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magazine

Issue 135 **September 2018** USA \$12.99 · CAD \$13.99 · AUS \$13.20 **UK £4.50**

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REVIEWS



- Kernow's third 'OO' Bulleid diesel
- Minerva 'O' sound fitted '57XX'
- TMC 'OO' bolster and plate wagons
- Rails 'OO' dynamometer car

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LATEST NEWS

- Hornby reveals decorated 'OO' gauge LNER 'Toad' brake vans
- Exclusive VIP tickets for the **Great Electric Train Show**

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HORNBY magazine

September 2018

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135

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HORNBY magazine

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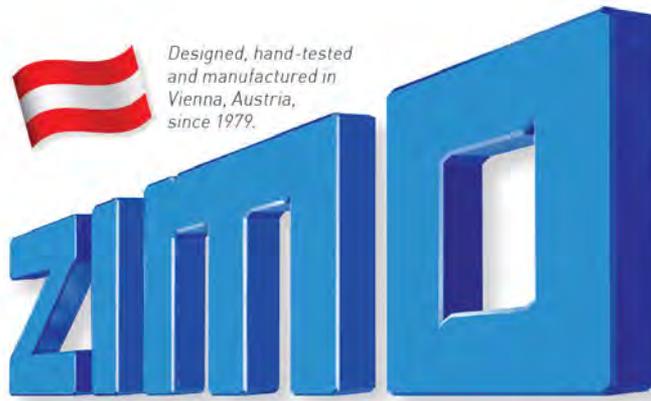
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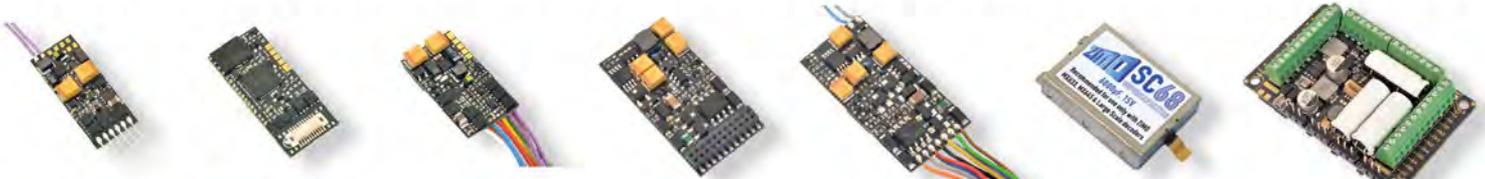
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WELCOME

THE EDITOR'S PAGE



The diversity of the model railway hobby is virtually limitless. This issue we've collected three layouts from different eras, all of which have very different personalities reflecting the period

that their builders set out to recreate.

The cover layout is Bradford Model Railway Club's latest 'OO' gauge project which models the 1970s and 1980s in West Yorkshire - a time when industry was cleaning up and British Rail's corporate blue was the colour to be seen. Meanwhile David Dann-Gibbons' model of Wendover on the Great Central Railway London Extension rewinds the clock to the 1930s when the London and North Eastern Railway operated, interestingly, side by side with the Metropolitan Railway on the route from Aylesbury into London Marylebone station.

Modelling the 1930s, naturally, requires a totally different eye to that for the corporate blue era, not least because colour images of

the period are much more difficult to acquire. However, David has done a tremendous job in modelling Wendover station in 'OO' - so much so that we have gone back in time to research the GCR London Extension for Railway Realism in this issue offering a greater insight into this fascinating route.

Our third layout is altogether different again. Gifford Street by John Emerson is built in 'O' gauge and models the 1960s when steam was giving way to diesel traction at an alarming rate. Heavily weathered steam locomotives on long freights rub shoulders with the new 'clean' diesels here. Moreover, this is the last time you will see new images of this former exhibition layout, as it has since been dismantled to make way for John's new 'O' gauge layout.

Mention of the change from steam to diesel traction brings me to this issue's competition prize. We have joined forces with Hornby to offer its soon to be released '15 Guinea Special' train pack containing 'Britannia' 4-6-2 70013 *Oliver Cromwell* and three Mk 1 carriages as the prize. This was one of the locomotives which brought down the curtain on BR operated main line steam on August 11 1968 - this month marking 50 years since

that day. Plus, if you like the 'Britannias' we've got the full story on their development and stunning images from the likes of W.J. Verden Anderson to illustrate them at work.

Beyond this you can expect all the latest model railway news and reviews including the full story on Rails' LNER Dynamometer Car, Kernow's third Bulleid diesel and TMC's bolster and plate wagons for 'OO' gauge plus the sound equipped version of the '57XX' for 'O' gauge by Minerva Model Railways.

This issue also marks the launch of our new limited edition VIP tickets for the Great Electric Train Show. It offers a bumper package consisting of two-day entry, priority parking, discount vouchers and more for the event weekend - and we've announced new layouts for the line up too. If you haven't already got the date in your diary, we'd like to see as many readers as possible at the new venue of the Arena MK on October 13/14.

Happy modelling!

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE SEPTEMBER 2018

WIN! '15 GUINEA' TRAIN PACK

14 Your chance to win Hornby's soon to be released train pack to mark the end of steam in August 1968.



REVIEWED

- Kernow's third 'OO' Bulleid diesel
- Minerva 'O' sound fitted '57XX'
- TMC 'OO' bolster and plate wagons
- Rails 'OO' dynamometer car

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START OUT IN BRASS

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THE LATEST NEWS AND REVIEWS

A round up of the latest products from crews and scenic details to new model launches and more.



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- **Reevy Road West:** Bradford MRC's BR blue era 'OO' gauge exhibition layout.
- **Wendover:** David Dann-Gibbons' 1930s period model of the GCR London Extension in 'OO' gauge.
- **Gifford Street:** A last hurrah for John Emerson's immersive 'O' gauge layout.

LATEST NEWS

- Hornby reveals LNER 'Toad' samples.
- Great Electric Train Show VIP tickets.
- Heljan reveals Class 25/3 for 'OO' gauge.
- Accurascale selects HUO for 'O' gauge.

LNER 'TOAD' VANS GET COLOUR

HORNBY has received the first decorated samples of its new 'OO' gauge London North Eastern Railway (LNER) 'Toad B' and 'Toad E' brake vans. Announced in the 2018 catalogue, four versions will be produced covering LNER and British Railways (BR) colour schemes.

The first samples cover LNER bauxite 'Toad B' 140422 suitable for goods trains on the LNER between 1924 and 1948 (Cat No. R6833) and BR grey 'Toad E' van E178614 - ideal for goods trains on the Eastern Region running in the 1948-1956 period (R6834A).

The LNER 'Toad' vans feature small tension locks in NEM coupling pockets, turned metal wheels, an injection moulded body and separately fitted handrails together with metal buffers. Prices are set at £21.99 per brake van with release expected in November 2018.

● Visit www.hornby.com for more information.

Hornby is modelling both the 'Toad B' and 'E' brake vans. This is the 'B' version.



'Brighton Belle' prepares for its return



The Hornby 'Brighton Belle' five-car Electric Multiple Unit (EMU) is set to return in September 2018 with a train pack containing the driving cars (Cat No. R3606) and a separate

coach pack containing the three centre trailer cars (R4871).

This issue of the 5-BEL models unit 3053 in Pullman umber and cream with small yellow warning close couplings together with

new lighting circuits to make it simpler to couple and uncouple. The full five car train requires an 8-pin DCC decoder to operate with digital control and also now has Roco style close couplings together with new lighting circuits to make it

simpler to couple and uncouple.

Prices are set at £199.99 for the power cars (R3606) and £179.99 for the trailer car pack (R4871).

● Visit www.hornby.com for more information.



The 'Toad E' has different duckets and upper handrails.



Two versions of the 'Toad E' will be available in BR freight grey.



The LNER 'Toad B' vans will be finished in bauxite livery.

DCR Class 56 joins 2018 line-up



Devon and Cornwall Railways' (DCR) green livery is the latest to be reproduced on the Hornby Class 56. Originally expected to form part of the 2019 range, the early arrival of this brand new - and previously unlisted - Hornby Class 56 has seen the manufacturer make it available from August this year.

Modelling 56303 the locomotive will feature

directional lighting, an 8-pin DCC decoder socket, opening cab doors, a powerful die-cast chassis with a five-pole motor and the short lived DCR green livery. The locomotive is now operated by RMS Locotec.

Priced at £169.99, 56303 is due to be released in August 2018 (Cat No. R3660).

● Visit www.hornby.com for more information.

INSIDE HORNBY®

The latest from Hornby HQ

Paddington '800' progresses

Decoration design work for Hornby's recently announced model of Class 800 800010 *Paddington Bear/Michael Bond* (Cat No. R3691) is progressing with development of the door artwork capturing the famous bear. The Class 800 will cost £399.99 with a release date to be confirmed.



Works Peckett due September



The Peckett works livered 'W4' 0-4-0ST is due to arrive with Hornby during September offering a new choice of colour scheme for the popular industrial saddle tank. Priced

at £99.99 it models 'W4' 560 in ex-works Peckett leaf green colour prior to delivery to its first owner - United Alkali Co. Ltd, of St. Helens in Lancashire (R3615).

'Large Logo' and NSE '50s'



Hornby has received decorated samples of its 2018 range Class 50s - 50040 *Leviathan* in BR large logo blue (R3653) and 50033 *Glorious* in revised

Network SouthEast colours (R3658). The two Class 50s are due to be released in September and October respectively priced at £179.99 each.

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

Heljan reveals CLASS 25/3 FOR 'OO'

HELJAN has announced that it will be producing a brand new ready-to-run 'OO' gauge model of the Class 25/3 Bo-Bo diesel locomotives with release anticipated in 2019.

Development of the 'OO' gauge Class 25/3 is benefitting from the research for the manufacturer's 'O' gauge model of the same class which is due to arrive with Heljan retailers in the fourth quarter of 2018.

Heljan's Class 25/3 models the final version of the BR Sulzer Type 2 built at Derby and Beyer, Peacock of Manchester between December

1963 and April 1967. It will feature all wheel pick-up, directional lighting, a 21-pin decoder socket and provision for digital sound installation.

Ten versions are planned in the first batch covering BR green, blue and special liveries as well as locomotives from the London Midland, Scottish and Western regions throughout the class's career. In addition, the Scottish Region 'ETHEL' (Electric Train Heating Ex-Locomotive) train heating units converted to work with no-heat Class 37s will also be modelled.

The full list of new Class 25/3s consists of: D7645 in BR two-tone green with small yellow warning panels (Cat No. 2530); D5244 in BR two-tone green with small yellow warning panels (Cat No. 2531); D7550 in BR two-tone green with full yellow ends and BR blue data panels (Cat No. 2532); D7661 in BR early blue with small yellow warning panels (Cat No. 2533); D7667 in BR blue with yellow ends and two double arrows – the 1,000th locomotive built at Derby Works (Cat No. 2534); 25252 (LMR) in BR blue will full yellow ends, single double arrows and headcode panels (Cat No. 2535); 25155 (WR) in BR blue with full yellow ends, single double arrows and headcode panels –



Modified 'N' gauge Class 70 progresses



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

Bachmann has taken delivery of the engineering sample for its modified version of the Class 70 Co-Co heavy freight diesel-electric for 'N' gauge. Following the footsteps of the 'OO' gauge version (HM132), the 'N' gauge model will be released in Freightliner Powerhaul colours as 70015 (Cat No. 371-640) and Colas Rail Freight black, yellow and orange as 70805 (371-641). A release date is to be confirmed while the price per locomotive is set at £149.95.

BACHMANN REVEALS CLASS 158 FIRST SAMPLE

The first engineering samples for the new 'OO' gauge Class 158 two-car Diesel Multiple Unit (DMU) for the Bachmann Branchline range have been revealed. It is being released as 158849 in Regional Railways livery with digital sound (Cat No. 31-517DS) priced at £359.95,



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

158773 in East Midlands Trains colours (31-518) priced at £259.95 and 158766 in GWR

green (31-519) costing £259.95. The specification includes directional lighting and a 21-pin

DCC decoder socket together with a low profile mechanism. A release date is to be confirmed.



weathered finish (Cat No. 2536); 25093 (Scr/LMR) in BR blue with bodyside numbers, single double arrows and 'domino' headcodes (Cat No. 2537); 25912 *Tamworth Castle* in 'Ice Cream Van' livery with silver roof (Cat No. 2538); D7672 *Tamworth Castle* in BR special two-tone green livery (Cat No. 2539) plus ETHEL1,

ADB97250, BR blue and grey (Cat No. 2540) and ETHEL3, ADB97252, BR InterCity livery (Cat No. 2541).

The CAD drawing work for the 'OO' gauge Class 25/3 is at an advanced stage, but a retail price is yet to be announced by Heljan.

● Visit www.heljan.dk for more information.

NEWS IN BRIEF

■ Peartree Engineering has developed new finescale wheelsets to replace original wheels in Hornby tinplate wagons. The additions to Peartree's Precision Steel Wheelsets range allow tinplate wagons to run on finescale 'O' gauge track. Initial options consist of 3ft 1in plain and three hole wagon wheels and 3ft 7in plain coach wheels priced at £4.50 per wheelset.

● Contact **Malcolm Fisher at Peartree Engineering on 01379 608000** or visit www.modelrailwayparts.co.uk for more information.

■ Connoisseur Models has introduced three new freight wagon bogies to its collection of 'O' gauge products. Priced at £16 per pair the kits are for BR plate-back with axlebox bearings, BR plate-back with roller bearings and GWR standard plate-back bogies.

The bogies are cast in white metal and include mounts and swivel fittings. Sideframes are secured with pins allowing for compensation. They are designed to use 3ft 1in standard wagon wheels which are available separately.

● Visit www.jimmceown.com for more information.

■ The Milton Keynes Model Railway Society (MKMRS) is preparing for its 50th anniversary exhibition on February 16/17 2019 which it is expanding from its successful one day format to a two day event to celebrate the milestone.

The show will be open from 10am-5pm on the Saturday and 10am-4.30pm on the Sunday with a line up including 40 layouts and 30 traders as well as a Routemaster shuttle bus service between Milton Keynes Central railway station and the exhibition venue at Stantonbury Leisure Centre, Milton Keynes. Free parking is available on site and one day admission will be £7 per adult with children being admitted for £1.

● Visit www.mkmrs.org.uk/exhibitions for more information.

PRA china clay wagons are next for Kernow

The 1983 built PRA china clay wagons are being produced as an exclusive product in 'OO' gauge by Kernow Model Rail Centre for release in late 2018.

The newly tooled wagon is being developed with the same factory that produced Kernow's models of Bulleid diesels 10201-10203 (HM125/p66-67). Kernow's PRA will feature NEM coupling pockets, turned metal wheels and a large number of separately fitted parts.

The fleet of 14 PRAs was built by Standard Wagon at Heywood in 1983. They used underframes recovered from Associated Portland Cement Manufacturers (APCM) PVV vans and were numbered RLS6303-6316. They worked between Pontsmill in

Cornwall and Wiggins Teape in Scotland with withdrawal from service coming in the early 1990s.

Kernow is producing the PRAs in original allover grey as well as in their later condition with black underframes and buffer shanks. Four vehicle numbers will be available on each colour scheme with a bulk pack of four offering a discount over individual wagons. Prices are set at £39.99 for individual vehicles and £139.96 for a four-pack.

Decorated samples have been received by Kernow and these are subject to revisions of incorrect colours before going into production.

● Visit for more information www.kernowmodelrailcentre.com



VIP TICKETS LAUNCH FOR THE GREAT ELECTRIC TRAIN SHOW



AN EXCITING NEW limited edition VIP ticket package is being made available for the 2018 Great Electric Train Show which is available to order now. The show is held on the weekend of October 13/14

2018 and is at a brand new venue in Milton Keynes – the Arena MK.

Priced at £40, the VIP ticket is limited to 100 visitors on a first come, first served basis. It includes two-day entry to the show, VIP parking at the event, a

limited edition lapel badge, £25+ worth of Key Publishing/*Hornby Magazine* railway publications and a VIP voucher pack. Vouchers, only redeemable at the show, include discounts from Aspire Gifts and Models Ceynix Trees,

DC Kits, P&D Marsh and more. Full details can be found online at www.greatelectrictrainshow.com

In addition three new layouts have been revealed for the show – the final five will be announced in HM136, on sale on September 13

Darstaed 57ft Mk 1 sample debuts



Ellis Clark Trains has taken delivery of the first sample of its forthcoming BR Mk 1 57ft suburban carriages for 'O' gauge. The non-corridor stock is being made exclusively for Ellis Clark Trains by Darstaed and features brass sides with brass handles while the first sample is built with 3D printed chassis, roof and ends to allow further revisions to take place including refinement of the weld lines on the roof.

Release is anticipated in the fourth quarter of 2018 with prices set at £169 per vehicle. Coaches selected for release are the Composite, Composite Lavatory, Brake Second, Open Second, Open Second Lavatory and Compartment Second. Livery choices consist of BR maroon with and without lining, BR crimson and BR blue.

