railtours pulled by a green Class 45/46 for a bit of fun too adding diversity to the trains which flow through the station.

Developing the plan I came up with a list of requirements that I wished to incorporate mixing scenic elements and a depot area to bring it all together. On the list were a station area which could support a locomotive and at least six coaches, a depot, passing loops, minimum space baseboard side with reasonable curves, a storage yard, fit into 8ft x 2ft, model the 1980s and early 1990s and offer plenty of potential for scenery and structures. That's a lot to ask from 8ft x 2ft, but 'N' gauge offers the greatest potential to achieve the tick list.

After many weeks of planning measuring and careful thought, Peakstone was beginning to take shape with the vision I had and developing on paper. The plans were altered to accommodate train lengths with clearances at stations, curved platforms, points and a little extra space for clearances for the passing trains. All that was left for the true board »





**Railway Technical Centre liveried Class 24 97201**

*Experiment rumbles into the station with a test train.*

The vehicles on Peakstone are drawn from the Japanese Tomix and German Wiking ranges.



**A Dapol Class 58 heads a rake of HEA household coal**

**hoppers through the station. The buildings are Peco**

**kits while the footbridge is a modified whitmetal kit.**

size to be established was to add the curvature measurement at the ends for the approaches and exits through the tunnels at either end. Visually, third and fourth radius curves would be seen exiting the tunnels but under the cover of the hills this would tighten to second and third radius with flexi track. All this was mocked up on a very rough old plywood sheet I had, revealing the true size of the layout. Peakstone was going to be just over 7ft X 2ft so off to the timber yard I went.

I used 9mm plywood cut to length and width, along with battens for underside braces and framing, 5mm ply for sides and backscene, screws, glue and some extra 2in x 1in timber just in case.

Having a timber yard in town is a great help, being able to have wood cut to the exact requirements and any off-cuts needed in future always on hand is so much easier and cheaper than a DIY store. I always recommend looking





around first rather than rushing into a DIY store that won't always cut to size.

## CONSTRUCTION

Basic frame work was easy to assemble, the batten running down the sides of the 9mm deck, and seven batten braces across the width, all countersunk, screwed and glued. At this stage whenever I build a layout, I check and recheck that the point work will not be fouled by a batten underneath - there's nothing worse than finding that out once it's too late and all set and glued. I finished by giving it a quick rub-down and a lick of grey primer all over to keep it all tidy when I'm working.

Rough sketches of the layout were drawn on the top deck and then cork underlay was added so that a first fit of track using Peco flexible track could be laid. Once I was happy with this, I tested the track and was pleased with the way it 'snaked' through the station and that the curves



Classes 20, 31, 37, 44, 45, 47 and 56 stand outside the depot. With so much traction on show it must be a Sunday.



looked good. I cut the cork away up to the sleeper shoulder, marked around it all again, removed the track and glued the cork work down. Now I had to refit all the track again for the final fix and I had a fully running layout – albeit on a very bare board. The excitement was certainly coming back again. The track was also weathered at this stage with sleeper grime spray being careful to mask point blades and contacts.

To create the platforms, templates were made on paper of the curves which were then mounted to plywood and cut to shape, the end chamfered down for ramps, clearances checked, Peco platform edging trial fitted and once again clearances were checked with the longest locomotives and coaches available. Platform tops were created by cutting plasticard exactly the same size as the wood platform and this works well when refitting the platform edging as these will pull up to the same shape as the plastic card tops. Small nicks in the platform edging held with loom bands onto the platforms kept the shape as it was all glued together on the sides and tops and left to set.

In the depot area plasticard strips were used for hardstandings: these just clip beneath the rail heads and on larger areas I used packing underneath to stop any sagging when structures were placed on top of the plastic.

The next stage was to fit point rodding: the layout was never intended to be moved or transported so a quick, cheap and reliable way to control points was decided, with brass rod and piano wire fitted with operation from the front at this stage.

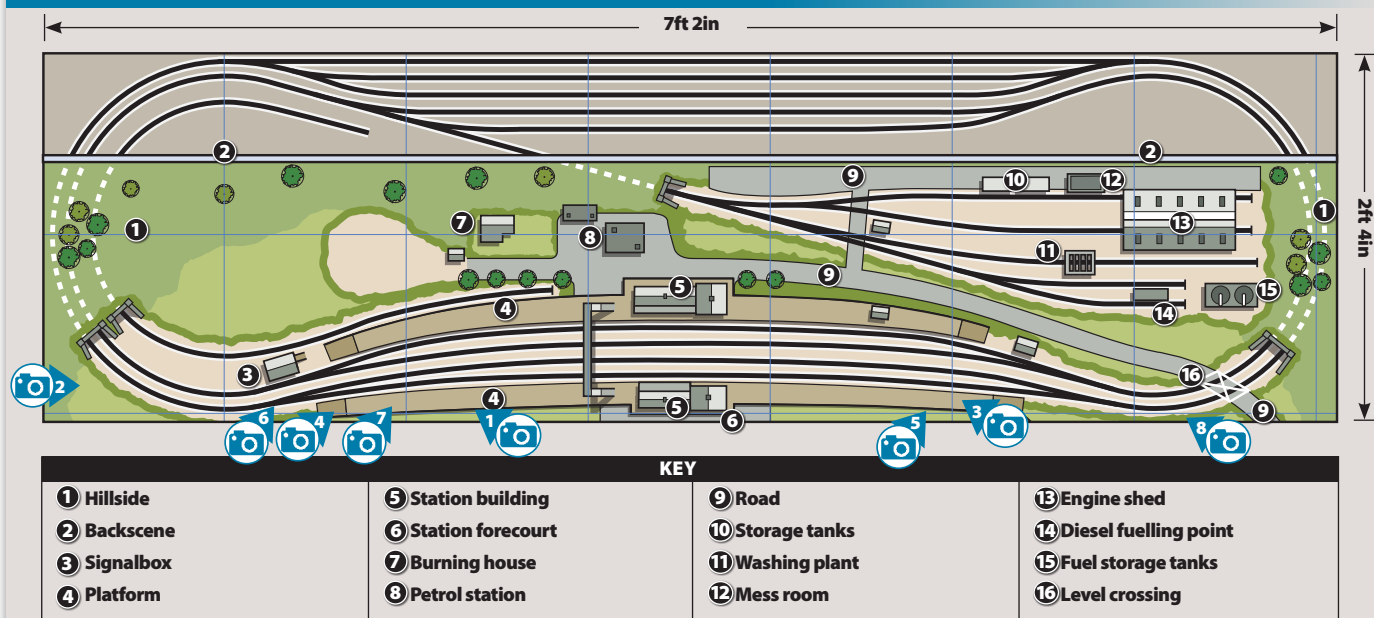
## WIRING

Wiring was easy. The layout uses Digital Command Control, so I used a couple of droppers at each end on each track under hills. The depot was wired up with eight isolating sections controlled by a little switch box in the storage yard. This enabled old stock to be stored with new models, enabling more shunting manoeuvres to take place and the layout to operate under digital or analogue control. >>





## PEAKSTONE TRACK DIAGRAM (Not to scale)



Testing revealed that all was well and with everything performing faultlessly I was well and truly back in love with 'N' gauge. The experimental build was going well.

Ballasting is a job I hate but if rushed will ruin all the hard work you have done. Fine grade ballast was brushed in to sleepers and on and around the cork giving a 'shoulder' of ballast. The old method of diluted PVA glue with a drop of detergent was used to fix the ballast in place, and sleeper grime applied between the rails and on the ballast to tone the appearance down.

### SCENERY AND STRUCTURES

To enable unobstructed running and accessibility, the tracks beneath the hills had a plywood roof added over the top and the sides were left open. This was in case of a derailment or cleaning and the final side panels just clip off to gain easy access. With this done, polystyrene contours were

shaped and tunnel portals loosely fitted up to the formwork before the plaster bandages were applied. With an old tin of green gloss it was painted all over and a scattering of a cheap green scatter was done as an underbase while still tacky. A few days later, the tunnel portals were fitted and a proper blend of scatters were used to cover the hill. With all the bushes, trees, verges and roads down progress was good.

Structures and kit buildings were made and painted and then placed in their positions. Picket fences and access ramps were fitted, the metal footbridge kit put together and things were really coming alive. With so much choice these days and a bit of hunting around, the motive power depot, wash plants and fuelling areas were created with a Bachmann Scenecraft building as the centrepiece of the depot. Lights were drilled into platforms and the depot and all wired up – thankfully the 'switch on' went






without a hitch. Finally it was time for the 'dressing' of the layout with cars, people, backscene, crossing gates, bushes and all the little things that bring it together.

## QUICK BUILD

In all it took nine months to build with lots of very late nights thinking and problem solving so that it would all flow through to the next stage - even to the point when one night I realised a bay platform could be fitted when I never planned one to be. Planning was the key to a smooth construction without cutting corners and thinking before fixing down.

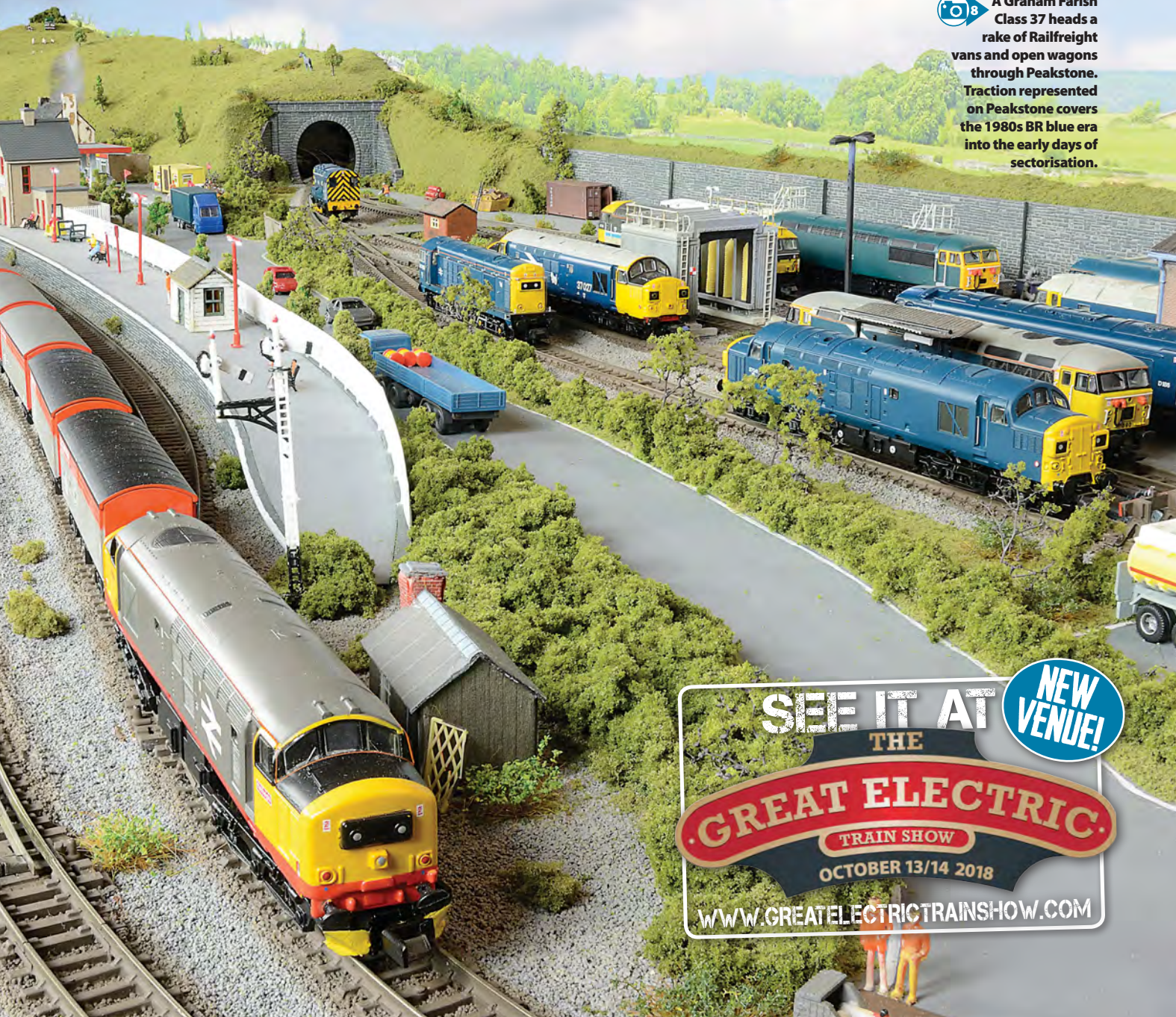
This was a great and enjoyable project from start to finish, which really got me back into 'N' gauge. The layout was never intended to be shown or moved but after a few good comments and pictures shared through online groups it travelled to its first show in Basingstoke in March 2018 and was met with as much respect as I could hope for. Did it work? Absolutely, and I'm looking forward to exhibiting Peakstone for a second time this year at the Great Electric Train Show on October 13/14. See you there. 



Network SouthEast signage sets the era and location of Peakstone as a Class 33/0 waits to depart on the branch line with an inspection saloon.



A Graham Farish Class 37 heads a rake of Railfreight vans and open wagons through Peakstone. Traction represented on Peakstone covers the 1980s BR blue era into the early days of sectorisation.