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



HEAVILY WEATHERED 'LARGE LOGO' CLASS 47

Kernow Model Rail Centre has commissioned a heavily weathered BR 'Large Logo' Class 47 from Bachmann to model 47537 *Sir Gwynedd/County of Gwynedd* in 'OO' gauge. The weathering will follow the standard of 47706 in worn ScotRail colours produced previously for Kernow (HM120) including worn paint on the body together with typical underframe

and roof staining. 47537 is expected to arrive with Kernow in the first quarter of 2019 and will be available DCC ready and DCC sound fitted – the latter with Bachmann factory installed chip and speaker. Prices start from £169.99 for the standard model rising to £259.99 for the sound equipped version.

● For more information visit www.kernowmodelrailcentre.com

THE GREAT ELECTRIC TRAIN SHOW

OCTOBER 13/14 2018

THE DETAILS

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



GREAT ELECTRIC TRAIN SHOW LAYOUTS 2018

LAYOUT NAME	EXHIBITOR	SCALE	PERIOD
45C	Tom Snook and friends	'OO'	1960s London Midland Region
Ashington	Philip Standen	'OO'	1960s Southern Region
Bewdley	Graham Heald	'OO'	1960s Western Region
Buckshee	Redditch MRC	'OO'	1960s Scottish Region
Dubmill Sidings	Steve Thompson	'O'	1968-1971 Cumbria
Glenfinnan	Bill Wood	'OO'	1980s Scottish Region
Grosvenor Square	<i>Hornby Magazine</i>	'OO'	1960s Western Region
Hatch End	Andy Stephney	'N'	1990s-2000s West Coast Main Line
Hospital Gates	East Riding Finescale Modellers	'O'	1930s private railway
Ladeside Diesel Depot	Mike Bisset	'O'	1960s Scottish Region
Lee-on-the-Solent	South Hants MRC	'P4'	1920s LSWR branch line
Loftus Road	Worthing MRC	'OO'	2000s West London
Loudwater	Daniel and Graham Chandler	'OO'	1960s Western Region
Lower Rose Goods	Steve Howe	'P4'	1930s Great Western
Norwood Park	Grimsby Town Railway Modellers	'OO'	1960s Southern Region
Oake	Somerset Railway Modellers Club	'OO'	1960s Western/Southern Region
Oakley Green	Jamie Mathlin	'OO'	1980s Southern Region
Peakstone	Tim Lowe	'OO'	1980s South West
Poulton-le-Fylde	Greig Mackenzie	'OO'	2000s North West
Readham	Steve Cox	'OO'	2000s Western Region
Southwick	Maidenhead, Marlow and District MRC	'OO'	1960s Southern Region
Talbot Lane TMD	Marcus Lambert	'OO'	2000s Midland Region
Trenance	Helston and Falmouth MRC	'OO'	1960s Western Region
Vale of Oxbury	Carl Woodwards	'N'	1960s Western Region
Whitby West Cliff	Brad Seaman	'OO'	1950s, Eastern Region

Note: The final five layouts will be announced in our full preview to the Great Electric Train Show in HM136 – on sale September 13 2018.

2018. The new additions are Graham Heald's stunning replica of Bewdley on the Severn Valley Railway in 'OO' gauge, Grimsby Town Railway Modellers' busy Southern Region junction Norwood Park in 'OO' gauge and Steve Cox's popular modern day through station in 'OO' gauge which takes inspiration from Reading and Cheltenham.

These exciting new additions join forces with 45C (HM125), Dubmill Sidings (HM78), Glenfinnan (HM118), Lower Rose Goods (HM132), Vale of Oxbury (HM133), Oake (HM134), Grosvenor Square by the *Hornby Magazine* team and Hospital Gates (HM58).

As well as the 30-layout line-up, 40 traders and five demonstrators will be taking part in the event at the Arena MK. A free bus service will operate between Milton Keynes Central railway station and the show on both days and free parking is available onsite for the show. Refreshments are available on site too.

● For more information visit www.grealelectrictainshow.com.

Miniworld Rotterdam develops British layout

A brand new British themed exhibit is being developed by Miniworld Rotterdam in the Netherlands which will cover 190 square metres to incorporate the White Cliffs of Dover, the Scottish Highlands, Dartmoor, Snowdon Mountain Railway, the Great Orme Tramway and much more.

Miniworld opened in 2007 and has attracted 800,000 visitors and won four awards since opening to the public. The current 600 square metre exhibit focuses on the Netherlands – including a 200 square metre model of Rotterdam. Work on the British exhibit began in 2014 with the first frames being installed in 2015.

An opening date is yet to be



set for the new British exhibit, but its builders have revealed that it will contain more than 30 railway viaducts, a Victorian steam theme for the English and Welsh sections

as well as landmarks such as the South Devon sea wall, the Angel of the North, Goathland station on the North Yorkshire Moors Railway, the Clifton

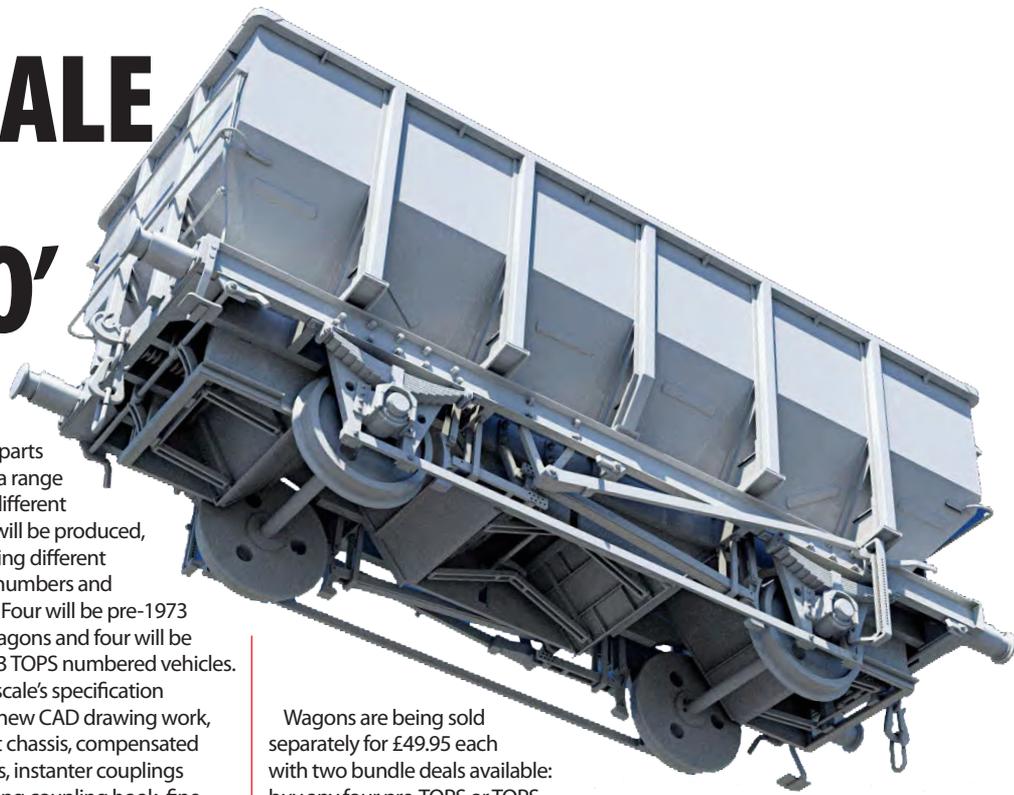
Suspension Bridge, Corfe Castle, Hadrian's Wall and Ironbridge.

● For more information and the latest news visit www.miniworldrotterdam.com

ACCURASCALE UPSCALES HUO FOR 'O'

HOT on the heels of the arrival of its 'OO' 24.5ton HUO hopper wagon, Accurascale has revealed that it is working on an 'O' gauge version of the same wagon design for release in December 2018. 5,263 24.5ton HUO hoppers were built from 1954 with the last being withdrawn in the mid-1980s. Accurascale's model will represent HUOs built between 1958 and 1962 using research carried out at the Tanfield Railway in County Durham which has surviving examples. CAD drawing work for the 7mm scale HUO has been completed with additional detailing above the 'OO' models. Accurascale says the

'O' gauge HUO will have 104 separate parts and that a range of eight different wagons will be produced, each having different running numbers and lettering. Four will be pre-1973 period wagons and four will be post-1973 TOPS numbered vehicles. Accurascale's specification includes new CAD drawing work, a die-cast chassis, compensated axleboxes, instantan couplings with sprung coupling hook, fine profile metal wheels in brass bearings, sprung buffers and more.



Wagons are being sold separately for £49.95 each with two bundle deals available: buy any four pre-TOPS or TOPS variants together for £180, or all eight running numbers for £350.

● For full details visit www.accurascale.co.uk

WIN HORNBY'S '15 GUINEA SPECIAL' TRAIN PACK!

When did the '15 Guinea Special' run?

- a. August 10 1968
- b. August 11 1968
- c. August 12 1968

Hornby Magazine and Hornby Hobbies are offering an exclusive competition prize to mark 50 years since the end of British Railways main line steam on August 11 1968. The prize consists of Hornby's soon to be released '15 Guinea Special' train pack which contains BR 'Britannia' 4-6-2 70013 *Oliver Cromwell* – one of the locomotives used on the final special working – and a trio of BR Mk 1 carriages. These are

decorated in BR blue and grey and BR maroon, as per the real train. The locomotive is DCC ready with an 8-pin socket in the tender while the Mk 1 carriages use Hornby's latest toolings for these popular and versatile vehicles. To enter the competition all you have to do is answer the simple question above by September 25 2018. Even if you don't win, the locomotive and carriages are available from Hornby retailers as well as via www.hornby.com



HOW TO ENTER

For your chance to win, simply visit www.hornbymagazine.com, click the competition tab on the menu, and fill in the online entry form. Alternatively, send your name, address, e-mail and answer to: 'Hornby Magazine 15 Guinea

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

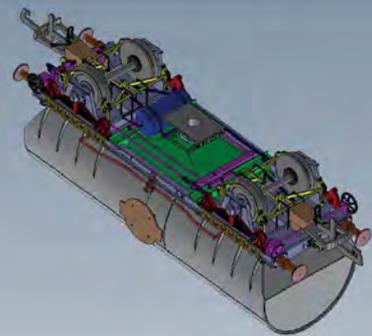
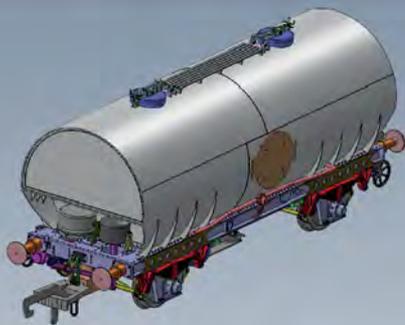
Congratulations to the winner!

● The winner of HM133's competition for a Hornby 'Mallard Pullman' train set and Model Rail Baseboards 6ft x 4ft baseboard is Sidney Ninnies from St Ives.

accurascale



OO gauge Pre-TOPS HOP24/HUO wagon packs in stock
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Due October 2018

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NEW ANNOUNCEMENT!

BR HOP24/HUO 24.5T hopper in O gauge

Due December 2018

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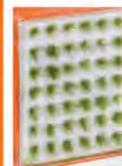
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Wendover

The famous Great Central Main Line London Extension in its LNER heyday is the subject of **DAVID DANN-GIBBONS'** marvellous 'OO' layout, as he explains.

PHOTOGRAPHY, TREVOR JONES



 **Right:** A 'Jersey Lily', Robinson 'C4' 4-4-2 heads a Nottingham bound stopping train and passes an 'A5' 4-6-2T with a Marylebone commuter train as they go under the occupation bridge north of Wendover. This bridge provides farm access to land south of the main line.

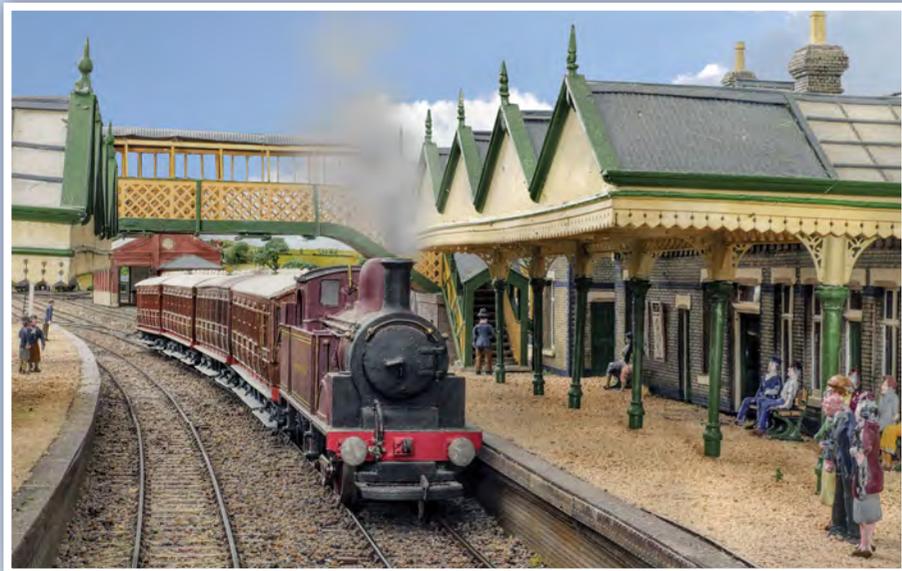
 **Below:** Robinson 'B2' 4-6-0 427 *Sir Sam Fay* races through Wendover with a northbound express. A Halton freight is being loaded in the bay by the wooden platform extension built specifically for that purpose.



THIS LAYOUT was originally conceived in the 1980s when I was living in Hertfordshire. As a Great Central Railway (GCR) enthusiast, I was looking for somewhere on the old main line into Marylebone. I settled on Wendover for reasons I will come to shortly, and I started to collect information and photograph the prototype in detail. Due to work commitments and the need for a suitable room I was unable to start building the layout until about five years ago. It was very fortunate that I had the original set of photographs as apart from the Up station building and the Shoulder of Mutton public house little of the original now remains.

Wendover is a small Buckinghamshire market town situated on the north western edge of the Chiltern hills. It is very picturesque with the main street little changed for 150 years. The Metropolitan Railway came to Wendover in 1892 with the line between Aylesbury and London, Baker Street. At around the same time the Great Central Railway began the process of developing a London terminus and goods depot at Marylebone. It acquired running powers over the new Metropolitan Line having built an extension to its extensive northern network to link up with the Metropolitan at Quainton Road. Considerable development of the southern end of the line was needed and the first GCR passenger services finally arrived at Marylebone in March 1899. In 1906 a new agreement between the Metropolitan and the Great Central was concluded with the creation of the Metropolitan & Great Central Joint Committee. With this agreement, the Great Central assumed responsibility for the line north of Milepost 28½ which is just south of Great Missenden, the next station south of Wendover. As a result, although the architecture of Wendover station and its environs remained purely Metropolitan, by 1930 when the model is set, an over-arching Great Central influence can be seen.

In 1917, the original siding closest to the main line at the northern end of the goods yard was extended to connect with a light >>>



 **Left:** Metropolitan 'E' 0-4-4T 81 heads a rake of 'Ashbury' coaching stock as it arrives in Wendover with a local train to Baker Street.

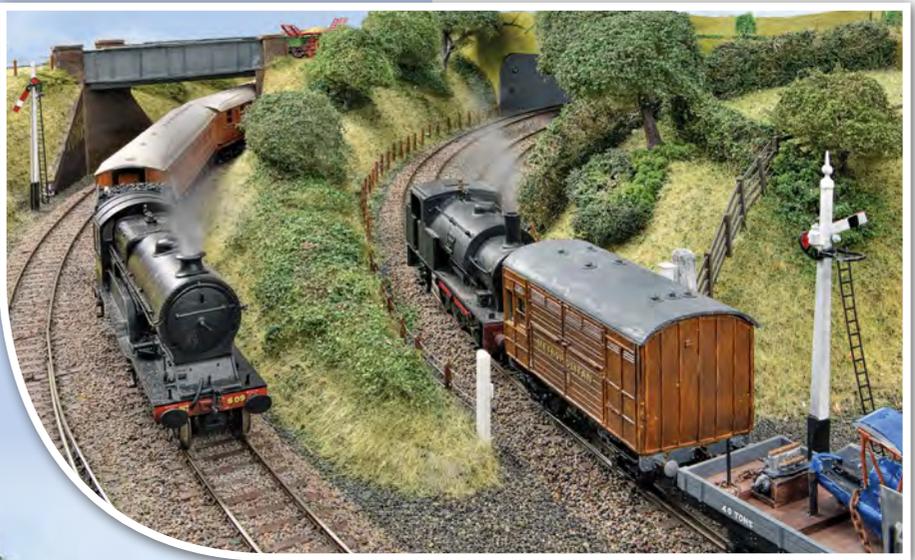
 **Below:** Metropolitan 'F' 0-6-2T 93 hauling a rake of 'Dreadnought' carriages draws to a halt with a Baker Street to Aylesbury local train. This image provides a good view of the unusual double footbridge - only the railway passengers were protected from the elements.





Right: Robinson
'D11/1' 4-4-0

809 Prince Albert hauls a Marylebone bound express as it approaches Wendover from the north, whilst horses and a De Havilland Puss Moth are despatched to RAF Halton via the Air Ministry's light railway.



railway owned by the Air Ministry to provide service to RAF Halton, the RAF's main training base. A wooden platform extension was also added to allow trains for Halton to be loaded and unloaded. This line starts at the crossing gate and officially company locomotives were not allowed beyond this point and Air Ministry locomotives were not allowed to enter the goods yard. It is unlikely that this restriction was ever observed, just as the restriction that no passengers should ever be allowed on the Halton goods only line was ignored. Also of note is the double footbridge at the station which was necessitated by the railway cutting being a public right of way when it was built.

The traffic through Wendover was very varied. The most numerous trains were the commuter services into London operated by both the Metropolitan and the GCR, later the London and North Eastern Railway (LNER). Both companies, although mainly the Metropolitan, also provided local goods services. LNER express services between London Marylebone and the northern cities such as Sheffield and Nottingham could be seen, as well as coal trains from the northern collieries to London and the high speed fish trains from the ports of Hull and Grimsby.

The goods facilities and Halton branch together with the wide range of traffic on the line from two very different companies made this an interesting model to both operate and view for me.

THE LAYOUT

The baseboard construction is conventional softwood framing with a plywood top. As the layout is portable, every effort was made to keep the weight down as much as possible. 9mm plywood was used for the track base, goods yard and under the platforms but otherwise the boards are open topped. To minimise the risk of sagging, the longitudinal frames are either 4in x 2in with large lightening holes or 2in x 1in with another piece on the bottom at right angles.

The boards have integral legs, again two pieces of 2in x 1in at right angles, and all legs have adjustable feet. These consist of 8mm coach bolts with a locking nut screwed into a pronged T-nut mounted >>

in a 9mm ply plate on the bottom of the leg - very effective and literally costing a few pence when bought in quantity. The centre board has four legs which slot into cavities when vertical, with the boards on either side hung from it and having two legs only. There is no cross bracing to get in the way when working under the boards.

As this is a model of a prototype, the seven main boards differ in length considerably to keep points and buildings away from joints. The one exception to this is the Shoulder of Mutton public house which falls across a joint and is, of necessity, removable. To avoid an unsightly line under the building it is fixed to a larger baseplate which includes the outbuildings and divides at fence lines or surface changes. The standard baseboard depth is 2ft 6in. The centre four boards have a dropped front to allow the appropriate contour. This also gives a better view for the smaller (younger) members of the public. As can be imagined, considerable planning was necessary before any baseboard construction took place.

MODELLING HISTORY

The layout represents Wendover as it was in 1930. This date was chosen because it was before the Metropolitan became part of the London Passenger Transport Board, but late enough to allow newer LNER locomotives and stock to appear. It could not, however, be much later as I could not bring myself to implement the 1928 LNER decision to



A general view of the station with the goods yard beyond as a 'K3' hauled fast fish train from Grimsby passes through Wendover with its load of fresh fish destined for Billingsgate market.

repaint the ex-GCR 'Atlantics' black!

The track plan follows the prototype with only two exceptions. The farthest siding in the yard is essentially parallel to the adjacent coal siding whereas it should diverge from it and also be rather longer. Regrettably, to have made it correct would have resulted in the baseboard being too deep. The other divergence is that the main line to the north of the station should

continue straight. Unfortunately, whilst my railway room is quite large, it is not infinite and so the model curves round towards the storage yard at the rear. This required a change to the topography to provide the necessary separation between the main line and the Halton branch.

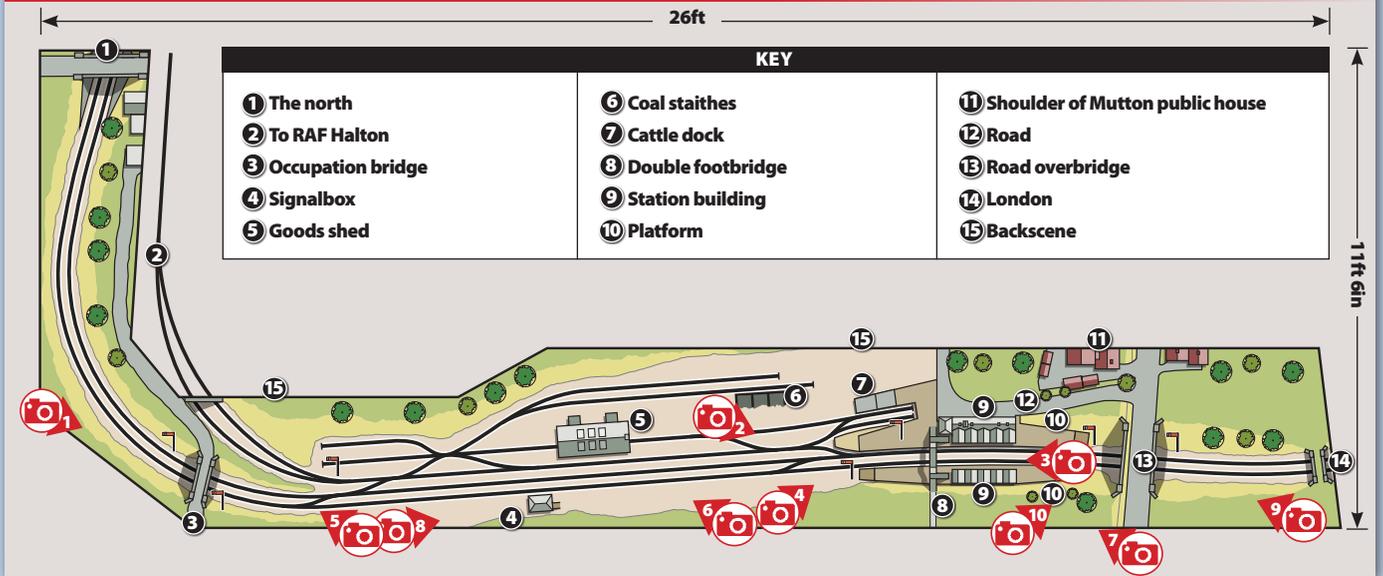
The storage yard has three roads in each direction plus a centre road which is multi-directional. Each road can hold two trains



The 'J11' hauled pick-up goods waits patiently for despatch from Wendover goods yard once the 'A5' 4-6-2T has passed with its commuter train.



WENDOVER TRACK DIAGRAM (Not to scale)



and is configured electrically to facilitate this. With a main line passenger train of ten coaches taking up one road in each direction, the remaining roads with two trains each has proved sufficient to allow a comprehensive sequence for exhibitions.

The track work is a mixture of SMP plain track, SMP plastic base point kits for the standard 3ft radius points and handbuilt points for the rest using copper-clad and

C&L components. For reliability, at least one sleeper on every length of SMP track and point is replaced with a copper-clad sleeper to which the power supply is soldered. The track is laid on chamfered cork for the main line and flat cork for the yard and is glued with contact adhesive. At baseboard joints, each rail is soldered to a substantial panel pin to protect alignment.

The track is ballasted using various

manufacturers' products, primarily Greenscenes, with the colour varying from light grey on the main line through to black by the coal staities. The ballast is laid using traditional methods - dry laid, sprayed with water with washing up liquid added and glue dripped on whilst wet. I did, however, use World War Scenics adhesive rather than diluted PVA as it dries more quickly. I found it to be very effective, particularly when >>



ballasting in winter or damp conditions.

Electrically, the main layout uses analogue control with three controllers, a twin controller for the main lines, and handheld for the goods yard and branch. The main lines are divided into three sections, each of which can be selected to either of the main controllers. The main line controller also provides power for the point motors and 12v DC for the signal servos and building interior lighting. The goods yard receiving line can be switched to any of the three controllers which allows any arriving or departing goods train to be driven by the appropriate main line controller before being passed to the yard operator for shunting.

The points are operated by H&M motors with separate microswitches for the frog polarity. The selection is by electric pencil on studs on the track plan. A small point is that each baseboard is fed directly from the control panel which I believe is more reliable than looping, minimising any voltage drop and, certainly, it makes tracing of faults much easier. An additional twin controller in the storage yard allows trains to be positioned for despatch onto the main layout. The operation of the layout was thoroughly checked before any scenic work was started - work which took another two years before the layout was to an exhibition standard.

GETTING IT RIGHT

Clearly on a model of a prototype, creating accurate scenery and buildings is the most challenging aspect. I felt I had got it right when a fellow exhibitor who had lived



A southbound coal train hauled by Robinson 'O4' 2-8-0 3547 passes a late evening LNER local with two milk tank wagons attached, being returned up country ready for the morning's supply to the capital. This also provides the best view of the Shoulder of Mutton public house at the top of Pound Street. The main building is largely unchanged since 1900, although the stables and coach house facing the main building are long gone.

there recognised it as Wendover before he had seen the layout nameboard. The double footbridge was probably the most difficult to build and as it got quite badly damaged in transit back from the first exhibition, I had to do it twice. Detailed plans of the buildings were developed from my own collection of photographs supplemented by those available in several books and also vintage

Ordnance Survey maps of the area. The most valuable of these was, undoubtedly, a photographic record of the line published by the Great Central Society, one of the last copies of which I came across on the society stand at Alexandra Palace. When creating the plans for a building it is vital to have a reference dimension to establish actual size, such as a doorway height or brick courses.



Gresley 'K3' 2-6-0 2763 passes Wendover signalbox with a fast fish train from Grimsby heading for Billingsgate as a northbound stopping train departs the station.



With your own photographs it is easiest to include your own reference, hence my wife appearing in many of my photographs.

The buildings are all constructed with plasticard facings on a balsa frame, based on plans developed from as many photographs of the prototype as possible. With regard to the construction, the balsa cores are constructed in several pieces with the grain running in different directions to prevent warping when the plasticard facing is applied. During construction I discovered UHU PoR, a plastic friendly contact adhesive that I found to be ideal for the purpose. The rendered surface on the Shoulder of Mutton is a thin layer of modelling clay which provides just the right amount of texture. All buildings have internal detailing and the station buildings, pub and cottage are illuminated.

Another first for me on this layout was the use of static grass. Wendover is a country town, so the station is surrounded by open fields. The contours are created from foam covered with Modroc, with plywood formers at each baseboard joint. The Modroc was left white under static grass as this is chalk down land and any white which shows through is appropriate. I was surprised just how white exposed areas such as footpaths actually were. I was grateful to a local professional modeller, Ian Hopkins, for a tutorial and tips for applying static grass over large areas. It is important to only cover about a square foot at a time and to use a good quality PVA adhesive. A light spray of water after applying a



 LNER Robinson 'C13' 4-4-2T 5193 approaches Wendover with a Marylebone-Aylesbury stopping train. Note the Hereford cows in the foreground to suit the period of the layout.

thorough covering of adhesive helps keep the adhesive from 'skinning' too quickly. I also found that rather than working on adjacent areas, visible joints were avoided by working on separated sections and then filling in the gaps when the first sections were fully dry and vacuumed. As Tarmac did not arrive in areas like Wendover until well after the 1930s, the platforms were surfaced with granite chippings and the road surfaces finished with a variety of quite coarse local stone. This was laid in the same way as the track ballast.

When populating the layout, I went to the trouble of establishing appropriate animals. In 1930 the black and white Friesian and Holstein cows common today had not arrived in the UK, so the majority were Herefords and Jerseys, brown/brown and white. The sheep were Suffolks (black faces) and Southdowns, all white.

The final challenge was the backscene. This was my first attempt at a painted backscene but as this is a prototype I really had no choice. Again, I was grateful for Ian's advice and also that of a Bexhill club member, Alan Hayden-Guest who is a professional artist. I used a combination of photographs and the vintage maps to place buildings and features appropriately. Where a textured surface such as a road enters the backscene I continued the texture onto the backscene which helps disguise the join. As this was my first serious attempt at such a task, I was particularly pleased with how it turned out. As I now live in Sussex at the foot of the South Downs, I was fortunate to have a reference for colours and textures on my doorstep which was virtually identical to that of the Chilterns.

ROLLING STOCK

Having built the layout, the next thing was the rolling stock. I was reasonably well placed with appropriate locomotives and rolling stock. But apart from a recently scratchbuilt 'E' 0-4-4T I had no Metropolitan Railway stock. I built a rake of Ashbury coaches using parts from the Ratio Midland suburban kits as a basis: the removed

sections of the coach sides were then utilised to construct a rake of Metropolitan 'Dreadnoughts'. I have now added an 'F' 0-6-2T and an additional 'E' from white metal kits and a scratchbuilt 'H' 4-4-4T is on the stocks. With the addition of a 'K' white metal kit, this provides a starting point for 'Met' motive power. The GCR/LNER motive power is provided by two 'D11/1' 4-4-0s, 'B3' and 'B5' 4-6-0s, several 'O4' 2-8-0s, 'J11' 0-6-0s, 'C13' 4-4-2Ts, 'F1' 2-4-2Ts, 'A5' 4-6-2s, 'C4' 4-4-2s, 'A1' 4-6-2s and 'K3' 2-6-0s. The Halton branch is operated by two indeterminate 0-6-0STs: originally 0-4-0Ts were used but these could not cope with the gradients on the line.

THE FUTURE

Whilst the layout has reached an acceptable standard for exhibition, there is always more to be done. The signals were all in place for the layout's initial outing, but non-operational. The servo mechanisms are now 50% complete. Adding point rodding and ground signals is the next priority when the signalling is complete. The main task in the short term is to build more stock, particularly a station pilot because, although in reality the shunting was done by horse or man power in 1930, I have not yet figured out how I might replicate this, so an appropriate locomotive will have to do. I also need at least one more Metropolitan locomotive and the Pullman coaches that it used as First Class on the commuter trains. I also want to expand the GCR coaching stock and add a 'Sir Sam Fay' 4-6-0 ('B2') and 'Glenalmond' 4-6-0 ('B8').

To date the layout has only been exhibited once and it is hoped to be able to show it more widely, particularly in the Chiltern area. Due to the size and complexity of the layout this will require the support of several fellow members of the Bexhill Model Railway Club. Ideally, five operators are needed at any one time, two for the fiddle yard, one for each main line and one for the yard and branch. However, a reasonable sequence can be presented by just two operators if necessary. 

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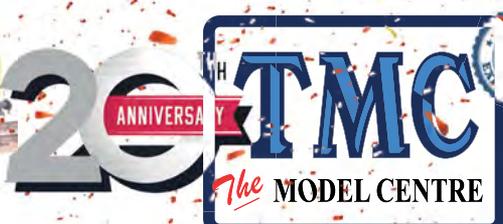


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25 POINT GUIDE TO...

TIM SHACKLETON talks us through the basics of one of model-making's 'black arts' using a model of the Palbrick B goods wagon as the basis.

BUILDING ETCHED KITS

TOOLS

- » Rivet press
- » Hold and Fold
- » Craft knife with sharp blade
- » Needle files
- » Soldering flux
- » Soldering iron and solder
- » Wooden stick
- » Disposable emery boards
- » Scouring powder
- » Rat-tail file
- » Ceramic tweezers
- » Cocktail sticks
- » Superglue



THIS ARTICLE isn't about how, using an etched kit as the basis, I built a 4mm scale model of a Palbrick B - one of the few wagon types that have so far been ignored by the ready-to-run manufacturers.

Nor is it an instruction manual in soldering technique, covering bases that have been covered many times before, and which we might profitably revisit at some stage. No, it's more of an informal demonstration of the key stages involved in building etched kits, using the Palbrick as an example. By covering what, to my way of thinking, are the most significant elements and not hiding anything important, my hope is that you'll come to realise the process of etched kit construction is a lot simpler - and far less intimidating - than you might have been led to believe.

Many people are put off etched kits - unnecessarily, I think - because they feel they lack the essential tools and expertise. None of it, however, is rocket science but mastering the

basics does take time and will unquestionably involve learning new skills - but if you can assemble an Airfix Spitfire, or install digital sound, then I'm sure you could build an etched kit. The kits themselves aren't cheap but, compared to the cost of a ready-to-run locomotive, the outlay on specialist tools for folding, riveting and soldering isn't vast (you could always borrow them, of course). Since they'll be used for every etched kit you ever build, the investment quickly repays itself.