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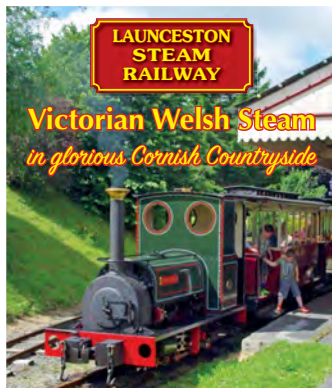
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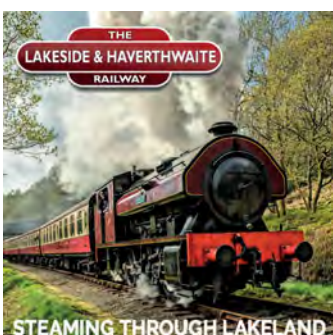
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# Dockside RAILWAYS

*Britain's docks at one time contained hundreds of miles of railway tracks and had operations just as varied as the main line system. **EVAN GREEN-HUGHES** examines this neglected subject, with a spotlight on the Southampton area.*

**W**ITH THE RECENT introduction of a number of small model locomotives whose prototypes worked around the

docks of Southampton it is now much easier to attempt to model part of that city's extensive system. The London & South Western Railway (LSWR) Adams 'B4' and the 'USA' 0-6-0Ts, along with their Class 07 diesel successors will be forever linked with this busy complex, which was once a major artery for both imports and exports of goods as well as an embarkation point for ships which had destinations all over the world.

Today it is difficult to comprehend that Southampton used to have a weekly mail boat to South Africa, operated by the Union Castle Line, which would return with fresh fruit as cargo but this service was typical of many which used the port and of the many that needed the railways to supply them.

The foundation stone for this extensive dock system was laid on October 12 1838 and the London and Southampton Railway Act of the following year contained a provision for the new railway to connect to the under-construction facility. A line was laid from the new terminus station across Canute Road and directly into the Outer and Inner Docks with the new company advertising that it was possible to discharge cargo straight from ship to wagon from the outset of operations.

By 1871 more than 500 wagons a week were being dispatched from the dock complex with this number continuing to rise every year as new docks were added and development of new facilities proceeded west. Eventually the system was 66 miles long and by 1955 was handling 4,500 wagons a week as well as handling more than half a million passengers every year.

However, the advent of containerisation and the growth of air travel spelt the end of the traditional dock system so that by 1977 only around 30 miles remained and today only the occasional train ventures across

Canute Road. There is, however, better news a short distance away where the Millbrook Dock and container facility continues to be rail served and is a vital part of the country's import and export capability.

## TRAFFIC VARIETY

During its long and varied career the docks handled almost every form of traffic. Pullman trains ran directly to the quayside from London, specials were run for the conveyance of perishable fruit, locomotives and wagons were dispatched abroad as were troops destined to fight in both world wars. Even the second-hand steam locomotives and carriages used on the Isle of Wight system were shipped via the docks.

The original lines alongside the quays were worked by horses but in 1865 the dock company bought its first steam engine, which was second-hand and had a vertical boiler having been built by Chaplin's of Glasgow. This was followed by an 0-4-0 well tank in 1866 and a third locomotive in 1870 which arrived by sea from Airdrie in Scotland. Several more were added to the fleet by 1892, at which point the LSWR bought the docks, commencing a period where motive power was supplied from railway stock.

By this time two boat trains were being operated to Southampton each Saturday from Waterloo to service the American Line's sailing alone and there were five freight trains every day being worked out of the docks. This increased traffic caused the LSWR to seek more powerful locomotives, with the result that four 'B4' 0-4-0Ts arrived in 1893, with eight more following over the next eight years and two more in 1908. These locomotives were to form the backbone of dock motive power for more than half a century and operated from a purpose-built shed near to drydocks 1-3.

These little locomotives would propel or push rakes of wagons up and down the dockside, positioning each in a position for loading from one or other of the numerous enormous travelling and fixed cranes. Some

of these wagons would be taken directly away by main line engines but others would be taken elsewhere on the complex to be marshalled into trains destined for different destinations. Many were taken to large warehouses where their contents were sorted, sometimes being stored before eventually being moved onwards.

## SPECIAL FACILITIES

Because of the layout of the docks many movements took place on tracks laid into roadways, and this included large locomotives bringing in boat trains, such as Bulleid 4-6-2s or 'Lord Nelson' 4-6-0s and »





**Right:** The USA 0-6-0Ts are synonymous with Southampton Docks where their short wheelbase and rugged nature made them ideal and capable shunting engines. 'USA' 30073 moves onto the tramway section of the docks on June 17 1961.  
[ian.turnbull/railphotoprints.uk](http://ian.turnbull/railphotoprints.uk)



**Below:** With the road protected by a flagman, Drummond 'M7' 0-4-4T 30130 shuffles from Southampton Old Dock to the New Docks with a pair of PMV vans on October 27 1953.  
[dave.cobbe/railphotoprints.uk](http://dave.cobbe/railphotoprints.uk)





sometimes Pullman coaches. When the New Docks were constructed a turntable was even installed at the back of 108 shed so that express locomotives could be turned before returning to London.

In the Second World War one of the earliest roll-on roll-off systems was installed near the Royal Pier so that wagons could be pushed onto specially-built ships for transport across to France. This unusual setup was mainly worked by GWR 'Dean Goods' 0-6-0s fitted with additional water tanks and condensing apparatus. Another unusual feature at the docks was the special warehouse which was built to deal with the huge incoming shipments of Fyffes bananas, which came via the Empress Dock. Fruit was taken by conveyor into this warehouse and then onto one of the six long undercover roads each of which could accommodate a full train of banana vans.

By the end of the war there was a need for additional motive power and 14 United States Transportation Corps standard 0-6-0Ts were obtained, along with some 'E1' and 'E2' 0-6-0Ts and a couple of 'E4' 0-6-2Ts. In a taste of things to come, special incoming trains were operated not only for liners but also for flying boat services, which also used dock facilities. During

the 1950s and 1960s the docks were very busy indeed and when big liners such as the *Queen Mary* sailed there could be as many as three or four special trains into the dock complex to service them.

In 1950 the art deco Ocean Terminal opened. This was as big as many terminus stations and had the facility for trains to draw up alongside the boats within the specially-designed building. Traffic continued to expand into the 1960s and as a result 14 Ruston and Hornsby diesel shunters were bought, these becoming the Class 07s and spending their entire working lives on the dock complex.

In 1972 the Maritime Freightliner terminal was opened at the far end of the new docks and with the gradual decline in wagonload traffic and the rise in containerisation this became the main centre for freight movements. The old docks fell into decline and most of the

tracks were removed, although there is still access even today for trains to service some of the new and increasing numbers of cruise liners which still call at the port.

### PRIVATE SYSTEMS

Although the main dock complex has attracted the most attention over the years there have been a number of other railway installations on the docksides of Southampton. One of the most interesting was the Southampton Power Station Railway which operated between 1904 and 1964. Built on the foreshore of what was then the West Bay the system had its own jetty and was, naturally given its purpose, worked by three steeple cab four-wheel electric locomotives with tram-style overhead pick-ups. These pulled coal trucks up to the power station and, being a self-contained system, would offer itself as a most suitable project for the modeller.

The Eling Wharf, about five miles from the main docks, was an important place for timber products and this had its own system which was worked by three second

hand steam locomotives, later supplemented by a Ruston and Hornsby 4wDM diesel. Traffic here included that for a tar distillery and the system was considerably more primitive than

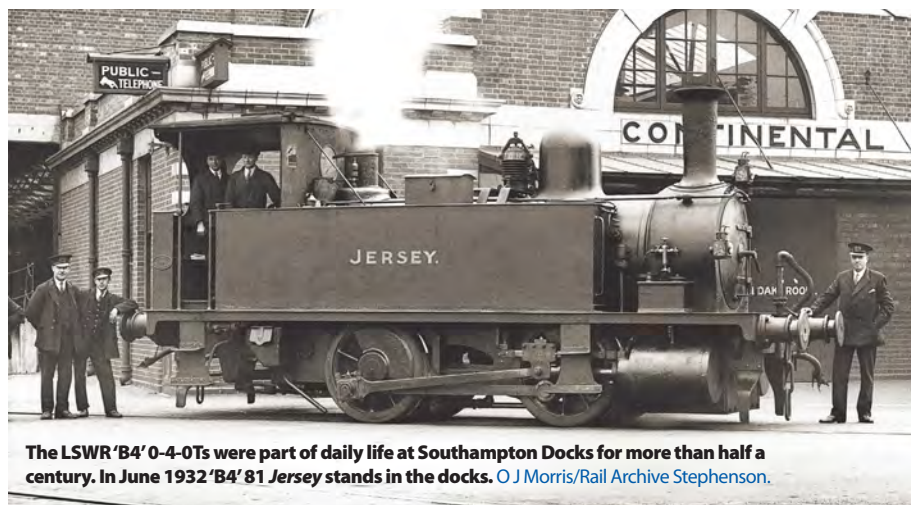
that at the main docks, with mainly inlaid tracks alongside the wooden tidal wharf.

On the other side of Southampton Water the RAF had a narrow gauge system at Calshot which had two jetties which for most of its life was worked by two Barclay 0-4-0Ts. This interesting system not only carried stores for the nearby camp but also operated its own passenger trains which took servicemen to the Eaglehurst Camp. Although only relatively short the system had its own stations and also a three-road engine shed.

Southampton also had a number of small private railway systems built by individual business owners to give access to the water. One of these was the Chapel Tramway which was built with a view to linking a number of factories to the River Itchen. Although classed as a tramway and running entirely on the streets this system was actually worked by small steam locomotives

*"Southampton used to have a weekly mail boat to South Africa."*

EVAN GREEN-HUGHES



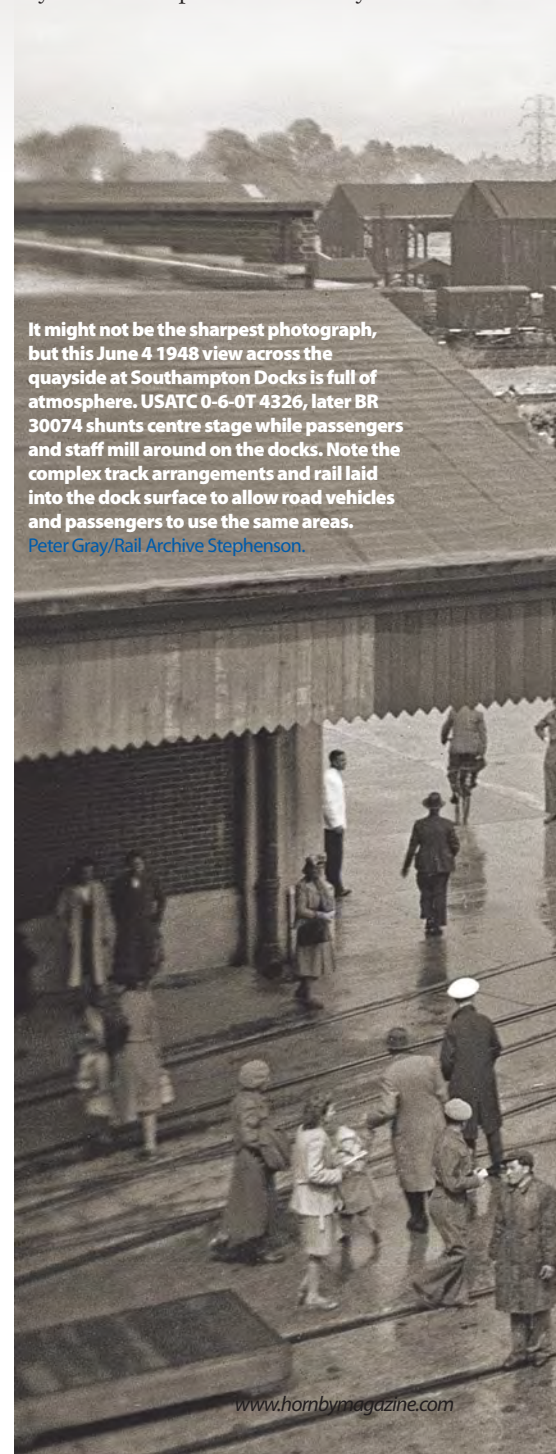
The LSWR 'B4' 0-4-0Ts were part of daily life at Southampton Docks for more than half a century. In June 1932 'B4' 81 Jersey stands in the docks. O J Morris/Rail Archive Stephenson.

pulling conventional wagons. Trains were guided on their way by flagmen and, unlike on similar systems elsewhere, no special guards were fitted to the locomotives to prevent members of the public coming into contact with working parts.

Dock railways, both large and small, have today all but disappeared. There are still a few railway-served container terminals but these systems are but a fraction of those which used to exist on the old docks of even 50 years ago. Passengers can still access Southampton docks by passenger train but the days when several specials ran each day have now long gone. As for the minor wharves and their railway systems, even less remains, with most having by now passed to alternative uses.

Dockside railways offer an almost endless variety of potential subjects for the modeller of almost any era yet can be contained within a relatively small space.

The introduction of a range of suitable locomotives can only add emphasis to anyone who has plans for such a layout. [Hornby](#)



It might not be the sharpest photograph, but this June 4 1948 view across the quayside at Southampton Docks is full of atmosphere. USATC 0-6-0T 4326, later BR 30074 shunts centre stage while passengers and staff mill around on the docks. Note the complex track arrangements and rail laid into the dock surface to allow road vehicles and passengers to use the same areas.

Peter Gray/Rail Archive Stephenson.



In 1962 the first of a new breed of diesel shunters arrived at Southampton Docks – Ruston and Hornsby's Class 07 0-6-0. In July 1972 Class 07 2995 runs along Town Quay with a trip freight from Southampton East to West Docks.

[John Vaughan/Railphotoprints.uk](http://JohnVaughan/Railphotoprints.uk)



Southampton Docks was once a busy terminal for boat trains, but now only sees occasional railtours. On January 8 1983 Class 73s 73122 and 73126 – working on diesel power – stand at Southampton East Docks with F&W Railtour's 'Turkey Trot'.

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





# STAFF PROJECTS

## Developing the **DEPOT**

**MIKE WILD** takes a break from construction of Topley Dale to lay the track for the long overdue depot scene on the 'O' gauge test track.

The completed depot track formation provides plenty of storage and uses a combination of right and left radius Peco code 124 bullhead rail points. The siding where the Class 33 stands can be powered by analogue or digital control while the remaining sections are digital only.





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



#### MIKE WILD

The 'O' gauge depot scene has taken priority for Mike's modelling time together with making progress with repainting of Heljan 7mm scale ballast wagons in black.



#### MARK CHIVERS

Mark has been immersing himself in decals - renumbering a rake of Hornby 'OO' HAA merry-go-round hoppers and kitbuilt departmental ballast wagons for a future project.



Looking towards the headshunts (one last length of track remains to be added beyond the 'Warship') I've been toying with the idea of putting a fuel storage tank around the supporting post for the 'OO' layout and a fuelling point between the two headshunt lines.



The depot building is the Heljan kit which needs a few repairs after the layout's relocation at the beginning of the year. It will comfortably house two large locomotives inside.

**R**EBUILDING of our 'OO' gauge test track Topley Dale has firmly hogged the limelight this year, but in fact I've been working on the lower level 'O' gauge layout in between to improve its appearance, operation and purpose for testing and video work.

Regular readers of our online blogs will have seen my piece on some of the developments from earlier this year for the 7mm scale section - including lighting, a backdrop cloth, cleaning and maintenance - but at the beginning of June a moment of inspiration fixed a problem which has been bugging me for some time - how to arrange the track for the diesel depot scene.

I've been stuck with the idea of using a double-slip as the centre piece for the depot scene - so much so that it has stopped me actually building anything. The angles weren't quite right and try as I might I couldn't fit what I wanted to in the space I had. I even

tried swapping the depot building to the other end of the scene, but it just looked plain wrong and the track formation would have been even more compromised.

The turning point was taking the double-slip away completely and using standard right and left-handed Peco 'O' gauge turnouts from its code 124 bullhead rail catalogue. This has allowed me to create a ladder arrangement which will make shunting locomotives in and out of the depot a little bit challenging when it is full, but it means I can get everything I want into the space available.

The final formation consists of a diverging point connected to the inner circuit main line which leads through a short length of plain track to a left-hand point. This in turn leads into a short single locomotive siding and through to a facing right-hand point which links to the main headshunt for the depot which is long enough for the largest locomotives in my collection (and anything else we might have

arriving for testing in the future). There are two further points - a pair of right-hand turnouts - which link the two depot lines together completing the track arrangement.

Fully stocked, the depot can now host up to seven locomotives at a push - though that could be increased to eight if short wheelbase shunters were swapped out for one of the larger locomotives. To make the depot work for analogue and digital operations, the first siding nearest to the main line retains its power connection from the main line while the other two main roads are exclusively powered by Digital Command Control (DCC). This avoids the need for any section switches but also means we have space for an analogue locomotive on the depot and that it can be isolated from the main line when it is returned to digital operation.

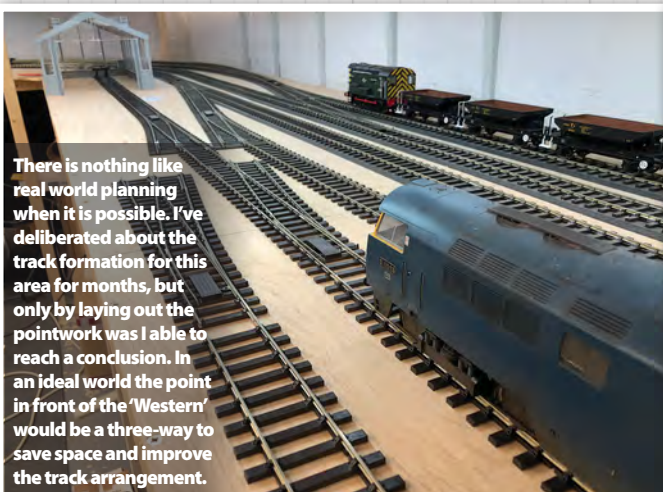
The new depot scene will provide new opportunities for video footage too including start-up routines and makes good use of the space available, but I

haven't reached the end of my plans as I've recently received a bulk order of laser cut retaining walls from Intentio as well as a GWR ARP pattern signalbox kit to start developing the structures around the junction on the other side of the layout. Two new baseboards are planned on this side too to replace designs which no longer work in the layout's current situation. Oh, and there is a new home planned for the double-slip to make the goods loop a bi-directional line.

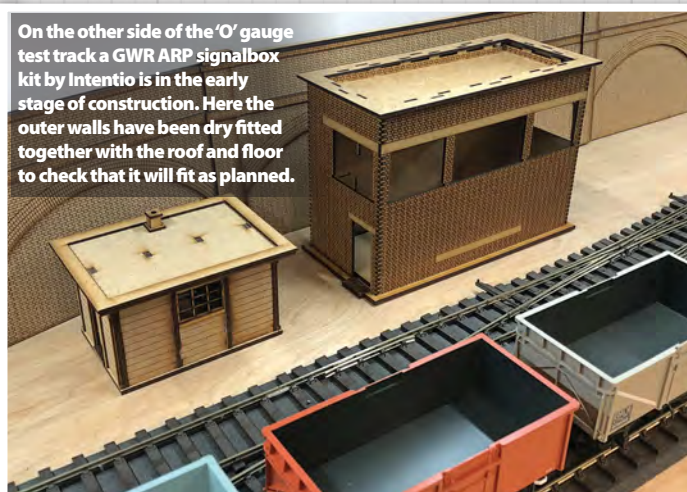
There is always something on the go in the *Hornby Magazine* workshop and we'll keep you updated on progress with both Topley Dale and the 'O' gauge test track in future issues. [Heljan](#)

#### THE DETAILS

<b>Name:</b>	Project 'O'
<b>Gauge:</b>	'O', 32mm
<b>Scale:</b>	7mm:1ft
<b>Size:</b>	16ft x 10ft
<b>Track:</b>	Peco code 124 bullhead
<b>Control:</b>	Analogue and digital



There is nothing like real world planning when it is possible. I've deliberated about the track formation for this area for months, but only by laying out the pointwork was I able to reach a conclusion. In an ideal world the point in front of the 'Western' would be a three-way to save space and improve the track arrangement.



On the other side of the 'O' gauge test track a GWR ARP signalbox kit by Intentio is in the early stage of construction. Here the outer walls have been dry fitted together with the roof and floor to check that it will fit as planned.



# OUR PICK!

▼ A local service to Darlington in the hands of an Ivatt '4MT' 2-6-0 rolls into Landon Beck – Peter Osborne's fantastically atmospheric 4mm scale layout.



▲ John Matthews has recently completed a Hornby 'O' gauge tinplate layout which includes models dating as far back as 1924. The most recent were made in the 1950s. The clockwork locomotives are still operational and John has spent many hours researching and building his collection.



▲ A Bachmann GWR 'City' 4-4-0 prepares to depart the developing Great Western Railway station on Mark Pretious' 'OO' gauge home layout.



◀ Greg Brookes has been adding static grass and lineside detail to this fabulous steelworks in 4mm scale.





▲ Track maintenance takes place in the yard on David Harlow's busy 'OO' gauge home layout with Class 66 66711 passing an Oxford Rail Network Rail road-rail Land Rover.



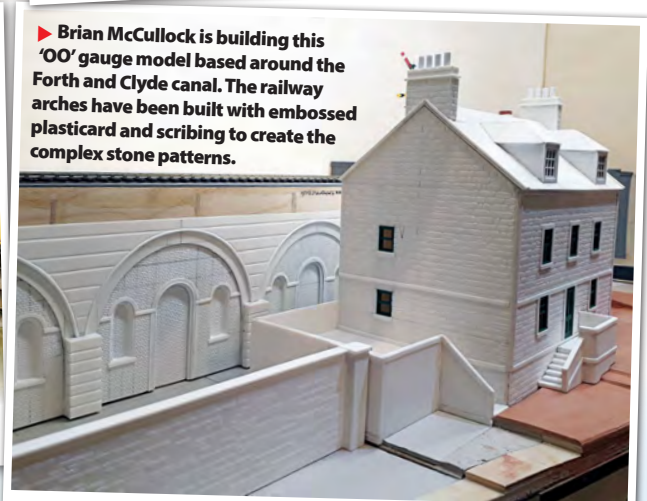
► Luke Noble has been putting the finishing touches to his 'OO' gauge colliery micro layout ahead of its first exhibition appearance.



► Dave Wood has been continuing the detailing of his 'OO' gauge model of Long Rock depot – complete with a trio of early BR blue hydraulics with small yellow warning panels.



▲ Shaun Harvey has been building a re-railing train in 7mm scale by modifying a pair of old Lima Mk 1 carriages as well as building a BG for the rear of the formation.



► Brian McCulloch is building this 'OO' gauge model based around the Forth and Clyde canal. The railway arches have been built with embossed plasticard and scribing to create the complex stone patterns.



▼ Gresley 'B17' 4-6-0 61631 Serlby Hall draws into Yarslow – Barry Miltenburg's 'OO' gauge layout. The layout is built with Peco code 75 track and represents the BR North Eastern Region in the early 1960s.



# SHOW GUIDE

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

## JULY

### 14 FRINTON-ON-SEA MODEL RAILWAY SHOW

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

### 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 ROBERT BARCLAY ACADEMY MODEL RAILWAY EXHIBITION

**Hosts:** Friends of Robert Barclay Academy  
**Location:** Robert Barclay Academy, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £4.50, concessions £3, family (2+2) £12  
**Contact:** 01920 872283  
**Features:** 21 layouts, trade support, societies, demonstrations, refreshments and parking.

### 14 SHIREHAMPTON MODEL RAILWAY EXHIBITION

**Hosts:** Shirehampton Model Railway Club  
**Location:** Shirehampton Public Hall, Station Road, Shirehampton, Bristol BS11 9TX  
**Times:** 10am-4pm  
**Prices:** Adults £5, children £1  
**Website:** [www.shirehamptonmrc.com](http://www.shirehamptonmrc.com)  
**Features:** Layouts, trade support and test track.

### 14 WORKSHOP WISE (SOUTH) 2018

**Hosts:** South Hants Area Group, EM Gauge Society/Scalefour Society  
**Location:** Fort Widley, Portsdown Hill Road, Portsmouth PO6 3LS  
**Times:** 10.30am-4.30pm  
**Prices:** £3  
**Website:** [www.shmrc.org.uk/area-group/](http://www.shmrc.org.uk/area-group/)  
**Contact:** 07710 591511  
**Features:** Two layouts, practical modelling demonstrations, refreshments and parking.

### 14/15 BARRY AND PENARTH MRC 40<sup>TH</sup> ANNIVERSARY SHOW

**Hosts:** Barry and Penarth Model Railway Club  
**Location:** St Cyres School, Sully Road, Penarth, CF64 2XP  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3  
**Contact:** 07766 732805  
**Features:** 15 layouts, trade support, refreshments, parking and disabled access. Heritage bus operating between venue and Cogan railway station.

### 21 BIRTLEY MODEL RAILWAY OPEN DAY

**Hosts:** Birtley Railway Engineers  
**Location:** Community Centre, Ravensworth Road, Birtley, Gateshead DH3 1EN  
**Times:** 10am-5pm  
**Prices:** Free  
**Contact:** 0191 487 1110  
**Features:** Five layouts, refreshments and limited disabled access.

### 21 CHILTERN MODEL RAILWAY ASSOCIATION MODELLERS' WORKSHOP

**Hosts:** Chiltern Model Railway Association (CMRA)  
**Location:** Parmiter's School, High Elms Lane, Watford WD25 0DU  
**Times:** 10am-5pm

**Prices:** CMRA members £10, non-members £12 (in advance)

**Website:** [www.cmra.org.uk](http://www.cmra.org.uk)

**Features:** Hands-on workshops, presentations, demonstrations, trade support and refreshments.

### 21 FILEY MODEL RAILWAY SHOW

**Hosts:** St John's Church  
**Location:** St John's Church, West Avenue, Filey YO14 9AU  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** 01723 870166  
**Features:** Eight layouts, trade support, refreshments and parking.

### 21 STIBBARD (NORFOLK) MODEL RAILWAY

**Hosts:** Stibbard Village Hall and Methodist Church  
**Location:** Village Hall, Guist Bottom Road, Stibbard, Fakenham, Norfolk NR21 0AQ  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, concessions £3  
**Contact:** 01328 829185  
**Features:** Nine layouts, trade support, refreshments, parking and disabled access.

### 21 STOCKPORT AND DISTRICT RAILWAY MODELLERS OPEN DAY

**Hosts:** Stockport and District Railway Modellers  
**Location:** Scout Hut, Cartwright Street, Newton, Hyde SK14 4FH  
**Times:** 10.30am-4pm  
**Prices:** Free (donations welcome)  
**Website:** [www.sdrm.co.uk](http://www.sdrm.co.uk)  
**Contact:** 07895 838029  
**Features:** Layouts, trade support, demos and refreshments.

### 21 SUSSEX VINTAGE MODEL RAILWAY EXHIBITION

**Hosts:** Sussex Vintage Model Railway Collectors  
**Location:** Knoyle Hall, Knoyle Road, Preston Park, Brighton BN1 6RB  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, accompanied children free  
**Contact:** [sussexvintagemrc@hotmail.com](mailto:sussexvintagemrc@hotmail.com)  
**Features:** 12 layouts, trade support, displays, refreshments and disabled access.