The Palbrick is a new release from Ian Macdonald (ian@nmacdonald.co.uk) who very kindly made a pre-production sample available to me. I've been building etched kits for a long time now and, thanks to CAD and much-improved photo-etch technology, I find today's products are more accurate, better detailed and

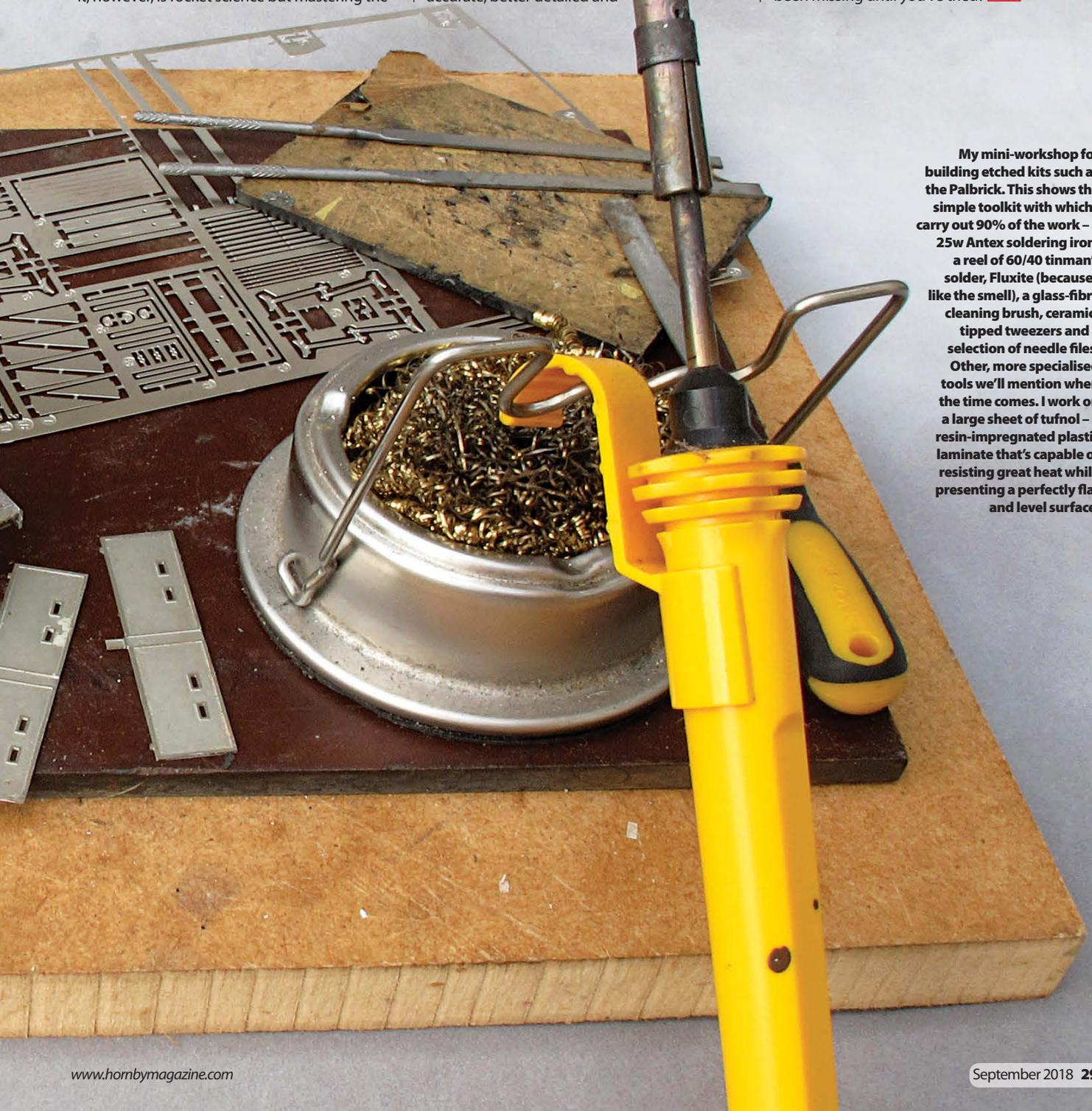
infinitely easier to build than the ones from long-dead brands such as Jidenco or Sayer Chaplin on which I cut my kit-building teeth.

All of them, by any standards, were difficult and challenging. Some verged on the unbuildable and others demanded wholesale modification before you could persuade them to even begin to fit together - be very careful, therefore, about starting your kit-building career with some swapmeet special or internet bargain.

More recent kits like this Palbrick may look complicated but the parts invariably fit together well and the instructions are incredibly helpful. Mastering the art of kit construction, therefore, is largely a matter of taking things slowly, one step at a time, until you've built up the necessary experience.

There's no quick-fix, instant-access pathway but, like learning any craft skill, the work isn't difficult and the pleasure and rewards are out of all proportion to the effort expended. How will you know what you've been missing until you've tried? [Fibna](#)

My mini-workshop for building etched kits such as the Palbrick. This shows the simple toolkit with which I carry out 90% of the work - a 25w Antex soldering iron, a reel of 60/40 tinman's solder, Fluxite (because I like the smell), a glass-fibre cleaning brush, ceramic-tipped tweezers and a selection of needle files. Other, more specialised tools we'll mention when the time comes. I work on a large sheet of tufnol - a resin-impregnated plastic laminate that's capable of resisting great heat while presenting a perfectly flat and level surface.





1 Built from an etched kit developed by Ian Macdonald of Huddersfield Railway Modellers, this is the completed Palbrick – a common wagon type that’s never been available ready-to-run. It’s a perfect demonstration of the goal of all my model-making – to produce something that’s as accurate as physically possible and whose origins are impossible to tell in terms of outward appearance. I use whatever material is best suited to the job in hand – I imagine it would be very difficult to reproduce those wafer-thin plywood bodysides in plastic but it’s a doddle in brass or nickel silver.

2 Etched kits are traditionally supplied in brass, but increasing numbers come in nickel silver which is tougher, takes detail well and is easier to solder. Kits come in flat-pack form, so many components will need forming to shape – this is nothing like as difficult as it sounds. Each part will be numbered in the assembly sequence outlined in the instructions. Unless a kit is old and badly tarnished, there’s no need to clean up the fret before assembly – this is where the glass-fibre burnishing brush comes in useful.

3 Instructions can be variable in quality – the ones for the Palbrick come on a CD-ROM that you can either upload to your computer or print out. They give comprehensive guidance for anyone contemplating the ‘black art’ of etched kit construction for the first time. 30-odd years ago, when I built my first etched kits, you were lucky to get a smudgy, closely-typed sheet of A4.

4 Most (but not all) etched kits supply you with lengths of wire and any white metal castings that are needed. Because there are so many choices, you’ll usually need to source your own wheels and couplings as well as paint and transfers.

5 All kits need a measure of preparation. You may, for instance, have to form rivets in some of the components – a half-etched dimple on the rear face of the etch marks the spot. It’s not difficult, just time-consuming if there are a lot of them. If there are just a few rivets you can impress them with a blunt needle or broken drill bit but if you have quite a few to do then a proper rivet press makes the work much easier – and more accurate! This is best done in one fell swoop before you begin assembly.



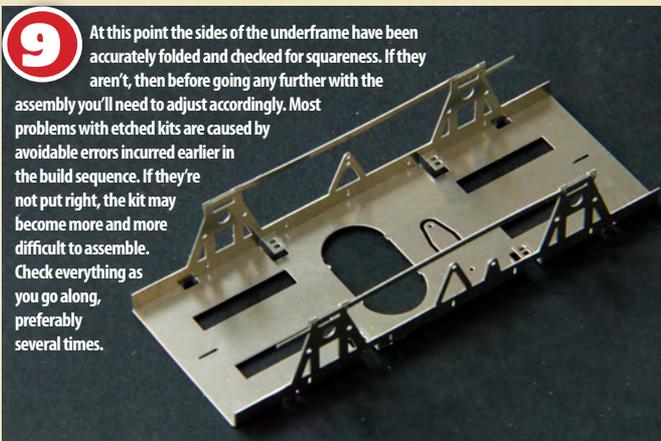
6 With the fret face down on a hard surface (a sheet of hardboard, shiny side up, is perfect) I remove the parts as needed. I nip through the half-etched tabs holding each part to the fret, using a heavy blade. Avoid detaching parts from the fret until they're needed – you might have trouble identifying them later.



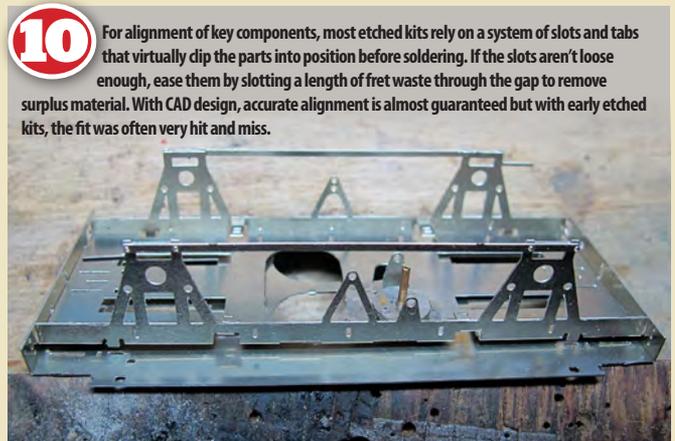
7 Gently file off the residual fret tabs until the edge is smooth. With a good kit, the fit of components can be so close that even a tiny bit of excess metal can cause alignment problems. I keep a good-quality No. 2 cut needle file purely for this purpose – it's never used for anything else, so it doesn't become contaminated with solder.



8 A Hold & Fold is an essential tool for forming parts that need bending to shape. This one came from Eileen's Emporium. Trap the component squarely in its jaws, making sure the half-etched fold line is clearly visible and aligned parallel to the tool. I use a steel rule to bend the part upwards in one continuous movement. If you start at one end and work across, you run the risk of distorting the metal. Always check that the fold is at 90° before proceeding.



9 At this point the sides of the underframe have been accurately folded and checked for squareness. If they aren't, then before going any further with the assembly you'll need to adjust accordingly. Most problems with etched kits are caused by avoidable errors incurred earlier in the build sequence. If they're not put right, the kit may become more and more difficult to assemble. Check everything as you go along, preferably several times.



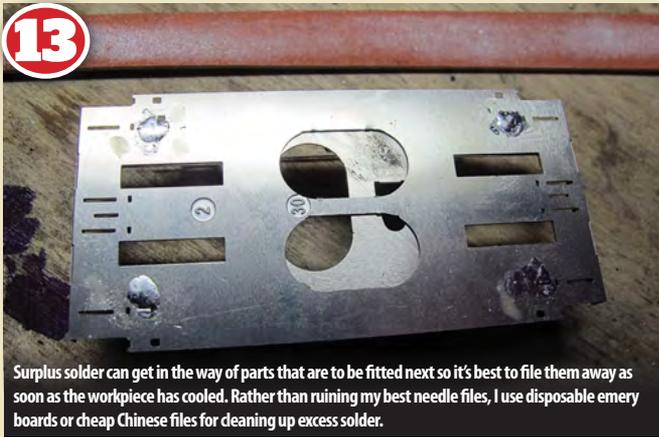
10 For alignment of key components, most etched kits rely on a system of slots and tabs that virtually dip the parts into position before soldering. If the slots aren't loose enough, ease them by slotting a length of fret waste through the gap to remove surplus material. With CAD design, accurate alignment is almost guaranteed but with early etched kits, the fit was often very hit and miss.



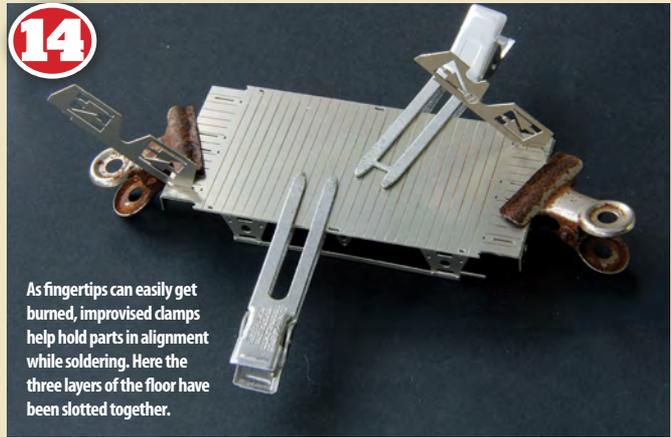
11 With the tabs accurately located and pushed through the slots, I've put a tiny spot of flux on each point where I want to solder them. You can't solder without using flux, but you don't need much.



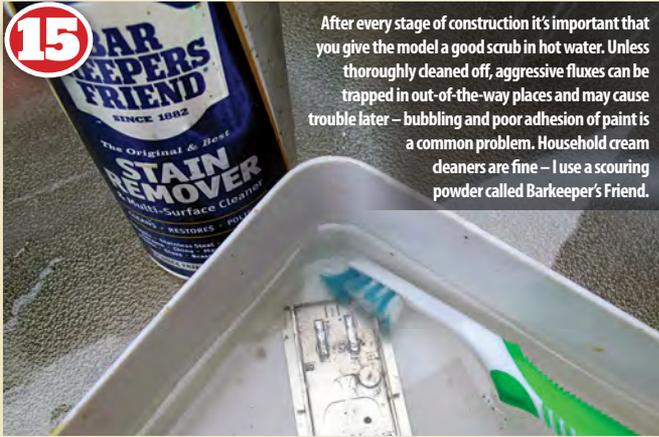
12 Use a scrap piece of wood (a lolly stick will do the job) to protect your fingers from the heat of the soldering iron to press firmly down on the joint and make sure the tabs are fully home. When satisfied that all is square and level and accurately aligned, I add a small quantity of solder carried on the tip of my iron. I allow a few seconds for the parts to heat up so the solder will flow, then I whip the iron away. Follow this same process for all solder assembly.



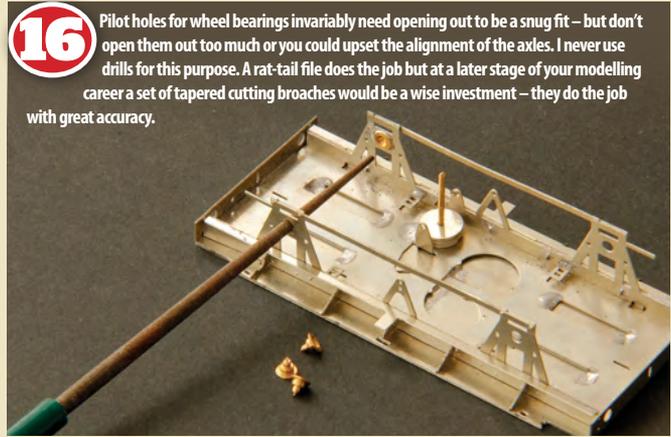
13 Surplus solder can get in the way of parts that are to be fitted next so it's best to file them away as soon as the workpiece has cooled. Rather than ruining my best needle files, I use disposable emery boards or cheap Chinese files for cleaning up excess solder.



14 As fingertips can easily get burned, improvised clamps help hold parts in alignment while soldering. Here the three layers of the floor have been slotted together.



15 After every stage of construction it's important that you give the model a good scrub in hot water. Unless thoroughly cleaned off, aggressive fluxes can be trapped in out-of-the-way places and may cause trouble later – bubbling and poor adhesion of paint is a common problem. Household cream cleaners are fine – I use a scouring powder called Barkeeper's Friend.



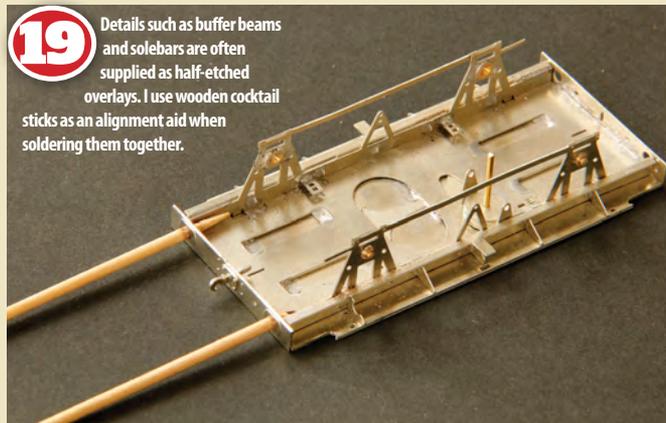
16 Pilot holes for wheel bearings invariably need opening out to be a snug fit – but don't open them out too much or you could upset the alignment of the axes. I never use drills for this purpose. A rat-tail file does the job but at a later stage of your modelling career a set of tapered cutting broaches would be a wise investment – they do the job with great accuracy.



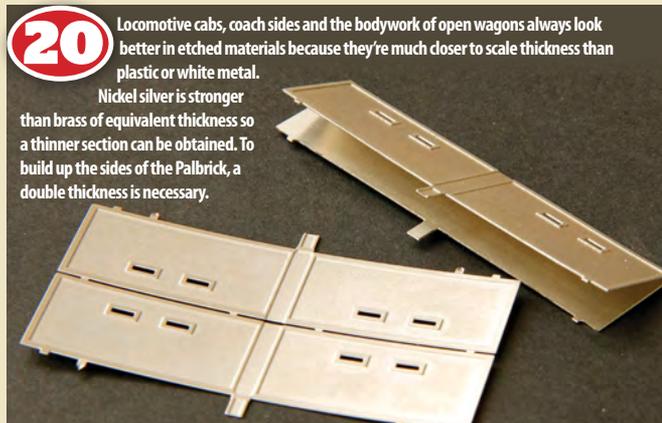
17 With the chassis supported on a block of wood, I'm using tweezers with ceramic tips to keep the bearings in place while I solder them. I do the same when adding detail parts – there's no risk of soldering the tweezers to the workpiece, as I've done on several occasions.