### 21 TWICKENHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

**Hosts:** Twickenham and District Model Railway Club  
**Location:** Kerswell Hall, Wills Crescent, Hounslow, Middlesex TW3 2JF  
**Times:** 10am-4pm  
**Prices:** Free  
**Website:** [www.tdmrc.org.uk](http://www.tdmrc.org.uk)  
**Features:** Four layouts, demonstrations and refreshments.

### 21/22 CUPAR MODEL RAILWAY SHOW

**Hosts:** Cupar and District Model Railway Club  
**Location:** The Corn Exchange, St Catherine Street, Cupar, Fife KY15 4BT  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £4.50, children £2.50, family £12  
**Website:** [www.cuparmrc.co.uk](http://www.cuparmrc.co.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

### 25 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

### 28 BARNSTAPLE MODEL RAILWAY EXHIBITION

**Hosts:** Barnstaple and District Model Railway Club

**Location:** Christ Church, Bear Street, Barnstaple, EX32 7BU  
**Times:** 10am-4pm

**Prices:** Adults £4, children £1

**Website:** [www.barnstaplemrc.weebly.com](http://www.barnstaplemrc.weebly.com)

**Contact:** 01237 238872

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

### 28 BRIDPORT MODEL RAILWAY EXHIBITION

**Hosts:** Bridport and District Model Railway Club  
**Location:** NEW VENUE Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT  
**Times:** 10am-4pm  
**Prices:** Adults £5, children £1  
**Contact:** 01308 861754  
**Features:** 23 layouts, trade support, refreshments and parking.

### 28 WEST SUSSEX 'N' GAUGE SOCIETY MODEL RAILWAY SHOW

**Hosts:** West Sussex Area Group of the 'N' Gauge Society  
**Location:** Forest School, Compton's Lane, Horsham, West Sussex RH13 5NT  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, NGS members £2, children £1  
**Website:** [www.wsng.co.uk](http://www.wsng.co.uk)  
**Features:** 15 'N' gauge layouts, trade support, refreshments, parking and disabled access.

### 28/29 COLWYN MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Colwyn Model Railway Club  
**Location:** Craig-y-Don Community Centre, Queens Road, Craig-y-Don, Llandudno LL30 1TE  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, children £3  
**Website:** [www.colwynmodelrailwayclub.co.uk](http://www.colwynmodelrailwayclub.co.uk)  
**Features:** 15 layouts, trade support, refreshments and parking.

### 28/29 RAILX NORTH EAST 50<sup>TH</sup> ANNIVERSARY EXHIBITION

**Hosts:** Blythe and Tyne Model Railway Society  
**Location:** John Spence Community High School, Preston Road, North Shields, Tyne and Wear NE29 9PU  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £7, children £3, family (2+2) £16  
**Website:** [www.railxne.com](http://www.railxne.com)  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

### 28/29 SOUTH COAST MODEL RAILWAY CLUB EXHIBITION

**Hosts:** South Coast Model Railway Club  
**Location:** Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS  
**Times:** Sat 10.30am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3.50, family (2+2) £15  
**Contact:** 01425 616646  
**Features:** 14 layouts, trade support, refreshments, parking and disabled access.

### 28/29 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION

**Hosts:** St John's Primary School  
**Location:** St John's Primary School, Wheatley Avenue, Trent Vale, Stoke on Trent, ST4 6SB  
**Times:** Sat 10.30am-5pm, Sun 10.30am-4.30pm  
**Prices:** Adults £4, children £2, family (2+2) £10  
**Contact:** 07747 087050  
**Features:** 23 layouts, trade support, demonstrations, refreshments, parking and disabled access.

### 29 THIRSK MODEL RAILWAY SHOW

**Hosts:** Thirsk and District Model Railway Group  
**Location:** Thirsk Town Hall, Westgate, Thirsk, North Yorkshire YO7 1QR  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £4, accompanied children (under 14) £2, family (2+2) £10  
**Contact:** [p.simmerson@btinternet.com](mailto:p.simmerson@btinternet.com)  
**Features:** 12 layouts, trade support, refreshments and parking.



# AUGUST

## 1 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

## 4 EXMOOR RAIL

**Hosts:** Exmoor Coast Railway Modellers  
**Location:** The Minehead Eye, Mart Road, Minehead, Somerset TA24 5BU  
**Times:** 10am-4.30pm  
**Prices:** Adults £5.50, children £1.50, family £12  
**Contact:** 01643 706736  
**Features:** 15 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

## 4 PENNINE MODEL RAILWAY SOCIETY SHOW

**Hosts:** Pennine Model Railway Society  
**Location:** St Phillips Community Centre, Briarlyn Road, Birchcliffe, Huddersfield HD3 3NL  
**Times:** 10am-5pm  
**Prices:** Adults £4.50, children free  
**Contact:** 07787 840672  
**Features:** Nine layouts, trade support, demonstration and refreshments.

## 4/5 REDCAR MODEL RAILWAY EXHIBITION

**Hosts:** Cleveland Model Railway Club  
**Location:** Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4.50, concessions £3.50, children £3.50, family (2+2) £12.50  
**Website:** [www.clevelandmrc.club](http://www.clevelandmrc.club)  
**Contact:** 07864 880242  
**Features:** 14 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

## 4/5 SOUTHWOLD MODEL RAILWAY EXHIBITION

**Hosts:** Waveney Valley Model Railway Club  
**Location:** Saint Felix School, Halesworth Road, Southwold, Suffolk IP18 6SD  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £7, 12-17yrs £3, children (11 and under) free  
**Website:** [www.wvmrc.org.uk](http://www.wvmrc.org.uk)  
**Features:** 20 layouts, trade support, demonstrations, live steam, traction engine rides, refreshments, parking and disabled access.

## 5 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.

## 8 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

## 9 WELLING CHARITY MODEL FAIR

**Hosts:** Association of Bexley Charities '78  
**Location:** Falconwood Community Centre, Falconwood Parade, The Green, Welling, Kent DA16 2PG  
**Times:** 5.30pm-9.30pm  
**Prices:** Adults £1.50, accompanied children free  
**Contact:** 020 8310 5018  
**Features:** Trade tables, refreshments and parking.

## 11 BEXHILL MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Bexhill Model Railway Club  
**Location:** St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE

**Times:** 10am-5pm  
**Prices:** Adults £5, children £2, family £12  
**Website:** [www.bexhillmrc.org.uk](http://www.bexhillmrc.org.uk)  
**Features:** Layouts, trade support, refreshments and parking.

## 11 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.

## 11 SILVERFOX MODEL RAILWAY EXHIBITION

**Hosts:** Silverfox Model Railway Club  
**Location:** Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ  
**Times:** 10am-4pm  
**Prices:** Adults £6, children £2  
**Website:** [www.silverfoxdcc.org](http://www.silverfoxdcc.org)  
**Contact:** 01908 225249  
**Features:** 35 layouts, trade support, outdoor train rides, refreshments, parking and disabled access.

## 11/12 PAIGNTON MODEL RAIL SHOW

**Hosts:** Wessex Association of Model Railway Clubs  
**Location:** Torbay Leisure Centre, Penwil Way, Clennon Valley, Paignton, Devon TQ4 5JR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, children free  
**Contact:** 01225 774440  
**Features:** 20 layouts, trade support, live steam outdoor rides (weather permitting), refreshments and parking.

## 11/12 RAILWELLS 2018/SCALEFOUR SOUTHWEST

**Hosts:** Wells Railway Fraternity  
**Location:** Town Hall, Market Place, Wells, Somerset BA5 2RB  
**Times:** Sat 10.30am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £6, children 14+ £4, accompanied children under 14 free  
**Website:** [www.railwells.com](http://www.railwells.com)  
**Contact:** 01749 938362  
**Features:** Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

## 11/12 SKIPTON MODEL RAILWAY EXHIBITION

**Hosts:** Skipton and District Railway Society  
**Location:** Skipton Academy, Gargrave Road, Skipton, North Yorkshire BD23 1UQ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.skiptonrailsoc.org.uk](http://www.skiptonrailsoc.org.uk)  
**Contact:** 07714 579015  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 15 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

## 18 ASTOLAT MODEL RAILWAY CIRCLE OPEN DAY

**Hosts:** Astolat Model Railway Circle  
**Location:** National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR  
**Times:** 11am-5pm  
**Prices:** National Trust members free, adults £3.95, children £2.30, family £11.50  
**Website:** [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk)  
**Contact:** 01483 722098  
**Features:** Club and members' layouts, test track and parking.

## 18 BISHOP'S STORTFORD MODEL RAILWAY EXHIBITION

**Hosts:** Bishop's Stortford Railway Society  
**Location:** Sports Hall, Birchwood High School, Parsonage Lane, Bishop's Stortford CM23 5BD  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £5, children £2, family £10  
**Website:** [bsrs.webplus.net](http://bsrs.webplus.net)  
**Contact:** 01279 503511  
**Features:** 20 layouts, trade support, societies, refreshments, parking and disabled access.

## 18 CRAVEN ARMS MODEL RAILWAY EXHIBITION

**Hosts:** Craven Arms and District Model Railway Club  
**Location:** Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £2  
**Contact:** 01588 672145  
**Features:** 12 layouts, trade support, displays, refreshments, parking and disabled access.

## 18 NORTHAMPTON MODEL RAILWAY EXHIBITION

**Hosts:** Northampton and District Model Railway Club  
**Location:** Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, children £2, family (2+2) £8  
**Website:** [www.ndmrc.org](http://www.ndmrc.org)  
**Contact:** 01604 890275  
**Features:** Layouts, trade support, societies, refreshments, parking and disabled access.

## 18/19 CRICH MODEL TRAM, BUS AND RAILWAY EXHIBITION

**Hosts:** National Tramway Museum  
**Location:** National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £17, concessions £13, children £10, family (2+3) £40  
**Website:** [www.tramway.co.uk](http://www.tramway.co.uk)  
**Features:** Eight layouts, trade support, displays, museum exhibits, tram rides, refreshments, parking and disabled access.

## 18/19 ISLE OF PURBECK MODEL RAILWAY SHOW

**Hosts:** Dakota Dibben  
**Location:** Harmans Cross Village Hall, Haycrafts Lane, Harmans Cross, Swanage, Dorset BH19 3EB  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

## 18/19 PICKERING MODEL RAILWAY EXHIBITION

**Hosts:** Scarborough and District Railway Modellers  
**Location:** Memorial Hall, Potter Lane, Pickering YO18 8AA  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4.50, children free  
**Website:** [www.sdrmmw.co.uk](http://www.sdrmmw.co.uk)  
**Contact:** 07710 451409  
**Features:** 12 layouts, trade support, demonstrations, refreshments and disabled access.

## 19 BUDE MODEL RAILWAY EXHIBITION

**Hosts:** North Cornwall and Devon Model Railway Club  
**Location:** The Parkhouse Centre, Bude, Cornwall, EX23 8LD  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £1, accompanied children free  
**Contact:** 01566 772667  
**Features:** 20 layouts, trade support, test track and refreshments.

## 22 TAUNTON MODEL RAILWAY GROUP – OPEN DAY

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

## 25 BOURNVILLE MODEL RAILWAY EXHIBITION

**Hosts:** Bournville Model Railway Club  
**Location:** The Hollymoor Centre, Manor Park Grove, Northfield, Birmingham B31 5EB  
**Times:** 10am-4.30pm  
**Prices:** Adults £4.50, concessions £3.50, children £1, family £9  
**Website:** [www.bournvillmrc.co.uk](http://www.bournvillmrc.co.uk)  
**Features:** Layouts, trade support, demos, refreshments.

## 25 CHILTERN MODEL RAILWAY ASSOCIATION MODELLERS' WORKSHOP SOUTH WEST

**Hosts:** Chiltern Model Railway Association (CMRA)  
**Location:** Horfield Methodist Church, Gloucester Road, Horfield, Bristol BS7 8SN  
**Times:** 10am-4pm  
**Prices:** CMRA members £8, non-members £10 (in advance)  
**Website:** [www.cmra.org.uk](http://www.cmra.org.uk)  
**Features:** Hands-on workshops, presentations, trade demonstrations and refreshments.



**25 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.

**25/26 BORDER RAIL 2018**  
**Hosts:** Hawick and District Railway Society  
**Location:** The Auld Baths, Bath Street, Hawick, TD9 7DP  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, concessions £3, children £2  
**Contact:** 01450 375787  
**Features:** Ten layouts, trade support, demonstrations, societies and refreshments.

**25/26 CORRIS RAILWAY SOCIETY MODEL RAILWAY EXHIBITION**  
**Hosts:** The Corris Railway Society  
**Location:** The Plas, Machynlleth, Powys SY20 8DW  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £4, concessions £3.50, children £2, family (2+2) £10  
**Website:** [www.corris.co.uk](http://www.corris.co.uk)  
**Contact:** 01745 337821  
**Features:** Layouts, trade support, railwayana, refreshments and parking.

**25/26 SEDGEMOOR RAIL**  
**Hosts:** Burnham and District Model Railway Club  
**Location:** King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £4, children under 13 free  
**Contact:** 01934 645386  
**Features:** Layouts and trade support.

**26 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  
**Website:** [www.avrmc.org.uk](http://www.avrmc.org.uk)  
**Features:** 12 layouts, trade support and refreshments.