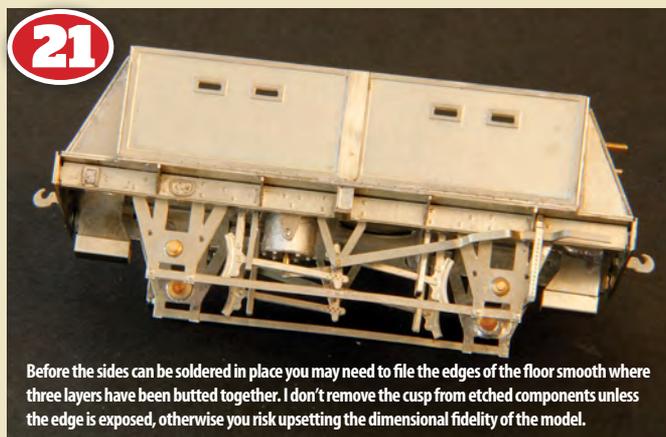
18 I used the same technique to add the supporting ribs to the chassis. They have tabs that push through the solebar so they can be soldered from the rear. This 'invisible soldering' makes for a much tidier job than if you try and solder from the front.



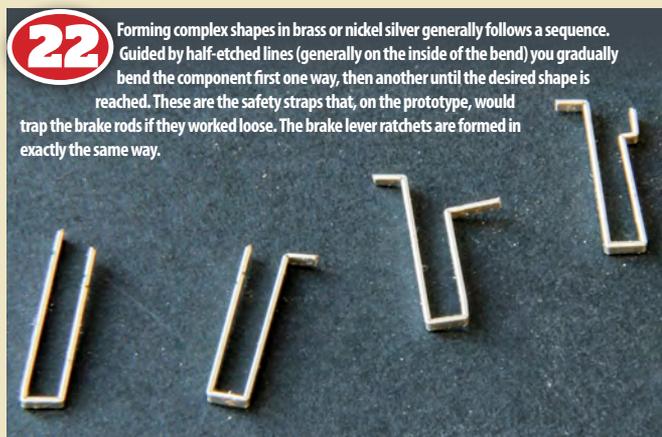
19 Details such as buffer beams and solebars are often supplied as half-etched overlays. I use wooden cocktail sticks as an alignment aid when soldering them together.



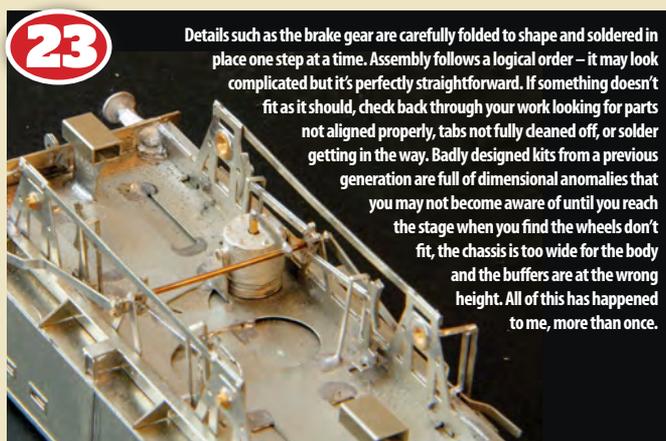
20 Locomotive cabs, coach sides and the bodywork of open wagons always look better in etched materials because they're much closer to scale thickness than plastic or white metal. Nickel silver is stronger than brass of equivalent thickness so a thinner section can be obtained. To build up the sides of the Palbrick, a double thickness is necessary.



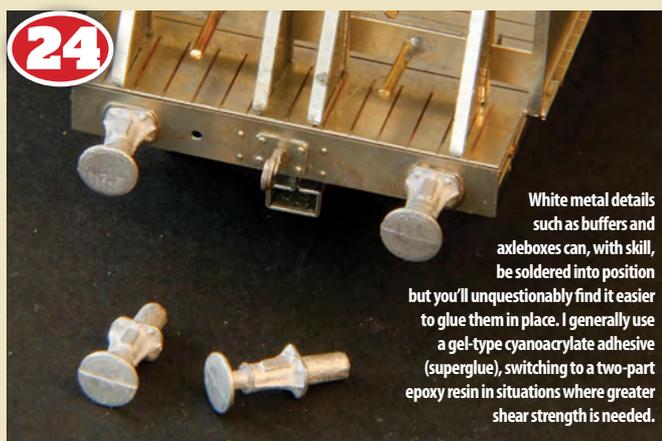
21 Before the sides can be soldered in place you may need to file the edges of the floor smooth where three layers have been butted together. I don't remove the cusp from etched components unless the edge is exposed, otherwise you risk upsetting the dimensional fidelity of the model.



22 Forming complex shapes in brass or nickel silver generally follows a sequence. Guided by half-etched lines (generally on the inside of the bend) you gradually bend the component first one way, then another until the desired shape is reached. These are the safety straps that, on the prototype, would trap the brake rods if they worked loose. The brake lever ratchets are formed in exactly the same way.



23 Details such as the brake gear are carefully folded to shape and soldered in place one step at a time. Assembly follows a logical order – it may look complicated but it's perfectly straightforward. If something doesn't fit as it should, check back through your work looking for parts not aligned properly, tabs not fully cleaned off, or solder getting in the way. Badly designed kits from a previous generation are full of dimensional anomalies that you may not become aware of until you reach the stage when you find the wheels don't fit, the chassis is too wide for the body and the buffers are at the wrong height. All of this has happened to me, more than once.



24 White metal details such as buffers and axleboxes can, with skill, be soldered into position but you'll unquestionably find it easier to glue them in place. I generally use a gel-type cyanoacrylate adhesive (superglue), switching to a two-part epoxy resin in situations where greater shear strength is needed.

25 The finished model with all the small details added, prior to painting. Once assembly is complete, the last stage before painting is to give the model a good clean with a glass-fibre brush, especially in areas where surplus solder may have encroached on to the surface. This should be followed by another vigorous scrub with household cleaner – a good way of testing that the components are firmly fixed in place.

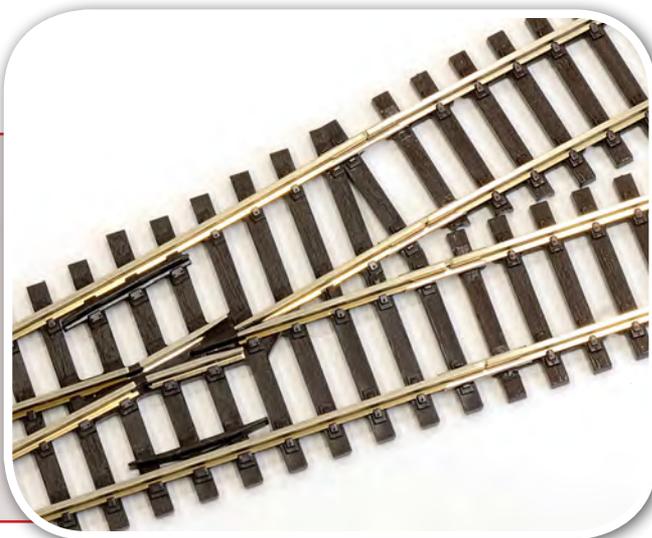


ADDING Loops

A loop is a useful part of a trackplan allowing locomotives to run around their trains and to pass. **MIKE WILD** illustrates the basics of loops with dead and live frog points under analogue control.

DEAD FROG POINT ANATOMY

The insulated frog point is the simplest of the model railway turnouts. It manages power without the need for further intervention and can be connected without the need for insulated rail joiners as illustrated here as a basic arrangement. Its stalling point is the plastic 'vee' in the crossing which is a dead area with no power. This isn't too much of a problem with long wheelbase locomotives, but it can become a source of difficulty for short wheelbase engines which are likely to stall on the plastic frog.



THE DEAD FROG LOOP



A passing loop is a very useful component of a model railway track plan. Here we have laid out a short loop to illustrate how one can be created using Peco code 100 track and the same manufacturer's insulated frog

points. A loop like this allows two trains to pass with a single power supply connected at the arrows to the right (see HM133 for our guide to making power connections).

In Diagram 1 both points are set for the

straight track meaning that the steam locomotive is isolated while the diesel locomotive can run through the straight track. This is all achieved by joining the sections of track together – the insulated

DIAGRAM 2



LIVE VERSUS DEAD FROG

While insulated frog points (lower) are inherently simple to install, the operational difficulties of having a dead plastic section at the centre of the frog can be off putting for reliable operation. Live frog points (upper) are much more reliable in all circumstances, though they do require

additional wiring and insulated rail joiners to make them operate correctly. Note that the 'vee' in the crossing is made entirely from metal in the upper live frog point meaning there is no dead spot for locomotive wheels to lose electric contact as in the lower dead frog point.

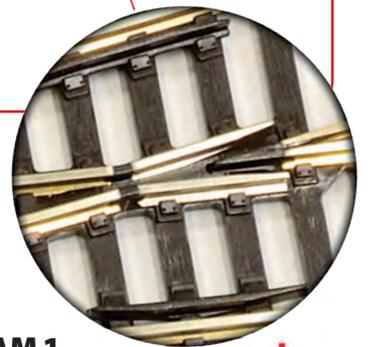
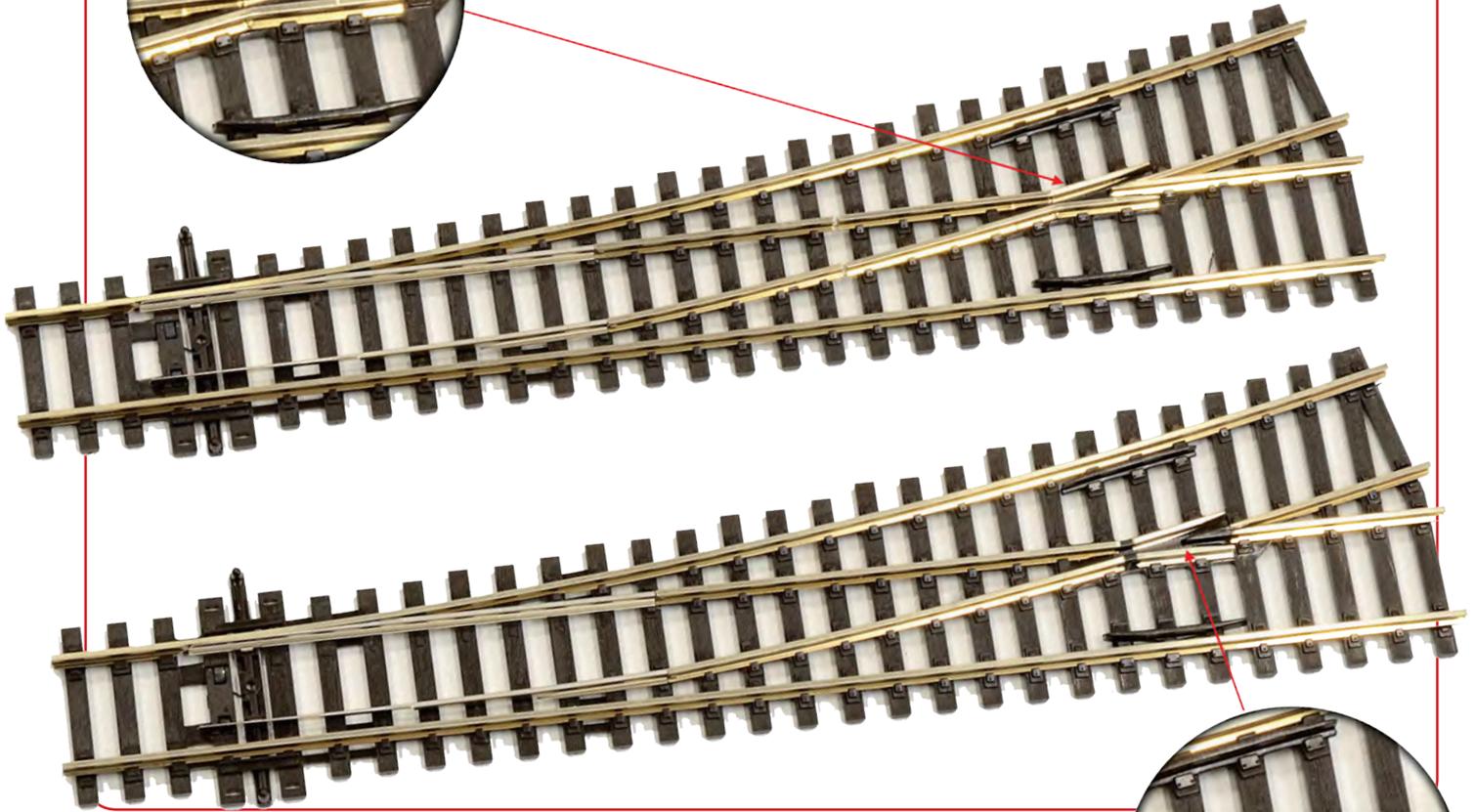
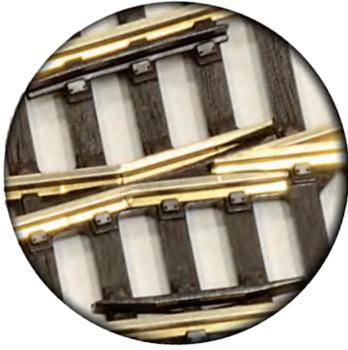
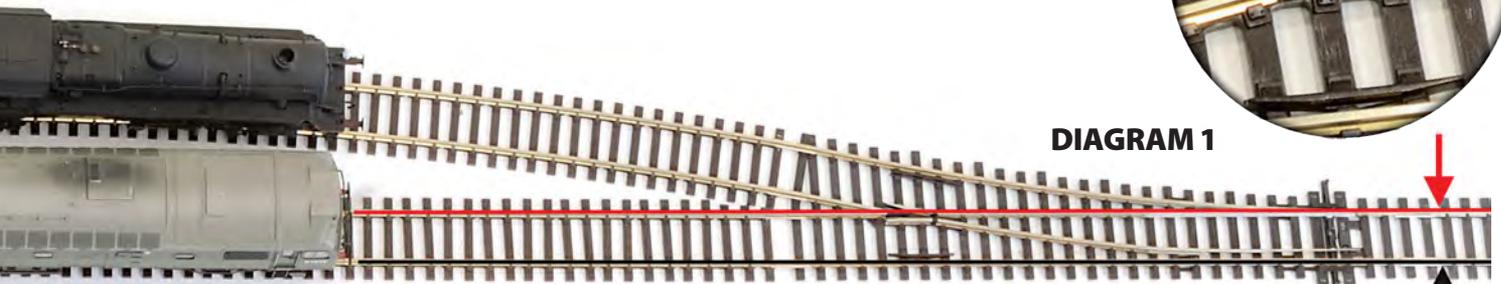


DIAGRAM 1

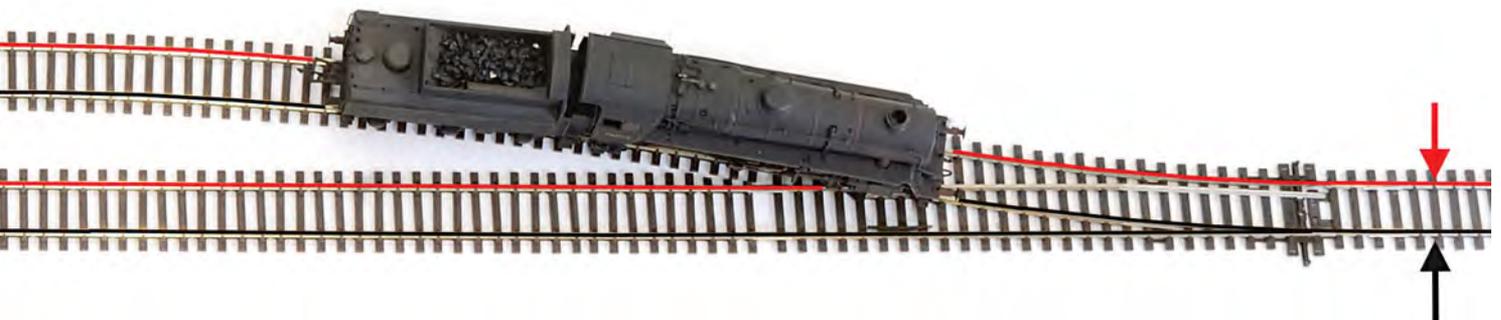


points take care of isolation, but only when both points are set to the same track.

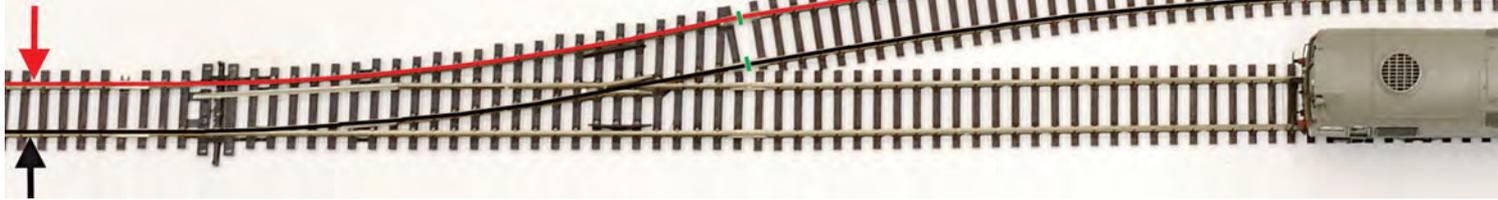
In Diagram 2 both tracks have power with the left-hand point set to the track with the diesel locomotive and the right-hand point

to the track for the steam locomotive. Both are powered from the same single power source. The disadvantage here is that under analogue control two trains can move, but only at the same speed and in the same

direction. On digital this is handy as it allows two trains to depart in different directions. This can be enhanced by moving over to live frog points, as illustrated in Diagrams 3, 4 and 5.



LIVE FROG LOOPS

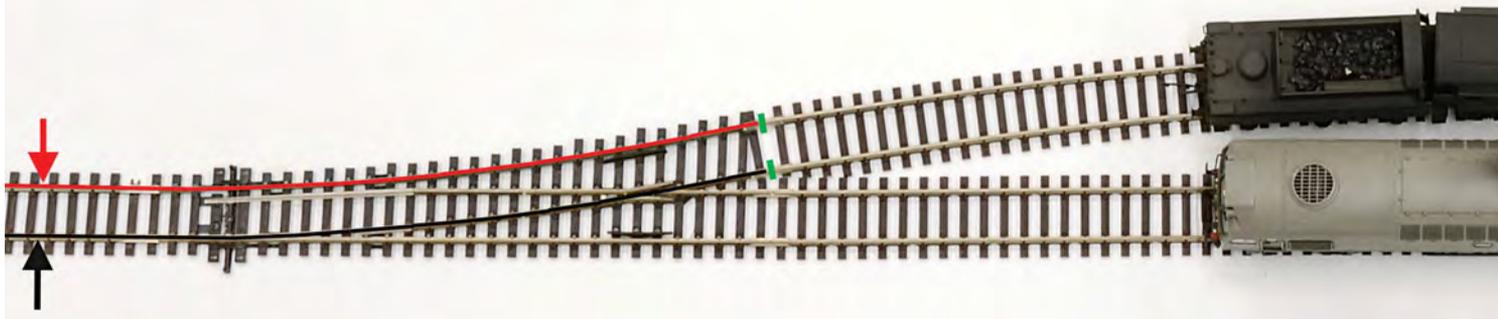
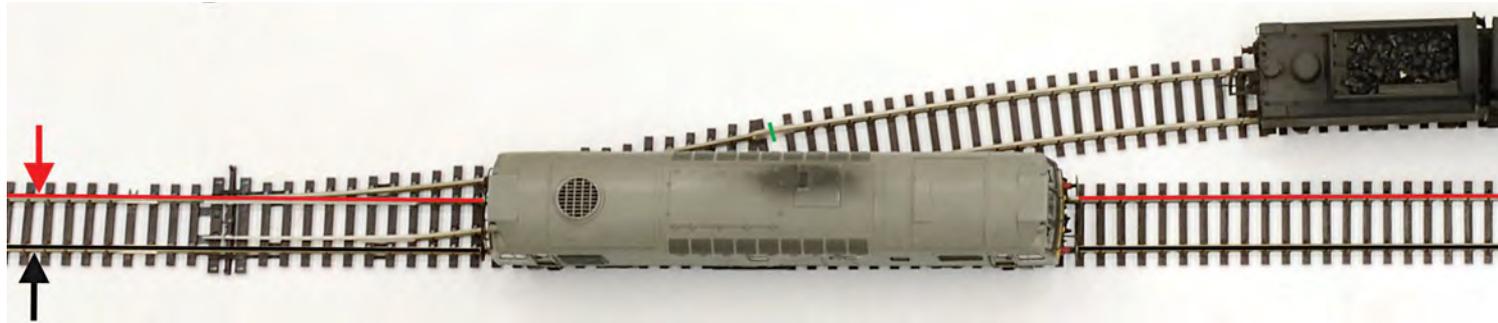


Live frog points make loop operations much more flexible and create opportunities to hold two trains in the loops while running another locomotive elsewhere on the layout when connected correctly. All this can be done without switches too, though you will need

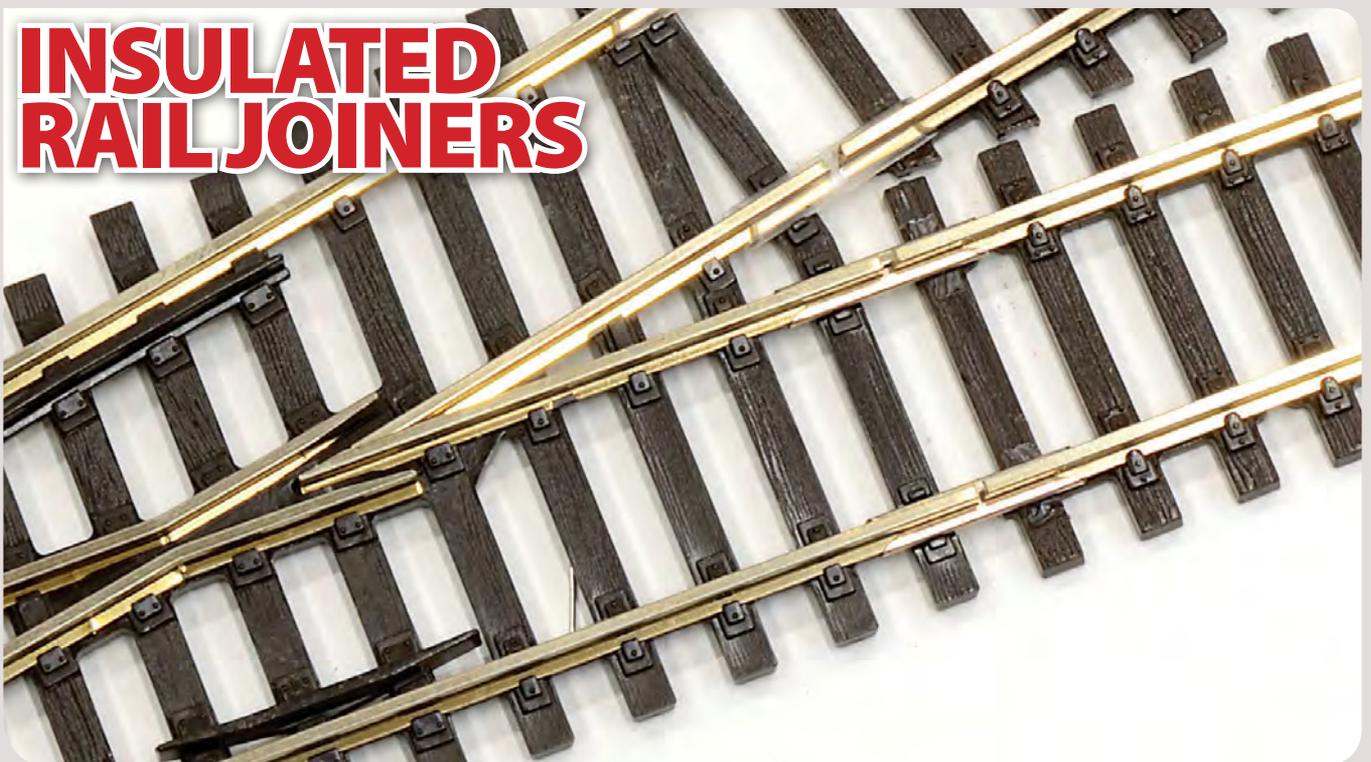
a power feed at each end of the loop. If you have a continuous circuit with one loop you won't need the second power connection, but if you have any other pointwork in the circuit you will need the separate feeds as marked. Diagram 3 shows the new arrangement

with, importantly, power connections at both ends of the loop. This is because we have now added insulated plastic rail joiners at the positions marked in green on the diagrams.

These are essential for live frog points in this basic setup as otherwise we would



INSULATED RAIL JOINERS



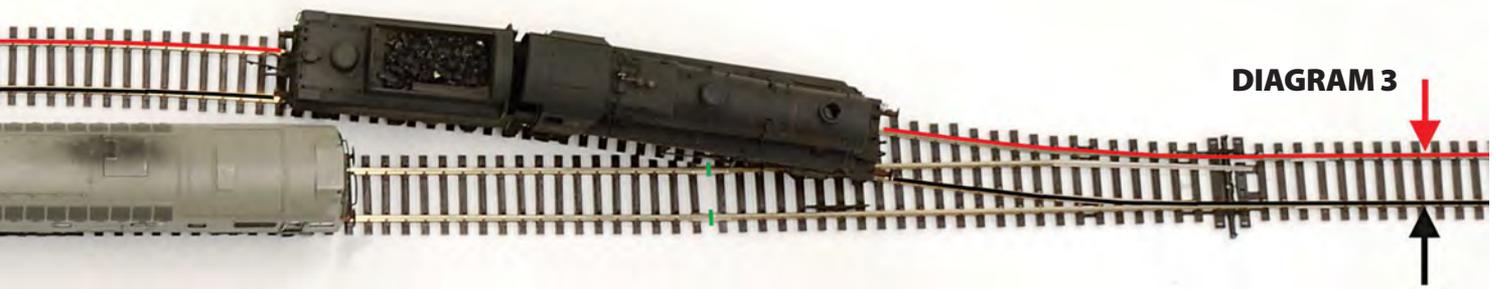


DIAGRAM 3

have a short circuit. With both points set to the line for the steam locomotive it can run through while the diesel is isolated in the straight line by the points.

In Diagram 4 we have now changed the points so that the steam locomotive is

isolated and the diesel can run through the straight track. No switches are required - just change the points and drive the other train. In Diagram 5 we have isolated both locomotives by changing the left-hand point route to the line with the steam locomotive

and the right hand point to the line with the diesel. This means that power only reaches the insulated rail joiners marked in green allowing a third locomotive to be driven on other sections of track away from the loops - a handy operational feature.

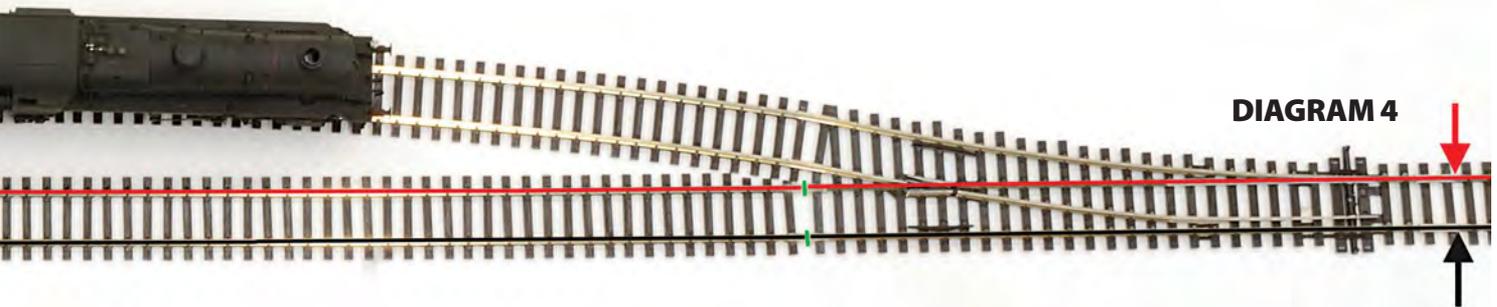


DIAGRAM 4

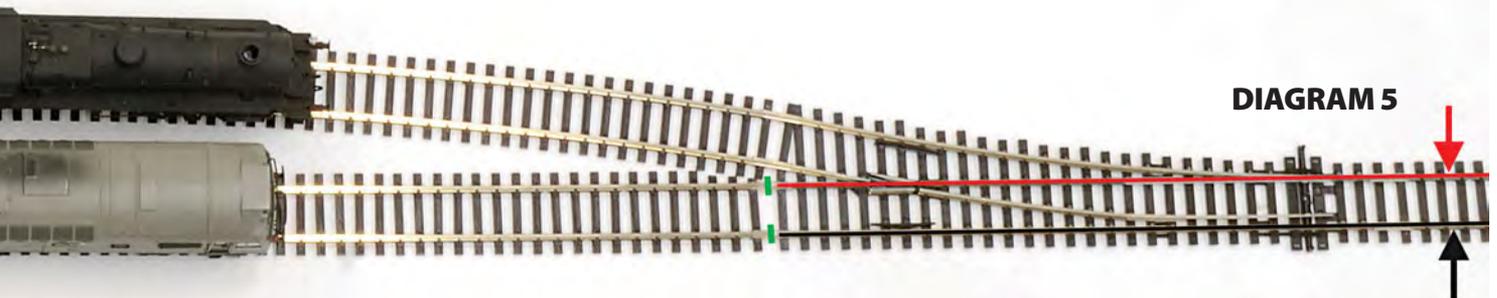


DIAGRAM 5

NEXT ISSUE

In the next instalment we will look at wiring up a passing loop for a digital control layout to make both sidings live at all times with live frog points.



For our basic live frog loop, we have added insulated rail joiners as marked in Diagrams 3-5. These are readily available for Peco track for code 100 and code 75 rail profiles. They must be cut from their sprue and then slid onto a pair of rails on each point as shown here so that each loop is fed from the opposite end. You can also add insulated rail joiners to all four track joints on one of the points - leaving all metal conductive rail joiners on the point at the other end of the loop - but this leaves us in a situation where only one loop can be isolated at a time.

TRAIN PLANNING

Recreating an accurate model railway isn't just about the trains and scenery. **GILBERT BARNATT** explains how he recreates realistic operation on his Peterborough North 'OO' gauge layout.

WHEN Peterborough North featured in *Hornby Magazine* (HM114) I referred briefly to the aspects of train planning and operation which go hand in hand with the model trackplan and scenery of this large 25ft x 10ft home based 'OO' gauge layout with the aim of ultimate realism.

From the outset, I was determined that the layout would be run as near as possible to the prototype, and I researched working timetables

and train formations to that end. That allowed me to build up an operating sequence within which trains would appear in the correct order, and locomotives would be rostered to realistic diagrams. It also showed the need for a very large amount of rolling stock, and a hasty reappraisal of how I might achieve the end result.

Having lowered my sights somewhat, I listed what seemed to be essential if I were to achieve my goal. There was still an awful lot of it. BR's

Eastern Region had a great liking for named expresses, all of which had unique formations. That created problems, but I couldn't see how I could exclude those trains and still claim to give an accurate portrayal of a day's workings. That meant I needed to store 11 formations before I even looked at the myriad of other services which I had to cater for. Add on the local trains - there were quite a lot of those - and goods trains too, and the list was a formidable one.



At the London end of the storage yard a siding is dedicated to storage of Second Corridor stock to make up passenger workings.



Here I would like to claim that I did all of this before beginning to plan how these trains would be stored, but I can't. I looked at the side of the layout room designated for storage and calculated that I could safely put in 18 through roads, with some dead-end spurs in the empty corners. It took a lot of experimentation and time. In the end though, I had a functioning storage yard, and was able to unpack all my stock from the loft layout.

STORAGE OPERATION

Very soon I had a full yard and could start to see if the whole thing was going to work. It did, to a degree, but there were problems, largely centred on those roads which stored two trains. I was determined that the trains should run as they did in reality, so what went Down had next to come Up, and vice versa. The ideal then was to have two trains which went Down in one order, but came back in the other. Road 18, which is

the longest in the storage yard, will hold one 11 and one 10 coach rake. 'The White Rose', an 11-coach Leeds express, left King's Cross at around 9am, and the ever famous and essential 'Elizabethan', with ten on, followed at 9.30am. That allows the 'White Rose' to run through and the 'Elizabethan' stock to be moved up the road manually while it does so, after which it can slot in behind, until the 'Elizabethan' runs, when the process is repeated. The trains are now back >>

Gresley 'A4' 4-6-2 60007 Sir Nigel Gresley rolls into Peterborough North with a London bound Pullman. In the foreground loaded and empty coal trains wait for a clear road to proceed south and north.



in the order in which they started. In the Up direction, the 'Elizabethan' is a mid-afternoon train, while the 'White Rose' doesn't return till early evening, so all is well, and nothing is blocked.