**26 HODDESDON MRC MODELLING EXTRAVAGANZA**  
**Hosts:** Hoddesdon Model Railway Club  
**Location:** Club Site, The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX  
**Times:** 10am-4pm  
**Prices:** Adults £2, children £1  
**Website:** [www.hoddesdonmrc.org.uk](http://www.hoddesdonmrc.org.uk)  
**Contact:** 01707 898420  
**Features:** Layouts, radio-controlled boats and lorries, fairground models, trade support, refreshments and parking.

**29 TAUNTON MODEL RAILWAY GROUP - OPEN DAY**  
**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

## SEPTEMBER

**1 BURGESS HILL MODEL RAILWAY CLUB EXHIBITION**  
**Hosts:** Burgess Hill Model Railway Club  
**Location:** Burgess Hill Girls, Keymer Road, Burgess Hill, West Sussex RH15 0EG  
**Times:** 10am-5pm  
**Prices:** Adults £5, children £3, family (2+2) £13  
**Website:** [www.burgesshillmrc.org.uk](http://www.burgesshillmrc.org.uk)  
**Features:** Layouts, trade support, societies, parking and disabled access.

**1/2 ANDOVER MODELEX 2018**  
**Hosts:** Andover Model Railway Club  
**Location:** John Hanson School, Floral Way, Andover, Hampshire SP10 3PB

**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £5, children £1  
**Website:** [www.andovermodelrailwayclub.co.uk](http://www.andovermodelrailwayclub.co.uk)  
**Contact:** 07590 429643  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

**1/2 DARLINGTON MODEL RAILWAY CLUB EXHIBITION**  
**Hosts:** Darlington Model Railway Club  
**Location:** Darlington Railway Museum, North Road Station, Darlington DL3 6ST  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £6, concessions £5.50, children £3, family £15  
**Contact:** 01748 818234  
**Features:** Layouts, trade support, societies and refreshments. A1 Steam Locomotive Trust also open to visitors on the Saturday.

**1/2 GUILDEX 2018**  
**Hosts:** Gauge O Guild  
**Location:** International Centre, St. Quentin Gate, Telford, Shropshire TF3 4JH  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £15, members £10 (ticket valid both days)  
**Website:** [www.gauge0guild.com](http://www.gauge0guild.com)  
**Features:** Layouts, trade support, displays and demonstrations.

**1/2 STAPLEHURST MODEL RAILWAY SHOW**  
**Hosts:** All Saints' Church  
**Location:** Staplehurst Parish Room, High Street, Staplehurst, Tonbridge, Kent TN12 0AZ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £2, children £1  
**Contact:** 01580 891390  
**Features:** Layouts and refreshments.

**1/2 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS**  
**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX  
**Times:** Sat 10.30am-4.30pm, Sun 10.30am-4pm  
**Prices:** Adults £1.50, children 50p  
**Website:** [www.ukmodelshops.co.uk/tmrg/](http://www.ukmodelshops.co.uk/tmrg/)  
**Contact:** 07879 852736  
**Features:** Layouts on display and refreshments.

**2 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.

**8 CUMBERNAULD MODEL RAILWAY GROUP OPEN DAY**  
**Hosts:** Cumbernauld Model Railway Group  
**Location:** The Link Community Education Centre, Bron Way, Carbrain, Cumbernauld, Lanarkshire G67 1EW  
**Times:** 10am-4pm  
**Prices:** Adults £1, accompanied children free  
**Website:** [www.cumbernauldmrg.org.uk](http://www.cumbernauldmrg.org.uk)  
**Contact:** 01236 612099  
**Features:** Layouts, trade support and refreshments.

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

**8 ROMILEY MODEL RAILWAY EXHIBITION**  
**Hosts:** Romiley Methodist Railway Modellers  
**Location:** Romiley Methodist Church, Stockport Road, Romiley, Stockport, Cheshire SK6 3AH  
**Times:** 10.30am-4.30pm  
**Prices:** By donation  
**Website:** [www.mrm.urwick.co.uk](http://www.mrm.urwick.co.uk)  
**Features:** Layouts, trade support, refreshments and disabled access.

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**8/9 EXPO EM AUTUMN 2018**  
**Hosts:** EM Gauge Society  
**Location:** Partington Sports Village, Chapel Lane, Partington, Manchester M31 4ES  
**Times:** Sat 10.30am-5.30pm, Sun 10.30am-4.30pm  
**Prices:** EMGS Members £7, Non-members £8 (ticket valid both days)  
**Website:** [www.emgs.org](http://www.emgs.org)  
**Features:** 11 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free vintage bus operating on the Saturday between venue and Urmston railway station.

**8/9 FAVERSHAM MODEL RAILWAY CLUB EXHIBITION**  
**Hosts:** Faversham Model Railway Club  
**Location:** The Abbey School, London Road, Faversham, Kent ME13 8RZ  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3  
**Website:** [www.favershammrc.org.uk](http://www.favershammrc.org.uk)  
**Features:** 18 layouts, trade support, societies, refreshments and parking.

**8/9 INTERNATIONAL 'N' GAUGE SHOW**  
**Hosts:** Meridienne Exhibitions  
**Location:** Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa CV31 1XN  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £10.50 (£10), concessions £9.50 (£9), children £5 (£4.50) - advance ticket prices in brackets  
**Website:** [www.ngaugeshow.co.uk](http://www.ngaugeshow.co.uk)  
**Features:** 30 'N' gauge layouts, trade support, societies, displays, refreshments and parking.

**8/9 SWINDON RAILWAY FESTIVAL**  
**Hosts:** STEAM - Museum of the Great Western Railway  
**Location:** STEAM, Firefly Avenue, Swindon, Wiltshire SN2 2EY  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £12.50, concessions £9.50, children £8.50, family (2+1) £29.50, family (2+2) £34  
**Website:** [www.steam-museum.org.uk](http://www.steam-museum.org.uk)  
**Features:** 27 layouts, trade support, demonstrations, displays, societies, refreshments and disabled access.

**15 BASINGSTOKE AND NORTH HAMPSHIRE MODEL RAILWAY SOCIETY OPEN DAY**  
**Hosts:** Basingstoke and North Hampshire Model Railway Society  
**Location:** The Old Scout Hut, Stratton Park, Off Pack Lane, Basingstoke, Hampshire RG22 5HN  
**Times:** 10am-3.30pm  
**Prices:** Free  
**Website:** [www.basingstokemrs.org](http://www.basingstokemrs.org)  
**Features:** Club layouts, trade support, refreshments, parking and disabled access.

**15 KETTERING AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION**  
**Hosts:** Kettering and District Model Railway Society  
**Location:** Greenfields Primary School, Highfields Road, Kettering NN15 6HY  
**Times:** 10am-4pm  
**Prices:** Adults £4, concessions £3, family (2+2) £10  
**Website:** [www.kdmrs.org.uk](http://www.kdmrs.org.uk)  
**Contact:** 07880 033612  
**Features:** 19 layouts, trade support, refreshments and parking.

## PLANNING AN EXHIBITION?

● *Hornby Magazine's Show Guide* is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com). Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.



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# All New OO Class 66

Developed & Manufactured by Hatton's Model Railways

30+ versions available from a variety of freight companies, including:



Research Stage  
Complete

CAD Work  
Complete

Tooling  
In Progress

Release  
Due March 2019

Diecast Chassis • 21-Pin Digital • 5-Pole Motor • Fully Detailed Cab • Rotating Axleboxes  
Multiple Lighting Options • Standard & Low Emission Body Styles • Etched Grilles



- H4-66-001 66005 in EWS livery
- H4-66-002 66079 in EWS livery "James Nightall G.C."
- H4-66-003 66125 in EWS livery
- H4-66-004 66207 in EWS livery
- H4-66-005 66088 in EWS livery with DB branding
- H4-66-006 66097 in DB Schenker livery
- H4-66-007 66118 in DB Schenker livery
- H4-66-008 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010 66404 in DRS compass livery
- H4-66-011 66433 in DRS compass livery
- H4-66-012 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013 66429 in DRS plain livery
- H4-66-014 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015 66513 in Freightliner livery
- H4-66-016 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017 66621 in Freightliner livery

H4-66-018 66957 in Freightliner livery "Stephenson Locomotive Society 1909-2009"

H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"

H4-66-020 66504 in Freightliner Powerhaul livery

H4-66-021 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



H4-66-022 66704 in GBRf original livery

H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"

H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"

H4-66-025 66731 in GBRf/First group livery

H4-66-026 66740 in GBRf Europorte livery "Sarah"

H4-66-027 66756 in GBRf Europorte livery "Royal Corps of Signals"

H4-66-028 66762 in GBRf Europorte livery

H4-66-029 66847 in Colas Rail Freight livery

H4-66-030 66848 in Colas Rail Freight livery



H4-66-031 66789 in BR Large Logo blue "British Rail 1948-1997"

Digital Ready: **£150**

Digital Fitted: **£165**

Sound Fitted: **£265**

See the full list of specifications and more at: [www.hattons.co.uk/66](http://www.hattons.co.uk/66)



# Forthcoming Releases from Hornby & Bachmann

All available to pre-order now at: [www.hattons.co.uk](http://www.hattons.co.uk)

**HORNBY** 2018 Range Announced - see the full range at [www.hattons.co.uk/hornby2018](http://www.hattons.co.uk/hornby2018)

## SR 'Lord Nelson' 4-6-0

Pre-order from £136. TTS-fitted £156  
Due in Stock: September 2018



R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green

R3635 30863 "Lord Rodney" in BR green with early emblem

## Class 8P Streamlined Princess Coronation 4-6-2

Pre-order for £152

Due in Stock: October 2018



©Hugh Llewelyn

R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

## Class W4 Peckett 0-4-0ST

Pre-order for £82  
Due in Stock: August 2018 (R3615)  
Dec 2018 to Feb 2019 for other variations



R3680 'Forest No.1' in Charity Colliery lined green  
R3615 560 in Peckett works leaf green with builders lettering  
R3640 882 "Niclausse" in Peckett works leaf green  
R3679 74 in Port of London Authority lined blue

## Class 87

Pre-order from £144  
Due in Stock: July 2018



R3582 87010 'King Arthur' in Intercity Swallow livery

R3580 87035 'Robert Burns' in BR Blue

R3656 87019 "Sir Winston Churchill" in Virgin Trains red and black

## LNER 20-ton Toad Brake van

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



R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)

## Class J36 0-6-0

Pre-order from £112. TTS-fitted £132  
Due in Stock: October 2018



R3600TTS 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted

R3621 851 722 in LNER black

R3622 65311 "Haig" in BR black with early emblem



## 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: March/April 2019



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

### Class 158 DMU

Pre-order from £220.96  
Due in Stock: July/August 2019



31-517DS 158849 in Reginal Railways livery - DCC Sound

31-518 158773 in East Midlands Trains livery

31-519 158766 in GWR green

### Class 117 3-Car DMU

Pre-order from £254.96  
Due in Stock: July 2019



35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast livery

### 009 Quarry Hunslet 0-4-0ST

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



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

391-050 "Alice" in Dlnworic Quarry red

391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green



## 2017/18

## Announcements

### Class C Wainwright 0-6-0

Pre-order for £127.46  
Due in Stock: May/June 2019



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 70/8

Pre-order for £127.46  
Due in Stock: August/September 2019



371-640 70015 in Freightliner livery

371-641 70805 in Colas Rail Freight livery

Pre-orders accepted  
via credit or debit card only  
Pre-order prices subject to manufacturer RRP.



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 H1 & H2 Atlantic 4-4-2	<a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a>	from £161.46	Mar 2013							
Class 90	<a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>	from £152.96	Jul 2014							
Class 117 DMU	<a href="http://hattons.co.uk/c117">hattons.co.uk/c117</a>	£254.96	Sep 2015							
Class 158 DMU	<a href="http://hattons.co.uk/c158">hattons.co.uk/c158</a>	from £220.96	Mar 2013							


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LSWR Class B4 0-4-0T	<a href="http://hattons.co.uk/b4">hattons.co.uk/b4</a>	from £93.50	Apr 2014							
N Gauge 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
SECR P Class 0-6-0T	<a href="http://hattons.co.uk/pclass">hattons.co.uk/pclass</a>	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	<a href="http://hattons.co.uk/barclay">hattons.co.uk/barclay</a>	£99	Sep 2017							
Beilhack ZZA Snowplough	<a href="http://hattons.co.uk/beilhack">hattons.co.uk/beilhack</a>	£43	Oct 2016							
O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							
Rail Head Treatment Train (RHIT)	<a href="http://hattons.co.uk/RHIT">hattons.co.uk/RHIT</a>	from £118	Nov 2017							
FEA Intermodal Wagons	<a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>	from £32	Nov 2017							
Class 66	<a href="http://hattons.co.uk/66">hattons.co.uk/66</a>	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 47xx 'Night Owl' 2-8-0	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
Class 07 Shunter	<a href="http://hattons.co.uk/c107">hattons.co.uk/c107</a>	£111	Jan 2016							
O Gauge Class 50 (Refurbished)	<a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a>	£560	Apr 2017							
O Gauge Class 37/4	<a href="http://hattons.co.uk/hel374">hattons.co.uk/hel374</a>	£560	Nov 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
GER/LNER Class N7 0-6-2T	<a href="http://hattons.co.uk/oxN7">hattons.co.uk/oxN7</a>	from £87	Jan 2017							
BL 18" Howitzer Railgun	<a href="http://hattons.co.uk/railgun">hattons.co.uk/railgun</a>	from £42.50	Jan 2018							
5 Plank Open Wagon	<a href="http://hattons.co.uk/ox5p">hattons.co.uk/ox5p</a>	£10	Jan 2016							

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

You can view extended lists, preorder & comment on all of these projects at

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

Information correct at the time of going to press on 22/06/18.



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## HO Gauge (1:87 Scale)

### Cars

87CN57002 Chevrolet Nomad 1957 Rio Red/Arctic White (Oxf) **NEW**... £5

## OO Gauge (1:76 Scale)

### Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)... £99

H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue (Hat)... £99

H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest (Hat)... £99

H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirbutton roundel (Hat)... £99

H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat)... £99

H4-AB14-008 Andrew Barclay 0-4-0ST 14" 2134 'No.3' in Fina lined blue (Hat)... £99

H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' in lined green (Hat)... £99

H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green (Hat)... £99

H4-AB16-004 Andrew Barclay 0-4-0ST 16" 1964 in CPC UK blue (Hat)... £99

H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No.6' in NCB green (Hat)... £99

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat)... £99

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat)... £99

R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor)... £139.50

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  
31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac)... £84.96

32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR green Churchward tender (Bac)... £97.71

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)... **BARGAIN**... £69

31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95)... **BARGAIN**... £72  
R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99)... **BARGAIN**... £82

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

32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac)... £97.71  
4780 Class 47xx 2-8-0 'Night Owl' 4704 GWR green shirbutton emblem (Hel)... £154

4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel) **NEW**... £154

4783 Class 47xx 2-8-0 'Night Owl' 4706 in BR black early emblem (Hel)... £154

4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel) **NEW**... £154  
H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green shirbutton logo - Lightly weathered (DJ)... £99

R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) (RRP £94.99)... **BARGAIN**... £62

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

31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac)... £97.71

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

R3330 Class 6000 King 4-6-0 6000 'King George V' in BR green early crest - as preserved (Hor)... £148.14  
31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac)... £93.46

31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac)... £84.96  
31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Klee' in LMS crimson (Bac) (RRP £164.95)... **BARGAIN**... £104

R3520 Class 7MT 4-6-2 Britannia 70007 'Coeur-de-Lion' in BR green late crest (Hor)... £153  
R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 'Nederland Line' in BR green early emblem (Hor)... £157

**NEW**  
R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor) **NEW**... £136

R3273 Class 9F 2-10-0 92027 Crosti boiler in BR Black early emblem - Railroad range (Hor) (RRP £131.99)... **BARGAIN**... £98  
32-858 Class 9F 2-10-0 92169 BR black late crest & BR1F tender - weathered (Bac)... £169.96

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

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  
R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor)... £126

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99)... **BARGAIN**... £87  
R3585 Class B17 4-6-0 2884 'Liverpool' LNER green - Railroad Range (Hor)... £76.50

R3004 Class B17 4-6-0 61631 'Seribury Hall' in BR Green early emblem - weathered (Hor) (RRP £131.99)... **BARGAIN**... £79  
R3004X Class B17 4-6-0 61631 'Seribury Hall' in BR Green early emblem - weathered and DCC fitted (Hor) (RRP £151.49)... **BARGAIN**... £99

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R3242A Class K1 2-6-0 62032 BR Black early emblem (Hor) (RRP £120.99)... **BARGAIN**... £82

R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99)... **BARGAIN**... £82

3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)... **BARGAIN**... £89

3920 Class O2/4 Tango 2-8-0 63962 in LNER black flush tender (Hel) (RRP £184.95)... **BARGAIN**... £89

3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95)... **BARGAIN**... £89

3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95)... **BARGAIN**... £89

R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor)... £84

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H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) ...£99



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H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat) ...£99



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) ...£118.96



R9291 Thomas and Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) ...£94



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) ...£144.46

### Diesel locos



2503 Class 05 Hunslet shunter "Cider Queen" in green wasp stripes (Hel) (RRP £129.95) **BARGAIN**...£69



2500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN**...£69



2523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN**...£69



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) **NEW**...£111



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2913 Class 07 shunter 07003 in British Industrial Sand (Hel) **NEW**...£111



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2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) **NEW**...£111



2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes (Hel) **NEW**...£111



2900 Class 07 shunter D2985 in BR green wasp stripes (Hel) **NEW**...£111



2901 Class 07 shunter D2990 in BR green wasp stripes (Hel) **NEW**...£111



2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel) **NEW**...£111



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) ...£132



1409 Class 14 D9531 in BR green - as preserved (Hel) ...£110



1410 Class 14 D9537 in BR desert sand - as preserved (Hel) ...£110

1411 Class 14 National Coal Board Ashington No.4 in NCB blue (Hel) ...£110



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



4D-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap) **NEW**...£127.46



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4D-012-008 Class 22 D6332 in BR blue (Dap) **NEW**...£127.46



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) ...£110

3336 Class 33/2 33202 "The Burma Star" BR engines 'dutch' grey & yellow (Hel) ...£94



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) ...£88



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) ...£135.96

32-786 Class 37/0 37174 in EWS (weathered) (Bac) ...£106.21



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) ...£117.26

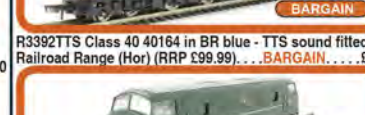


32-370 Class 37/4 37405 in DRS Compass blue (Bac) £117

32-389 Class 37/4 37421 in Colas Rail (Bac) ...£135.96



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 £84.99) **BARGAIN**...£39



31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac) ...£135.96



32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) ...£135.96



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) (RRP £125) **BARGAIN**...£94



5310 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN**...£94



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DGC sound fitted (Bac) £225.21



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32-753DS Class 57/0 57007 "Freightliner Bond" in Freightliner green - DCC sound fitted (Bac) ..... £203.96



5820 Class 58 58012 in Mainline triple grey (Hel) (RRP £125) ..... BARGAIN ..... £96



5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) ..... BARGAIN ..... £99



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) ..... BARGAIN ..... £96



5824 Class 58 58030 in EWS red and gold (Hel) (RRP £125) ..... BARGAIN ..... £99



5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) ..... BARGAIN ..... £99



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) ..... £149



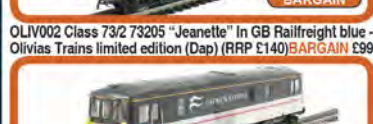
R3266 Class 60 60090 "Quinag" in Railfreight Coal sector (Hor) ..... £146



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) ..... £131.71



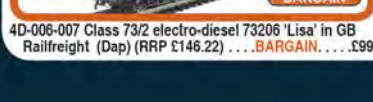
4D-022-010D Class 68 68008 "Avenger" in Direct Rail Services compass - DCC fitted (Dap) ..... £151.16



4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) ..... £254.96



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) ..... £64



DAGM101 Class 73/1 73101 "Brighton Evening Argus" in Pullman umber and cream - Ltd Ed for Gaugemaster (Dap) ..... £149.95



4D-006-000 Class 73/1 73102 "Airtour Suisse" in Intercity executive (Dap) (RRP £146.22) ..... BARGAIN ..... £99



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) ..... BARGAIN ..... £99



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) ..... BARGAIN ..... £99



4D-006-007 Class 73/2 electro-diesel 73206 "Lisa" in GB Railfreight (Dap) (RRP £146.22) ..... BARGAIN ..... £99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) ..... BARGAIN ..... £129



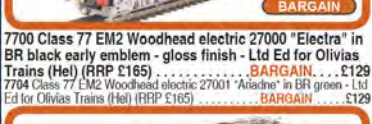
GV2015 YEC Janus 0-6-0DE shunter No.201 in Port of London blue (Gol) ..... NEW ..... £84



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160) ..... BARGAIN ..... £124



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165) ..... BARGAIN ..... £129



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165) ..... BARGAIN ..... £129



7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165) ..... BARGAIN ..... £129



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) ..... BARGAIN ..... £129



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) ..... BARGAIN ..... £129



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) ..... BARGAIN ..... £129



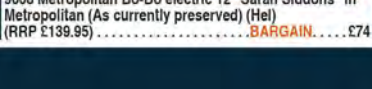
R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99) ..... BARGAIN ..... £52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) ..... BARGAIN ..... £74



9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) (RRP £139.95) ..... BARGAIN ..... £74



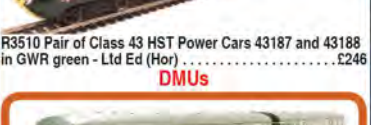
9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95) ..... BARGAIN ..... £74



9005 Metropolitan Bo-Bo electric 19 in Metropolitan (Hel) (RRP £139.95) ..... BARGAIN ..... £74



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) (RRP £139.95) ..... BARGAIN ..... £74



R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor) ..... £199



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) ..... £246



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) ..... BARGAIN ..... £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-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - 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



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) ..... BARGAIN ..... £59



8923 Class 128 parcels DMU 55991 in Royal Mail Letters red (Hel) (RRP £119.95) ..... BARGAIN ..... £59



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95) ..... BARGAIN ..... £59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) ..... £297.46



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) ..... £490

## Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ..... £64



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) ..... BARGAIN ..... £45



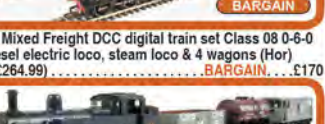
R1176 Class 373 "Eurostar" Train Set (Hor) (RRP £169.99) ..... BARGAIN ..... £129



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) ..... BARGAIN ..... £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99) ..... BARGAIN ..... £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) ..... BARGAIN ..... £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) ..... BARGAIN ..... £199



R4720A 58' Maunsell Railbit (Ex LSWR 48) nine compartment third 364 in SR olive green (Hor) ..... £40



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



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) ..... £55.21



R4407B 63' Hawksworth composite corridor W7803W BR crimson and cream (Hor) ..... NEW ..... £42



R4493B 63' Hawksworth first corridor W8119W in BR crimson and cream (Hor) ..... NEW ..... £42



R4405B 63' Hawksworth third corridor V2267W BR crimson and cream (Hor) ..... NEW ..... £42



39-500 Pack of 4 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) (RRP £179.80) ..... BARGAIN ..... £136



39-500 Single (Bac) ..... £38.21



R4618A Mk2E BSO brake second open 8508 BR intercity (Hor) (RRP £24.99) ..... BARGAIN ..... £17



31-239Z Class 205 2-H Thumper 205001 in de-branded Network SouthEast (Kernow Exclusive) (Bac) ..... £204







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SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pac) ..... £10

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76CWT003 Commer Walk Thru London Fire Brigade (Oxf) NEW ..... £8.50

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76L0001 Leyland Octopus trailer - "Tesco" (Oxf) NEW ..... £13

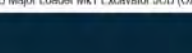
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76MM060 Morris 1000 Van British Railways (Oxf) NEW ..... £4.50

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763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) ..... £19.50

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76BD023 Bedford OYD 15th Scottish Infantry Div UK 1943 (Oxf) NEW ..... £11

NEW



76DSC006 Dingo Scout Car 5th RTR - 4th Arm.Brg ..... £4.50

76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943 (Oxf) ..... £11

### 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) ..... £39

372-3750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) ..... £101.96

372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) ..... £101.96



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) ..... £144.46

372-993 Class N 2-6-0 110 in SECRI grey (Gra) ..... £106.21

2S-021-002 Class Q1 0-6-0 33018 in BR black late crest (Dap) ..... £107

372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) ..... £144.46

### Diesel locos

2D-012-001 Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (RRP £136.89) ..... £99



2D-001-020 Class 37/1 33102 in BR blue (Dap) ..... £112.74

371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) ..... £103.66

372-248 Class 47/4 47550 "University of Dundee" Intercity Mainline (Gra) ..... £114.71

2D-007-003 Class 66 66177 in EWS experimental white roof (Dap) ..... £88

2D-022-007 Class 68 68001 "Evolution" in DRS (Dap) ..... £118.96

2D-022-001S Class 68 68002 "Intrepid" DRS - DCC Sound fitted (Dap) ..... £242.72

2D-022-006S Class 68 68007 "Valiant" Scottish - DCC Sound fitted (Dap) ..... £242.72

### DMUs

371-880 Class 108 2 Car DMU in BR green half yellow ends (Gra) ..... £144.46



370-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Gra) ..... £339.96

### Coaches

374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) ..... £25.46

374-901B BR Mk1 TPO in Post Office red (Gra) ..... £33.96



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) ..... £25.46

2P-012-675 Maunsell brake composite S6574 BR crimson and cream (Dap) NEW ..... £24.23

2P-012-653 Maunsell brake third S3226 BR crimson and cream (Dap) NEW ..... £24.23

2P-012-654 Maunsell brake third S3231 BR crimson and cream (Dap) NEW ..... £24.23



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2F-013-051 4-wheel gunpowder van 290039 in LMS (Dap) NEW ..... £8.50

2F-013-052 4-wheel gunpowder van 290039 LMS - weathered (Dap) NEW ..... £9.50

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SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pec) ..... £1.70

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) ..... £20

SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) ..... £2

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PN181 Service station petrol pumps - card kit (Met) NEW ..... £10

### Track - Code 80 Setrack

ST-11 Double straight track (Pec) ..... £1.60

ST-15 No.2 radius double curve (Pec) ..... £1.80

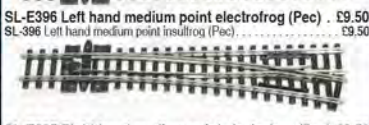
ST-6 Setrack left hand point insulfrog (Pec) ..... £8.50

ST-5 Setrack right hand point insulfrog (Pec) ..... £8.50

### Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ..... £64

SL-300 Single (Pec) ..... £3



SL-E396 Left hand medium point electrofrog (Pec) ..... £9.50

SL-396 Left hand medium point insulfrog (Pec) ..... £9.50



SL-E395 Right hand medium point electrofrog (Pec) ..... £9.50

SL-395 Right hand medium point insulfrog (Pec) ..... £9.50

### Track - Code 55 Finescale

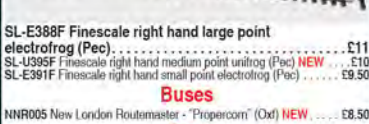
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ..... £84