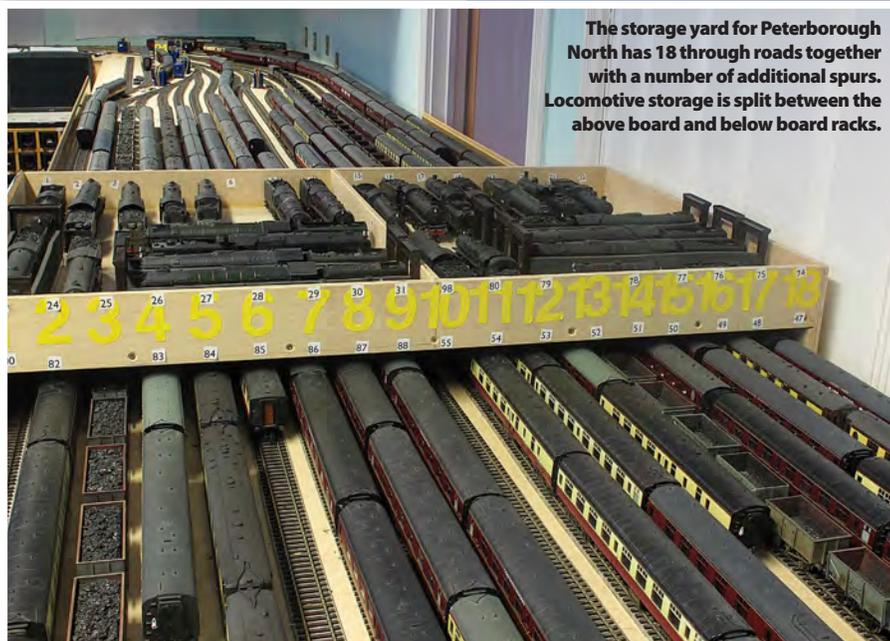
Unfortunately, I could find only two other instances where this happened, even after spending what seemed like hours pushing bits of paper with train descriptions written on around. So now I had several roads where, quite often, I had to move whole rakes around manually to get what I wanted. On occasions that meant that empty stock appeared incorrectly on the visual side of the layout, which I didn't like at all. Then I had to fit in all of the other unnamed expresses. There were several each way to Tyneside and Leeds, some semi-fasts to Doncaster, York and Hull, and a couple to Grimsby and Cleethorpes, plus a Glasgow service.

Very soon I concluded that the Tyneside and Leeds trains, of which there were seven or eight, would have to be represented by just one Up and one Down rake for each, and that another rake would represent all the semi-fasts. Four trains were selected, and the correct formations put together as well as I could with the stock I had. It seemed sensible to put the Leeds and Tyneside trains in dedicated roads Up and Down, one behind the other. That was fine, except that occasionally they didn't run in that order, and more manual shuffling about was necessary.

Then came the local trains, which at least were much shorter, but there were still plenty of them. Again, one rake had to suffice for all, so for example a single four-coach rake deals with every Midland & Great Northern line train. They all lived in the spurs which I had put in to fill the empty corners of the storage yard.

Finally came some goods trains, an Up loaded coal, and Down empties, a representative (or so I thought) fitted goods and an unfitted one, and that was that, the yard was full, except for a few very short spurs. Those I used to store locomotives in the order in which they would be needed, to reduce the need for handling and moving from under baseboard 'locomotive sheds'. This process proved to be very fiddly, and eventually tedious, but it worked.

So, what are these 'sheds'? They are just boxes with shelves really, as you can see from the accompanying images. Much use has been



The storage yard for Peterborough North has 18 through roads together with a number of additional spurs. Locomotive storage is split between the above board and below board racks.

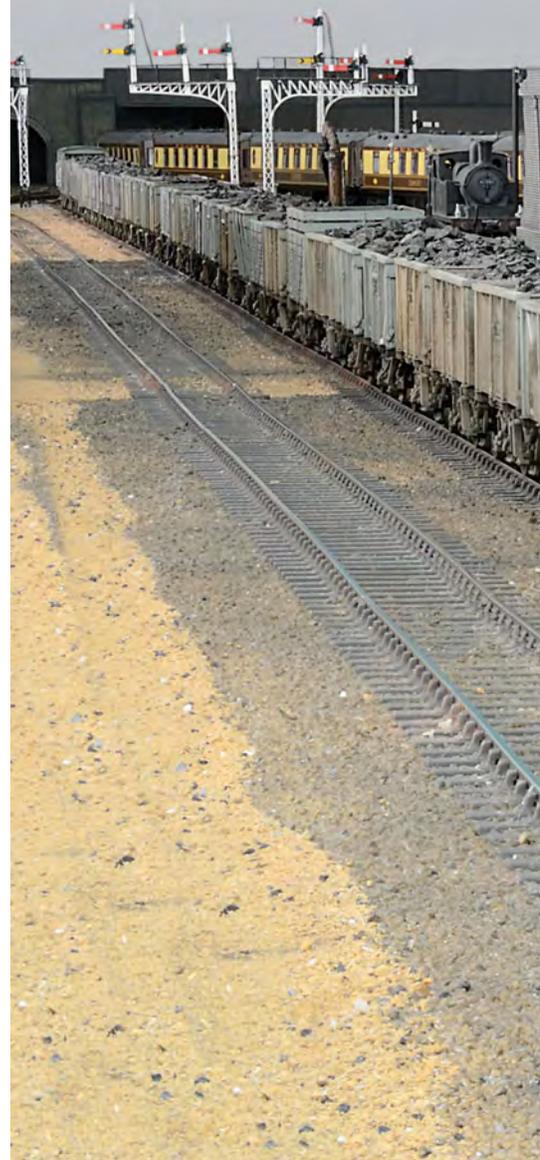
made of Peco locomotive lifts, which have proved invaluable, though I still need more when funds permit. Many hours were then spent putting together a complete sequence running to 360 moves, and transferring the whole thing to a laptop. Now I could see if it all worked as planned, and it did, up to a point.

Then I had a visit from the late Andy Rush, who was in the Control office at March at the time in which my layout is set, and who liked his goods trains to get the attention he felt they deserved. He asked me very politely if I would like to know what was wrong with mine. I said "Yes," and he told me, again very gently: "A lot" sums it up. I suppose it is a trap into which quite a lot of us may fall, do the glamorous stuff first, and fit in the goods as an afterthought. This made me realise that I wasn't achieving what I had aimed to do, and that caused a reassessment.

DELIVERING THE GOODS

I now felt that I couldn't get away with three or four generic goods trains, and Andy soon supplied me with details of the formations of nearly all the trains shown on my sequence, so

Freight traffic has become as important to the operation of Peterborough North as the main line expresses. BR '9F' 2-10-0 92188 rolls into the goods lines on the west side of the station with a southbound loaded coal working.



Separate storage areas have been created for sheds which served Peterborough. This is the Top Shed storage area with locomotives lined up on Peco Locomotive Lifts for easy transport to the layout.

I was out of excuses anyway. That could only mean some off-layout storage was necessary, but how to do it? I eyed up a spur at the end of Road 1 of the storage yard, measured it, and found I could get a 4ft long cassette to butt up to the end of it. A trial cassette was duly made, the photographs show how, and it seemed to work. I got a joiner to put together a cassette storage box, and embarked on a complete reappraisal of the whole storage concept. A 4ft cassette is really the longest that can be safely used, so there are a lot of them, together with some 3ft ones for shorter trains, and all I have lost is one spur.

Some trial running soon convinced me that this would work and so a radical reappraisal took place, which resulted in a number of rakes moving from above baseboard storage to the cassette box. This included all of the local trains of five coaches or less and even some main line trains of eight coaches, split into two cassettes.

I found that in practical terms two cassettes >>

The south spurs include space for partial passenger formations which can be joined together to create complete rakes as well as part rakes of goods wagons.



per train was the sensible limit. That left me with a yard in which only three roads hold two trains and they are the ones which only require one train to be moved up while the other is running round, removing one of my biggest concerns. I now had quite a lot of apparently spare capacity. Now, if this was an exhibition layout, that space could be filled again, provided one wasn't trying to run an exact prototypical sequence, but I'm not, and never will be, exhibiting this layout, so I'm under no pressure to keep people amused, except myself of course. So, it now dawned on me that I don't have to rush, and can take as long as I like to run the trains. I find that even when I have visitors there is no problem, as they show great interest in how the whole thing works.

The revelations continued as I assessed the situation further. If I abandoned the concept of locomotives sitting in spurs waiting their duties, which had turned out to be a bit fiddly, and frankly rather irritating, I could free up even more space. Lifting locomotives from their 'sheds' to the trains isn't a problem, and I've not yet suffered a single accident while doing it. The same applies, incidentally, to cassettes. How then to occupy these vacant spurs?

SAVING STOCK

Time for another revelation. How many brake coaches are there on the layout? In main line trains alone, 29 at the ends of formations, and eight in the centre. We'll ignore those in cassettes for the moment. And how often do these brakes actually do any work? For quite a lot of them, the answer is twice in a 360-move sequence, which can take weeks to complete. That is a lot of time standing idle, rather like some BR stock prior to Beeching, come to think of it.

This was quite a shock, frankly, and even more so when I contemplated my next proposed leap forward. The idea of having the trains in the correct formations was getting more desirable as things developed, and I now had quite a lot of loose stock which didn't fit into the fixed rakes. Could I use these carriages to form yet more



March shed also has its own storage area for locomotives allowing motive power for Midland and Great Northern Joint Line trains to be housed off stage when required.

correct trains? Possibly. And if I did so, did they all have to have dedicated brakes? Why not just have a number of each type - basically Brake Second Corridor (BSK), Brake Composite Corridor (BCK) and Brake Second Open (BSO) - and top and tail the trains with them? That would save a fair bit of cash. They could live in those spurs in the storage yard and the concept could be developed further. Why not do it with catering cars and even with things like First Corridors (FK) and First Opens (FO), of which in reality there were very few?

This had me sitting down yet again with the official carriage working books and analysing the types of formation which were most common. Before too long, I had a notebook with quite a lot of detail in it, and was able to assess stock needs. To my surprise, I already had most of what would be needed.

SEQUENCING

I then decided that as my sequence moved along, I would assess each train's correct formation and see if it could be made up from loose stock and, if so, how long it might take. Not surprisingly, some were easier than others and a few could not be done at all. What was clear though was that the principle could be made to work. I then did some

in-depth research to find out the most common types of formation, and the vehicles needed.

An important first discovery was that trains destined for Tyneside generally had end door stock, while those for the West Riding used all-door carriages. We are talking here about Gresley stock, which was still very heavily used in secondary express, relief, and 'Q' trains. Having said that, there are of course exceptions, but that is where a sense of proportion and what is practical has to come in.

I'll give one example to illustrate this, as I'm more concerned about explaining a general principle which might assist quite a few people, rather than East Coast Main Line-specific ones which would not apply to the majority. A typical King's Cross-Newcastle secondary or relief, or a train which ran only on certain days of the week, was made up mainly of Gresley end



A cassette system has been developed to allow additional train formations to be stored off the layout. Each cassette can hold up to four carriages and by joining a series of stock from different cassettes together a complete train can be assembled.



door Second Class coaches, usually seven of them. There would also be a First Class coach, normally an FK, and two four compartment brakes. A number of 10-coach rakes like this ran. A few more also had catering vehicles, and by far the most common pairing was a Restaurant Composite (RC) and Second Open (SO). I could therefore put that number of coaches into spurs, and surprisingly quickly form a train in Road 1, which has always been intended as an empty road to be used if I felt like just watching a train go around. If I then added in a single example of an FO and a Restaurant Standard Open (RSO) I could vary things even more. It all worked very well, and so I could now target the stock I needed far more accurately and economically.

EXTENDED PRINCIPLE

I've been somewhat surprised and rather delighted to find that I can extend this principle in other ways, and that I can put together far more prototypical formations than I would have thought possible, using far less stock than I imagined would be required. This extends to the local trains too. My original decision was that each of them should have one fixed rake of stock, which seemed practical and economical. It was, but after a while the knowledge in advance of exactly what was about to happen started to spoil things for me a bit. Is that one of the reasons some of us chop and change fairly regularly? Is it about things getting too predictable, and therefore less satisfying? I suspect it is a factor for me. I have a lot of services made up BSK, SK, CK, SK and BSK. With my new policy, some of these can be varied too, as they were in reality. It just keeps things fresh, interesting and adds a bit of challenge.



Peterborough North has now been going for seven years, and I still find it to be both interesting and worthwhile. I feel no temptation, as I have in the past, to move on to something else, and I'm

sure that is because of the changes that I have described. This is a very large layout, and a very specific one, but I do believe that the principles I have adopted and explained may be of help. [Hobby](#)



Above: Cassettes are stored off the layout in a dedicated rack. This has expanded the capacity of Peterborough North and its realistic operation.

Below: Gresley 'A3' 4-6-2 60050 Persimmon waits to depart with a King's Cross-Leeds express – one of a number of unnamed express workings on the East Coast Main Line each day in 1958.

6 TOP TIPS FOR TIP-TOP TRACK

A layout will not run well unless the track is laid properly and on the correct supporting materials.

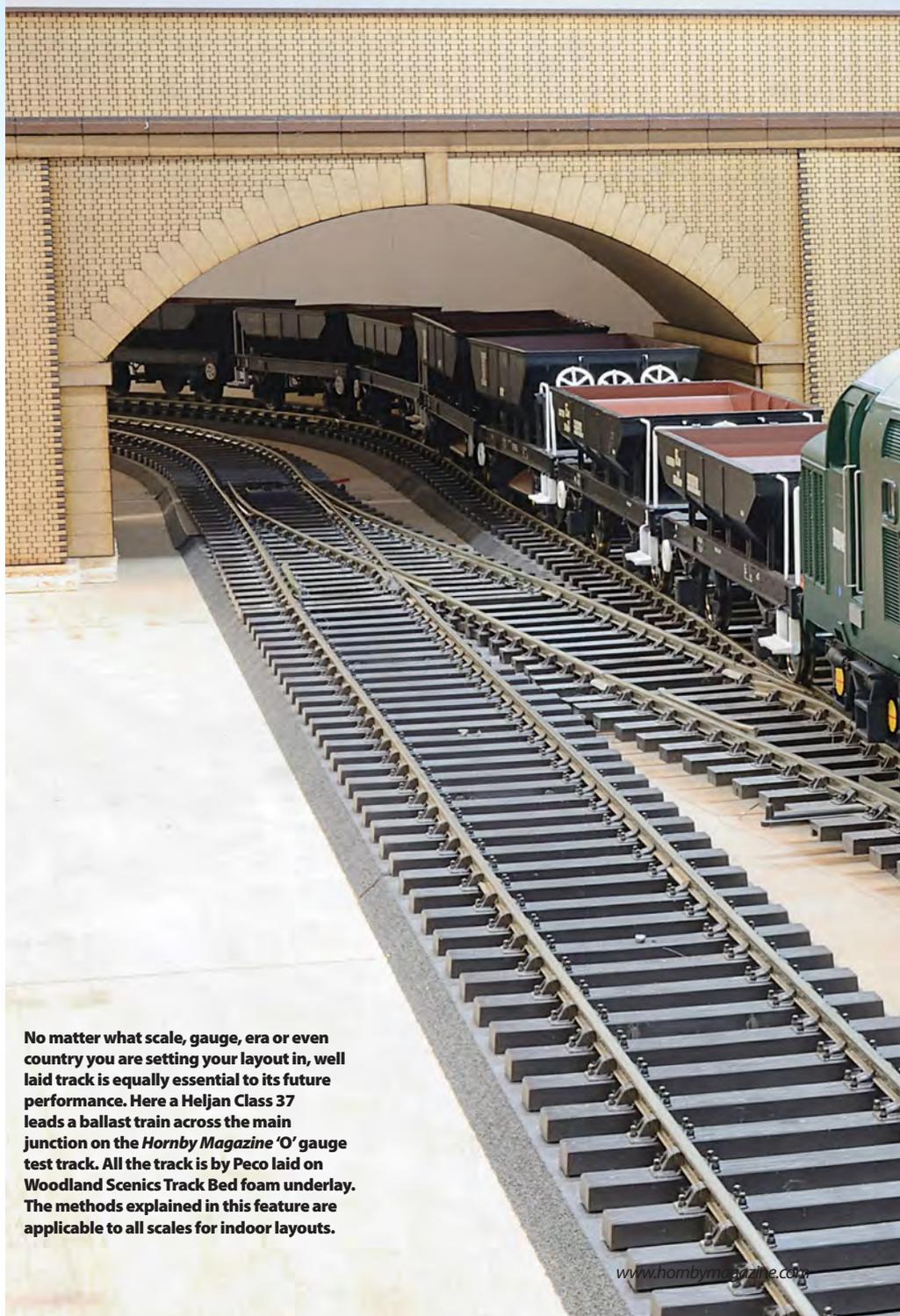
NIGEL BURKIN shares his experiences of track laying on numerous layout projects in six simple stages.

A NEW layout has firmly put track laying back into the spotlight for me. My latest project might not fit too well with many *Hornby Magazine* readers because the chosen prototype is not British outline. It's not based on North American practice either but replaces an 'N' scale North American layout project which had reached a point where it had achieved all the objectives I set for it. Furthermore, the difficulty in acquiring the right North American rolling stock and in the desired quantity was becoming more of an issue, hence bringing the project to a dignified conclusion.