SL-300F Single (Pec) ..... £3

SL-302F 1 yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) ..... £50

SL-302F Pack of 30 (Pec) ..... £31

SL-E390F Finescale double slip electrofrog (Pec) ..... £38



SL-E389F Finescale left hand large point electrofrog (Pec) ..... £11

SL-U396F Finescale left hand medium point unitrog (Pec) NEW ..... £10

SL-E392F Finescale left hand small point electrofrog (Pec) ..... £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) ..... £11

SL-U395F Finescale right hand medium point unitrog (Pec) NEW ..... £10

SL-E391F Finescale right hand small point electrofrog (Pec) ..... £9.50

### Buses

NMR005 New London Routemaster - "Propercom" (Oxf) NEW ..... £8.50

### Cars

NAP004 Austin Princess (Late) Black/Royal Claret (Oxf) NEW ..... £4

NCOR3002 Cortina MkIII Daytona Yellow (Oxf) NEW ..... £4

NMB002 MGB Roadster Pale Primrose (Oxf) NEW ..... £4

### Commercial vehicles



NSHL03TK Scania Highline tanker - "Eddie Stobart" (Oxf) NEW ..... £12

NTCAB005 Scania T Cab Tipper - "Tinnelly" (Oxf) NEW ..... £12

### Military ground vehicles

NDS002 Daimler Dingo 10th Mounted Rifles (Oxf) NEW ..... £4

NLAN188020 Land Rover Series 1 88" canvas - "R.E.M.E." (Oxf) NEW ..... £4

NBSA008 Motorbike and sidcar - Royal Air Force RAF blue (Oxf) NEW ..... £3.50

### Public Service vehicles

NSFE007 Scania Pump Ladder - "Surrey Fire and Rescue" (Oxf) NEW ..... £6.50

### O09 Narrow Gauge

SL-400 1 yard length of O09 narrow gauge flexible track worn wooden sleepers (Pec) ..... £3.50

SL-400 Box of 25 (Pec) ..... £83

### 1:72 Scale Aircraft - civil

72BE001 Twin Beech G-BKGM - Bristol Airways (Oxf) NEW ..... £30

### O Gauge (1:43 Scale)

#### Steam locos

7S-026-005D Class 3F 'Jinty' 0-6-0T 47501 in BR black 'BRITISH RAILWAYS' lettering - DCC sound fitted (Dap) ..... £340

7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) ..... £191.25



7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green (Dap) ..... £199.75

7S-007-002S Class 57xx 0-6-0PT pannier 5700 in Great Western Green - DCC sound fitted (Dap) ..... £357.60



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) ..... £199.75

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7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) ..... £340

7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) ..... £467.50

7S-025-002S Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC sound fitted (Dap) ..... £467.50



7S-007-005 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) ..... £199.75

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7S-007-005U Class 8750 0-6-0PT pannier BR black late crest - unnumbered (Dap) ..... £199.75



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) ..... £199.75

7S-007-003S Class 8750 0-6-0PT pannier 9659 in GWR green - DCC sound fitted (Dap) NEW ..... £357.60

7S-007-005U Class 8750 0-6-0PT pannier BR black late crest - unnumbered (Dap) ..... £199.75



7S-010-010 Class A1X "Terrier" 0-6-0T W9 "Fishbourne" in Southern Railway green (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



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) ..... £191.25

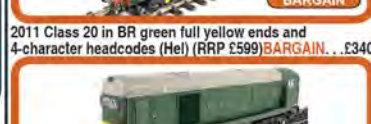
7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) ..... £340



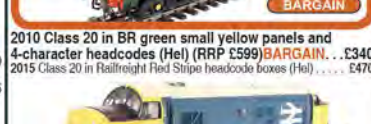
2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) ..... £550



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) ..... £360

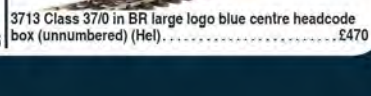


2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) ..... £340



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) ..... £340

2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) ..... £470



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) ..... £470



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5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN**... £390



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and a selection of nameplates.) (Hel) (RRP £649) **BARGAIN**... £390



8914 Hel Class 129 parcels DMU W55991 in BR blue - weathered (Hel) **DMUs** £470



7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream - DCC sound and light bar fitted (Dap) **Coaches** £318.75



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream - DCC sound and light bar fitted (Dap) £212.50



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325) **BARGAIN**... £220



4955 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325) **BARGAIN**... £190



4954 Mk1 BG full brake in BR southern region green (Hel) (RRP £325) **BARGAIN**... £190



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325) **BARGAIN**... £180



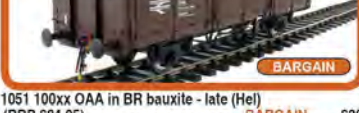
4994 Mk1 GUV full brake in BR green (Hel) (RRP £325) **BARGAIN**... £190



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325) **BARGAIN**... £180



1050 100xx OAA in BR bauxite - early (Hel) (RRP £84.95) **BARGAIN**... £39



1051 100xx OAA in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN**... £39



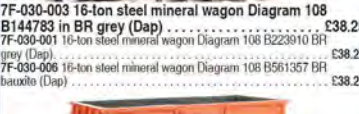
1052 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN**... £39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) **BARGAIN**... £39



7F-058-003 14-ton Type A tank wagon Regent Oil silver red lettering (Dap) £45



7F-030-003 16-ton steel mineral wagon Diagram 108 B144783 in BR grey (Dap) £38.25



7F-030-001 16-ton steel mineral wagon Diagram 108 B223910 BR grey (Dap) £38.25



7F-030-006 16-ton steel mineral wagon Diagram 108 B561367 BR bauxite (Dap) £38.25



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN**... £39



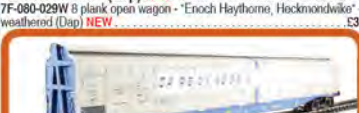
1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95) **BARGAIN**... £39



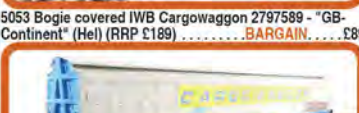
1005 4-wheel Class B tank in Mobil Charrington red (Hel) (RRP £84.95) **BARGAIN**... £39



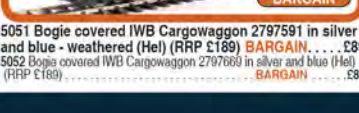
1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95) **BARGAIN**... £39



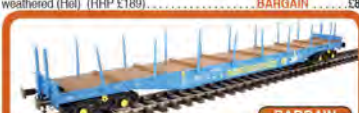
7F-080-029 8 plank open wagon - 'Enoch Haythorne, Heckmondwike' (Dap) NEW £39



5053 Bogie covered IWB Cargowagon 2797589 - 'GB-Continent' (Hel) (RRP £189) **BARGAIN**... £89



5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN**... £89



5151 Bogie flat IWB Cargowagon 4647026 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN**... £89



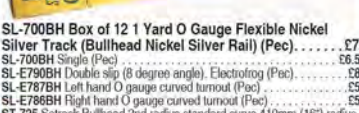
5153 Bogie flat IWB Cargowagon 4647039 in Corus Rail - weathered (Hel) (RRP £189) **BARGAIN**... £89



5150 Bogie flat IWB Cargowagon 4647044 in silver and blue (Hel) (RRP £189) **BARGAIN**... £89



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hel) £85



H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hel) £85



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75



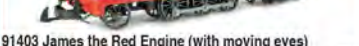
SL-700BH Single (Pec) £6.50



SL-700BH Double slip (8 degree angle) Electrolog (Pec) £85



SL-700BH Right hand O gauge curved turnout (Pec) £54



SL-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 16 make a circle (Pec) £43



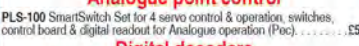
ST-U751 Setrack second radius Unifrog left hand point (Pec) £43



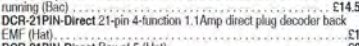
ST-U750 Setrack second radius Unifrog right hand point (Pec) £43



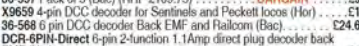
SL-792FB Finescale Left Hand Point With Flatbottom Rail. Electrolog (Pec) £45



SL-791FB Finescale Right Hand Point With Flatbottom Rail. Electrolog (Pec) £45



43AMVT003 Aston Martin Vantage S Sunburst Yellow (Ox) NEW £21



43JAG5002 Jaguar MKV DHC Closed British Racing Green (Ox) NEW £21



43JAG5001 Jaguar MKV DHC Open Openair Silver (Ox) NEW £21.50



43LR004 Land Rover Lightweight Canvas Berlin Scheme (Ox) NEW £14.50



43LR005 Land Rover Lightweight Hard Top RAF (Ox) NEW £14.50



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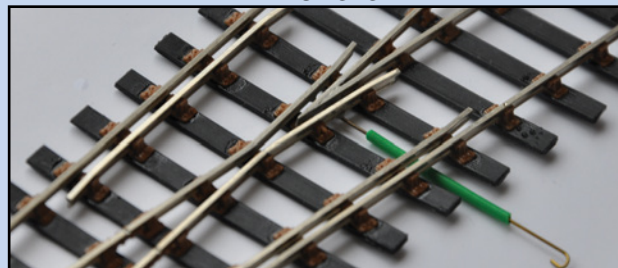
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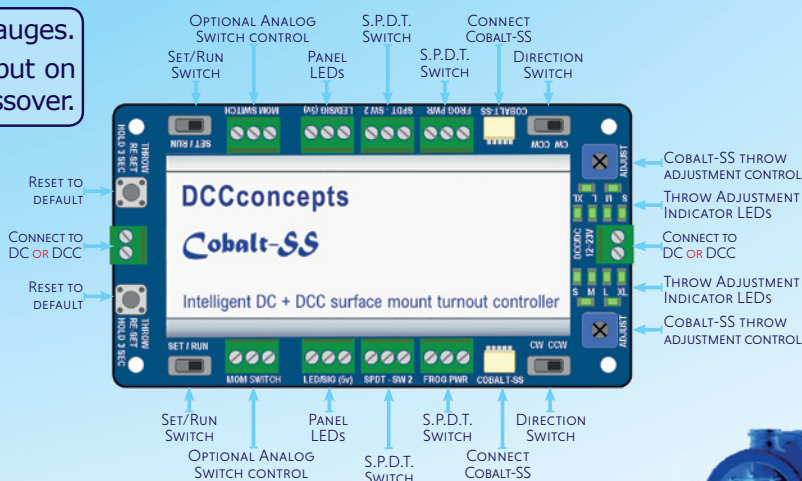
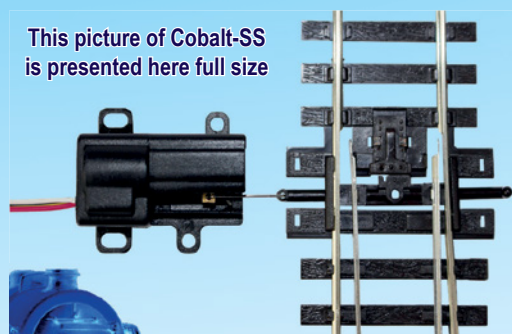
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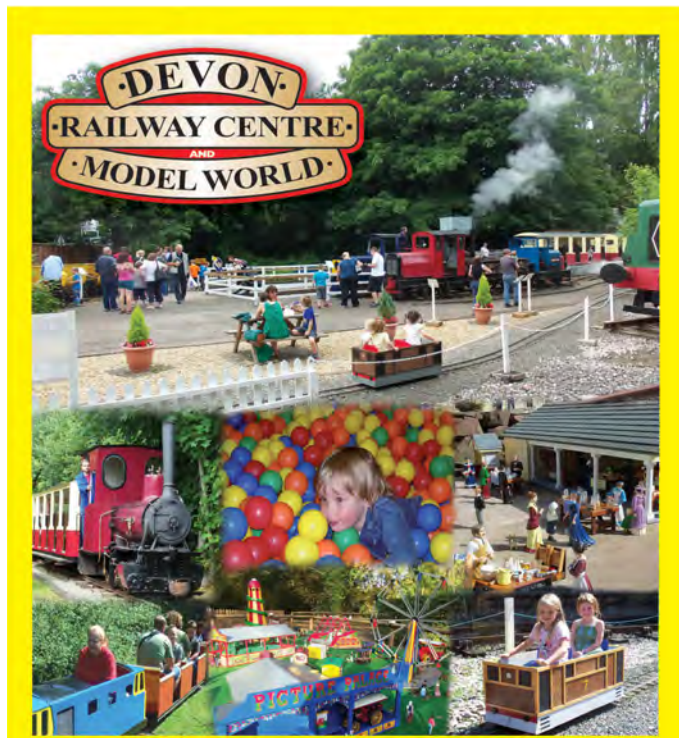
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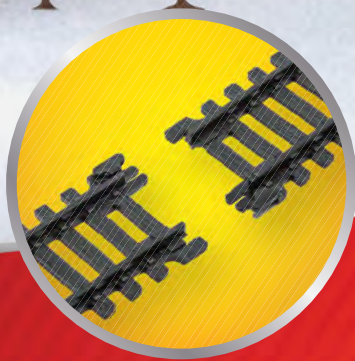


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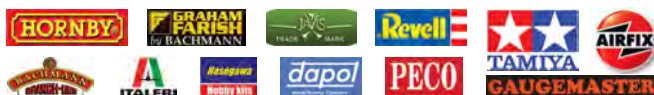
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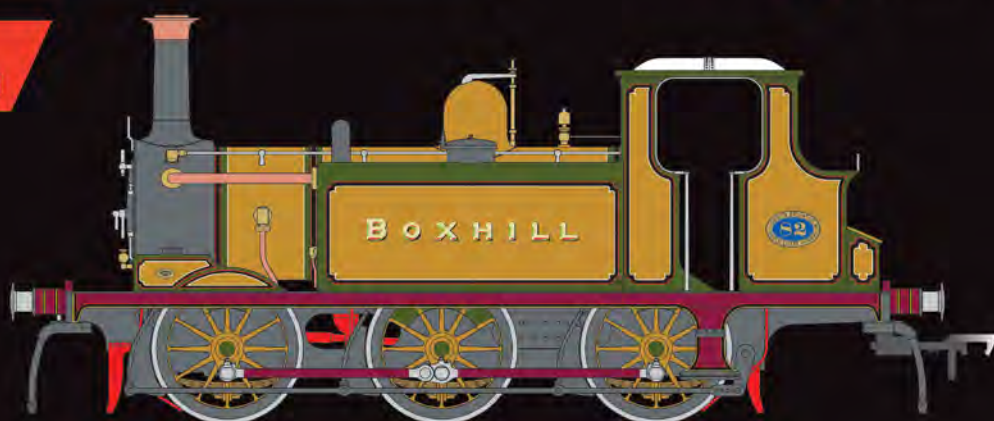
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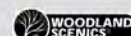


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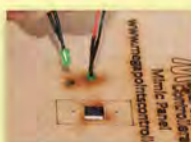


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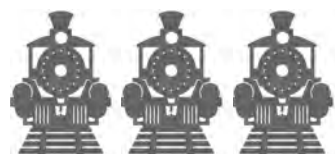
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Squires will be exhibiting at the following shows in 2018  
Diary updated as bookings are confirmed

**JULY 14/15 - BARRY & PENARTH MR EXHIBITION**, St. Cyres School, Sully Rd, Penarth, Vale of Glamorgan, CF64 2 XP, Sat 10 - 5, Sun 10 - 4.30.

**JULY 28/29 - NORTH SHIELDS RAILEX NORTH EAST**, John Spence Community High School, Preston Rd, North Shields. Tyne & Wear. NE29 9PU Sat 10 - 5, Sun 10-4.30.

**AUG 4/5 - SOUTHWOLD WAVENEY VALLEY MR EXHIBITION**, Saint Felix School Southwold, IP18 6SD Sat 10 - 5pm Sun 10-4.30pm. Plenty of FREE Parking.

**AUG 11 - BEXHILL MR EXHIBITION**, St. Richards Catholic College, Ashdown Rd, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm. Plenty of FREE Car Parking on site!

**AUG 11/12 - SKIPTON MR EXHIBITION**, Skipton Academy (Formerly Aireville School) Gargrave Rd, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. [www.skiptonrailsoc.org.uk](http://www.skiptonrailsoc.org.uk)

**AUG 25 - BOURNVILLE Model Railway Ex**, The Holymoore Centre, 8 Manor Park Grove, Northfield, Birmingham, B31 5ER. 10.00am to 4.30pm.

**SEPT 1/2 - TELFORD GUILDEX 2018**, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 5, Sun 10 - 4.

**Coming to Telford? - Why not try Sunday? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!! :-)**

**SEPT 8/9 SWINDON Railway Festival**, STEAM Museum of The Great Western Railway, Fire Fly Avenue, Swindon. SN2 2EY. Sat/Sun 10-5.

**Coming to Swindon? - Why not try Sunday?? - the show is less busy, see more of the layouts AND a lot easier to get to our stand!!! :-)**

**SEPT 15/16 AYR MR EXHIBITION**, The Citadel Leisure Centre, Ayr, KY7 1JB. Sat 10-5, Sun 10-4.

**SEPT 22/23 - HALIFAX MR Exhib**, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.

**SEPT 29/30 - WORTHING MR EXHIBITION**, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4. Plenty of FREE Parking

**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 MR Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Sat 10 - 5.30, Sun 10 - 5.

**OCT 6/7 - FAREHAM**, Fareham & District MR 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 Rd, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30. [www.farnhammrc.or.uk](http://www.farnhammrc.or.uk)

**OCT 20 - CHICHESTER M/RAILWAY EX**, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.

**OCT 20/21 - UCKFIELD MODEL RAILWAY EX**, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10 - 5.

**OCT 27/28 - ABERDEEN MR EXHIBITION**, Hallmark Hotel, Aberdeen Airport, Aberdeen, AB21 7DW Sat 10-5/Sun 10-4. [www.facebook.com/AberdeenModelRailwayclub](http://www.facebook.com/AberdeenModelRailwayclub)

**OCT 27/28 - LEEDS**, The Leeds Model Railway Society MR Exhibition, The Grammar School, Alwoodley Gates, Harrogate Rd, Leeds, LS17 8GS, Sat 10 - 5, Sun 10 - 4.30. Plenty of Free Parking.

**OCT 27/28 - STOCKPORT**, Hazel Grove & District MR Society Exhibition, Hazel Grove Recreation Centre, Jacksons Ln, Hazel Grove, Stockport, Cheshire, SK7 5JX. Sat 10 - 5, Sun 10 - 4.

**NOV 3 - HIGH WYCOMBE - WYCRAIL**, 18 MR Exhibition, Cressex Community School, Cressex Rd, High Wycombe Bucks, HP12 4UD. Sat 10-5.

**NOV 3/4 - SPALDING MR EXHIBITION**, Springfields Exhibition Centre, Camelgate, Spalding PE12 6ET, Sat 10 - 5, Sun 9.30 - 4.30.

**NOV 3/4 - ANGMERING**, W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4 \*Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!

**NOV 10 - IPSWICH MR EX**, Rushmere Hall Primary School, Lanark Rd, Ipswich, Suffolk IP4 3EJ, Sat 10 - 5pm.

**NOV 10/11 TELFORD IPMS SCALE MODEL WORLD**, The Telford International Centre, St. Quinten Gate, Telford, TF3 4JH. Sat 10-6, Sun 10-4.

**Nov 16-18 - WAKEFIELD 57th Model Railway Ex**, Thomas Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9. Sat 10-5.30. Sun 10-4.30.

**Nov 17 - PORTSMOUTH South Hants Model Railway Ex**, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. 10-5. \*Plenty of Free Parking.

**Nov 17/18 - WORKINGTON Model Rail Show**, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4. 5th Year at this NEW VENUE.

**Nov 24/25 - BIRMINGHAM Warley National Model Railway Ex**, Hall 5, NEC Birmingham B40 1NT. Sat 9.15 - 6, Sun 9.15 - 5. [www.warley-mrc.org.uk](http://www.warley-mrc.org.uk).

### EXHIBITIONS AND SHOWS IN 2019

**Jan 12/13 - BOGNOR REGIS Model Railway Ex**, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10 - 5, Sun 10 - 4.30. Plenty of Free Parking.

**Jan 19/20 - CALNE Model Railway Ex**, Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - \*\*Enlarged Show for 2019\*\*

**JAN 26/27 KENDAL MODEL RAILWAY EX**, Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

**Jan 27 BRISTOL - Bristol 'O' Gauge Group Ex**, University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sun 10 - 4.00pm.

**Feb 22/23/24 GLASGOW Model Rail Scotland Scottish Exhibition Centre**, Glasgow, G3 8YW Fri 10.30-6, Sat 9.30-6, Sun 9.30-5 [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk).

**Mar 2/3 - PRESTON Preston & District Model Railway Ex**, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm

**Mar 16 - ABINGDON ABRAIL 2018 Model Railway Ex**, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5pm.

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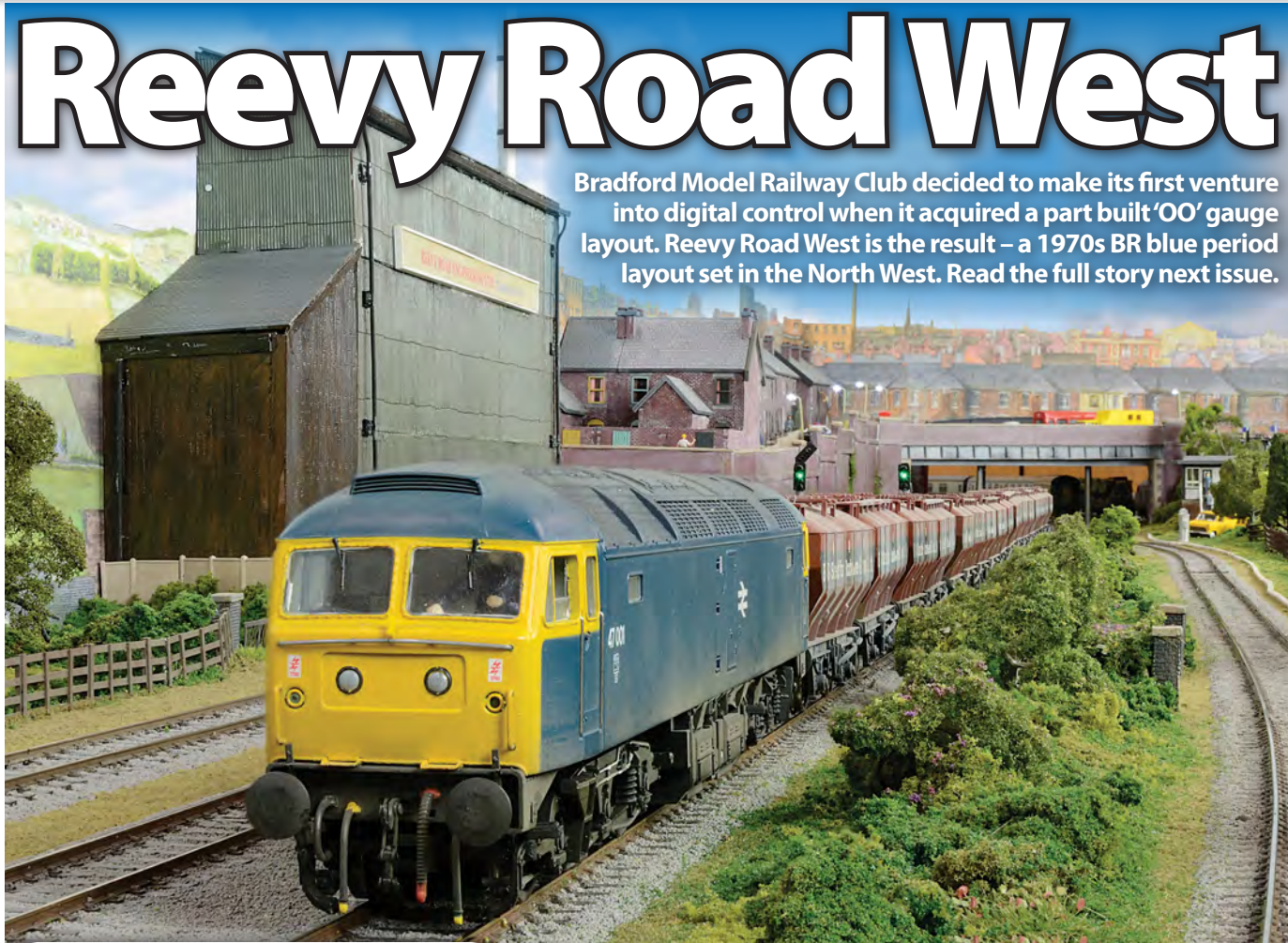
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# NEXT ISSUE

## Reevy Road West

Bradford Model Railway Club decided to make its first venture into digital control when it acquired a part built 'OO' gauge layout. Reevy Road West is the result – a 1970s BR blue period layout set in the North West. Read the full story next issue.



## TRACKLAYING

Track is an essential part of any model railway project. Nigel Burkin presents his top tips and techniques using his latest modelling activities as the basis.



## WENDOVER

The joint Great Central and Metropolitan Railway route through Buckinghamshire caught the attention of David Dann-Gibbons leading to construction of this atmospheric 1930s period 'OO' gauge exhibition layout. Discover how he built Wendover next month.



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**2D-026-003/D** - Class 86 The Boys Brigade 86243 BR Executive Livery/DCC



**2D-026-002/D** - Class 86 Les Ross / Peter Pan 86259/E3137 Blue SYP/DCC



**2D-026-004/D** - Class 86 Meteor 86216 BR Blue FYP/DCC

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**2F-025-003** - MJA Freightliner Heavy Haul Bogie Box Van 502021 & 022

**2F-025-004** - MJA Freightliner Heavy Haul Bogie Box Van 502045 & 046



**2F-025-005** - MJA GBRF Bogie Box Van 502023 & 024

**2F-025-006** - MJA GBRF Bogie Box Van 502025 & 026

**2F-025-007** - MJA GBRF Bogie Box Van 502031 & 032

### HST



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**7F-057-003** - BR Insulated Van Diag 0251 White B872176

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**7F-018-002** - Salt Van - Stubbs & Co 37

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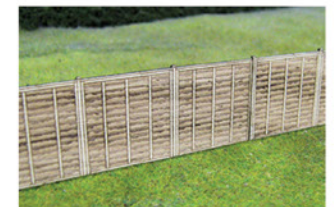
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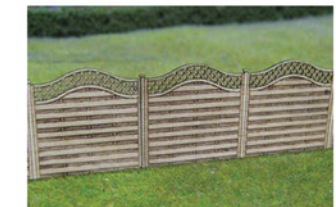
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