That US-outline layout demonstrated the importance of good track laying practices when 10-12ft long trains in 'N' scale (30 bogie wagons behind two or more locomotives) are to be run and reliably without accidental uncoupling or derailments given the small physical size and weight of individual models. Any kink in the rail or misaligned joint would surely throw a wagon off the track and possibly a few others too. Clearing up such derailments is not fun and will disrupt an operating session for some time. Equally, in the worst case expensive models hitting the floor, even one with a soft covering, is not something any modeller wishes to see.

The same is true when modelling a small layout in 'OO' gauge even though trains are likely to be considerably shorter. Sometimes, a compromise between appearance and reliability has to be struck as I found out with the Loch Dhu Distillery project where the track has to look as if it is poorly maintained but perfect enough to allow small 0-4-0ST locomotives to run over it well. The same applied to my 'N' gauge Wheal Annah layout – shunting operations without accidental uncoupling or stalling means the track has to be laid well but cannot look like main line track in appearance.

This article takes a look at some track laying ideas and what should be underneath, including choice of materials too, using my new 'HO' scale layout as a demonstration. Remember, the scale, geography, subject and era of a layout are irrelevant – the desired end result is always going to be the same – smooth, even track laid on a stable foundation with no wobbles, kinks or raised joints in the rails. Plan ahead, work out what materials you need and work out how your track layout will fit together using templates or track planning software. Practical planning will help avoid costly mistakes!  »



No matter what scale, gauge, era or even country you are setting your layout in, well laid track is equally essential to its future performance. Here a Heljan Class 37 leads a ballast train across the main junction on the Hornby Magazine 'O' gauge test track. All the track is by Peco laid on Woodland Scenics Track Bed foam underlay. The methods explained in this feature are applicable to all scales for indoor layouts.

USEFUL MATERIALS AND COMPONENTS

- Electrical solder
- Wet and dry paper
- Plastazote foam or cork track underlay
- PVA adhesive
- Carpet and tile glue suitable for foam carpet
- Fine track pins such as those by Peco
- Rail joiners - conducting and insulated
- Offcuts of wood from baseboard construction

ESSENTIAL TOOLS

- » Xuron track cutters
- » Fine nose pliers
- » Tracksetta
- » Homemade track gauges for clearances
- » Turnout mounting jigs
- » Soldering iron with small 1.5mm tip
- » Needle files
- » Pin vice
- » A number of 0.6mm drills (you will break some)
- » Map pins
- » HB pencil
- » Marker pen
- » Cordless drill
- » 10mm wood boring drill bit
- » Modelling knife and spare blades
- » A variety of heavy objects
- » Mini drill
- » Carborundum cutting discs and mandrel
- » Sharp scissors
- » Power drill and twist drills



1 Practical planning



The use of various track laying techniques and materials is the subject of this article. It might seem strange to build the most complex junction on the layout first, but it is an excellent place to start. The double junction on my 'N' gauge Dudley Heath layout was the first track to be installed and never required any adjustment.

There are choices to be made and options to be explored before tackling a track laying project. The reality is that track has to be considered at the baseboard construction phase – how thick should the baseboard tops be, how will it be supported and how will congested areas such as junctions fit with turnout motor positioning and track bed supports? A little practical planning is advised, even if you have your track plan drawn up on paper and the appropriate templates prepared.

Sometimes, there are factors that paper planning simply does not reveal or theoretical measurements

need checking in the real world. The primary one is the length of individual items of rolling stock to be run on the layout. For example, my new layout is based on a prototype which is a single track main line with passing loops. The loops have to be long enough to comfortably accommodate eight-coach trains plus a locomotive without coming anywhere near the fouling points of the turnouts at either end of the loop. I could measure and plan for this on paper, but there is nothing better than unpacking the trains, laying out some track and actually doing

some measurements to be sure of loop length – do this before fitting the baseboard top or trackbed (which is not the track underlay).

At the same time, consider the length of sidings and shunting necks. Are your headshunts long enough for your longest locomotives or indeed two of them? Dig them out and check to be sure. Do your planned berthing sidings hold the train lengths or multiple units you need for good operations? Are some clearances at turnout fouling points proving to be too tight with your longest trains?

Another factor is clearances on

double track sections. Straight plain line is not usually a problem, but our sharper than prototype curves means that scale coaches and bogie wagons will overhang on curves and could strike each other when passing on the curved sections of the layout if clearances are not worked out beforehand and track clearances eased into curves.

Sufficient clearance between the tracks is essential, particularly if you are operating 75ft Mk 3 stock or even the latest Hornby Class 800 Intercity Express Programme vehicles, which are longer still and have overhangs front and rear.



The redesigning of Hornby Magazine's office layout required careful planning of the junction. Even though we had plotted the design on paper, numerous adjustments were still made when it came to putting this area together for real to ensure all the points could be motorised and that the correct formation could be reached.

3



Cork or foam? Both types of track underlay work well and with different benefits. Double-sided adhesive foam tape is also worth considering for track laying. Foam such as Plastazote foam helps prevent rumbling though the baseboards which is necessary when digital sound is being used.



Cork and foam are easily cut into narrow strips for placing on the track bed using a sharp modelling knife and metal ruler designed for use with modelling knife blades.

Track underlay

There are so many choices in layout building, including the choice of track underlay. Before looking at the advantages or otherwise of cork and foam, the need for underlay should be explained. It has two main functions which is to deaden the sound of passing trains and to raise the track up on the trackbed for the creation of a ballasted permanent way with 'shoulders'. Ballast holds the track in place on the full size railways and is important for drainage too, so allowing for its modelling at the track laying stage is important. Goods yards and sidings may not need a ballast 'shoulder', so larger sheets of underlay can be used to provide sound deadening.

So, which is best? Cork or foam? That is a very personal choice and there are benefits of using both materials.

Cork is a traditional underlay material which is available in sheets and various thicknesses from 1mm to 5mm suitable for model railway applications. It is usually rolled for posting and handling and from experience, thicker cork sheet can develop a memory making the curve from rolling difficult to flatten out, even when the material has been placed on a flat surface for a week or two with weights on top. Cork is falling out of favour due to cost and environmental considerations in its harvesting but has the benefit of being biodegradable. If cork is your preferred material, buy the best you can afford and avoid the cheap crumbly stuff! Cork flooring tiles without an adhesive backing are a good source of cork underlay material for example.

Foam underlay has a poor

2

Trackbed



Track bed or the underlying baseboard top must be composed of the thickest material possible for strength and stability. I prefer to use high quality 12mm or 18mm plywood with multiple laminations screwed to strong risers.

Another trackbed technique worthy of consideration for fixed layouts is the spline track bed. This is composed of narrow strips of wood up to 25mm deep, providing a very strong and stable trackbed with flowing curves.

Above: The solid top baseboard will always have its place in railway modelling, particularly where scenery is to be on the level of the track or higher. This is one of the new solid top boards for Hornby Magazine's 'OO' gauge test track Topley Dale which will have rolling hills and rock faces above the level of the railway. It is made from 9mm plywood for the top and 18mm x 69mm softwood for the frame.

Trackbed comes in several forms and is the baseboard top. This is the all-important support for the track and its underlay along with electrical equipment and turnout machines. Baseboards and the tops have to be the solid foundation for the track, particularly if the layout is portable. Compromise on quality and thickness of the material and problems will soon be transferred to the surface in unreliable running.

There are several ways in which the underlying sub-trackbed can be built on baseboard frames and some methods work well on fixed layouts whilst others are

more suitable for portable layouts. My new project is designed to be portable in part. Not so it can be transported to a model show, but to allow for any future house move. The portable sections are modules in their own right composed of open frames which sit on the layout supports. They allow individual scenes on the layout to be fitted back together in different configurations following a move with some realignment of track at the ends and the building of new linking sections. The foundation under the track is composed of strips of 18mm plywood about 50

per cent wider than the permanent way, sometimes doubled up in places for strength and stability. It is well supported on the open frames with risers and will withstand a move. Several non-scenic linking sections are used in the layout and are permanently fixed to the main layout support structure.

Increasingly popular is the Woodland Scenics Sub Terrain Lightweight Layout System which consists of a range of foam products which includes risers and incline sets for supporting the track underlay and the track itself. It is light, an effective way of creating

a railway in a landscape and easy to use, allowing complex layouts to be constructed with minimal joinery. It needs a solid foundation to begin with, usually a baseboard frame or table with a solid flat top.

Whatever method you choose, ensure that your track foundation is not going to bow downwards between supports. Plywood is usually my preferred material and you should use quality ply, at least 12mm thick with lots of laminations whenever you can. Be sure to support it with sufficient risers while allowing for point motors and other underboard equipment.

Commercial underlay products of various kinds are also available including cork and foam strip, pre-ballasted underlay and laser cut templates for set track. Which you prefer will depend on your layout design, track type and personal preferences!



reputation thanks to the use of soft foam for set track which is sold as a combined underlay and simulated ballast. They are moulded to fit proprietary set track pieces and are not as stable as industrial sheet foam such as Plastazote which also does not absorb liquids such as the dilute glue needed for securing ballast. When securing track with pins, care has to be taken not to compress the foam underlay, something

If there are numerous curves on the layout, cut the underlay material into thin strips which makes it more flexible and easier to glue down. Two or three strips can be used in a staggered pattern under the width of the track.



The new layout featured in this article sees the use of a more advanced foam material called Plastazote for track underlay - a dense black foam which is firm, easy to cut and has excellent sound deadening properties. Note how the screws securing the baseboard to the frame are well recessed.

which cork will resist. It should be mentioned that foam has different environmental considerations to cork - it's not biodegradable!

There are many variations on the cork and foam theme. The Woodland Scenics Track Bed range comes in sheets, strips and rolls complete with chamfered edges



Various glues can be used to secure foam and cork to the track bed. I prefer to use water resistant PVA glue instead of foam-safe carpet glue because the latter gives off more volatile fumes.

making preparation of the track underlay very simple to do. Other products include Gaugemaster ballasted underlay which is a great time saving product for modellers not wishing to go to the trouble of cutting sheet foam and cork together with the long job of applying ballast.

4 Securing methods



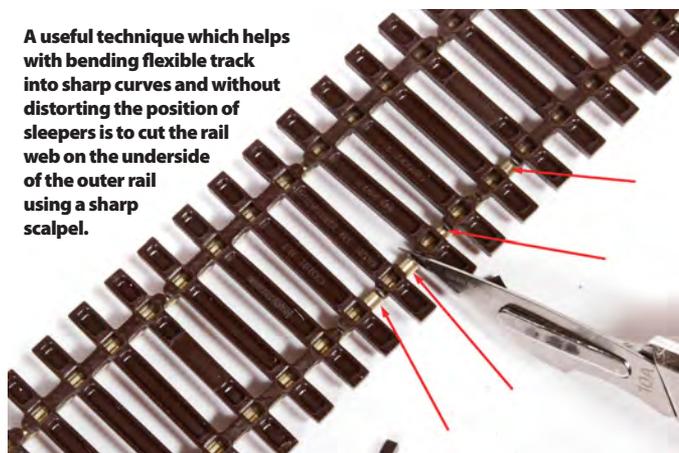
PVA glue for securing track is spread along the track underlay. Stiff flexible track such as the Peco 83 Line track being used on this layout does not need too much glue to secure it. Ballasting will complete the job and any track pins used to help keep the track in place will be removed.



The track is gently placed on the glue, taking care to redistribute thicker spots of glue so it does not squeeze too far up the sleepers.



So far, so good. No rail joiners will be used at this point because the glue is holding the track well enough to keep the rail ends correctly aligned.



A useful technique which helps with bending flexible track into sharp curves and without distorting the position of sleepers is to cut the rail web on the underside of the outer rail using a sharp scalpel.

Another debate between modellers is the best way of securing track to the track underlay. Several methods and variations on the theme are used with a great deal of success. The method you prefer will depend on a variety of factors including the type of track, curves and complexity of track formations.

The old favourite has to be the track pin and naturally, the finer the pin, the less of an impact it will have on the appearance of the finished permanent way. A hole is drilled through the sleeper of the track section at certain intervals and a pin driven through the hole and the underlay to the track foundation, securing it in place. Turn the track over and look for pin hole positions which may be drilled through with a twist drill fitted to a pin vice. When using foam underlay, avoid compressing it by driving track pins too hard. Also, track pins will transmit noise from the track to the baseboards bypassing the track underlay.

Glue has always been a favourite of experienced layout builders and a quality water resistant PVA glue is ideal, as long as it 'grabs' well. Other adhesives include water based 'No More Nails' type which are designed to grab the surfaces being glued

together. This is important when track has to be held in place as the glue sets. The problem with some glues is that they are a tad too permanent, making adjustment hard after it has set, unlike the use of track pins which allows for changes and adjustment. When using adhesives to secure track, be absolutely sure you have got the track formation spot on.

There is nothing to prevent a mix of techniques being used

in the same layout. Pins can be used to secure track in non scenic areas making changes to formations and track recovery in the future if the layout has to be dismantled much easier. Track pins can be used in conjunction with glue to secure track in place until the glue has set – the pins being withdrawn afterwards. Pins may also be used in scenic areas until ballasting is complete and hardened. The ballast will hold

track in place allowing the pins to be pulled out and the holes filled.

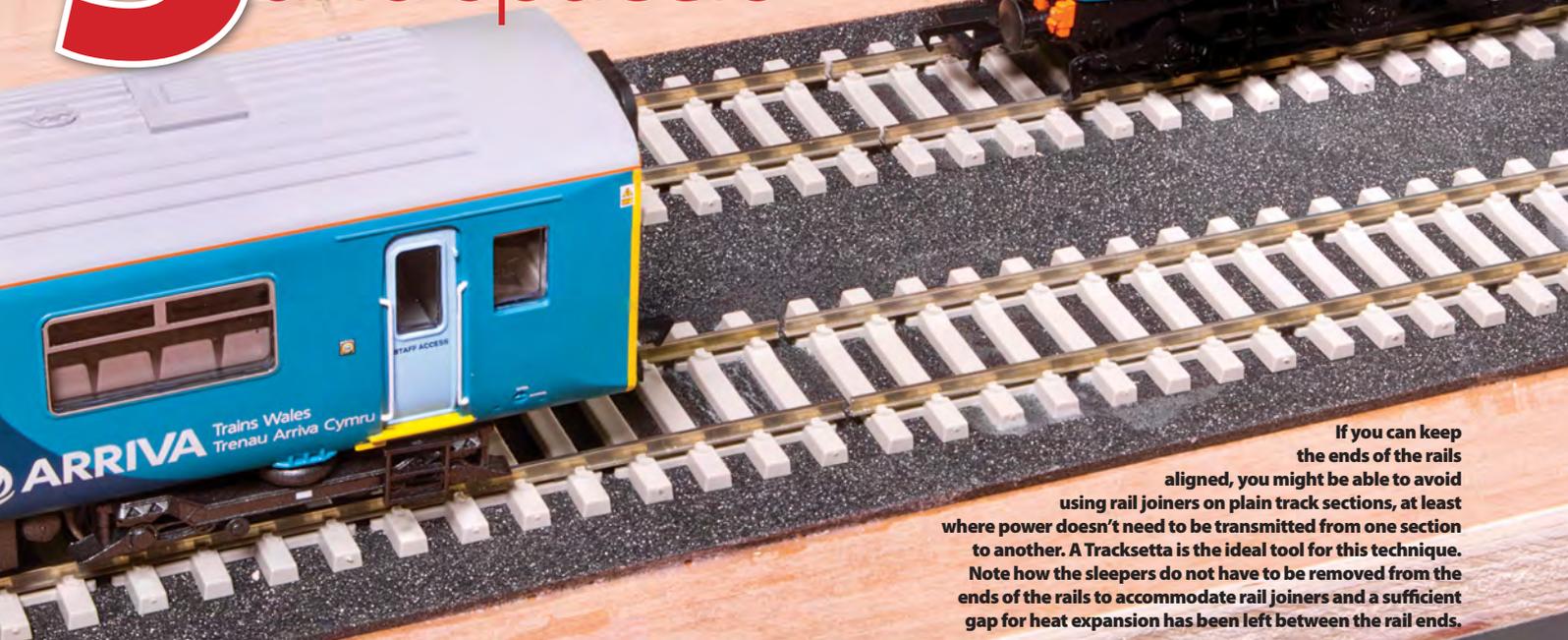
Self-adhesive foam tape is another favourite of layout builders. Double-sided adhesive tape sticks to the track foundation and will hold track firmly in place without the need for pins. It also works as an additional underlay layer too. Its adhesive is usually very strong and will grab track instantly, so a great deal of care is needed to achieve the desired result, particularly with straight track sections.

One of the factors in securing track to the underlay is how flexible the flexible track lengths happen to be. Peco Streamline track in 'N' and 'OO' gauges together with the Code 83 Line is quite stiff and will hold a curve, especially after the webbing between the sleepers has been cut along the outside of the curve. Whilst 'N' gauge track may need securing, I have found that 'OO' track will sit flat on the underlay long enough for the glue to grab and hold it in place without having to pin it. Other track products are much more flexible requiring some method of holding it in place for the adhesive to set. C&L Finescale flexible track is one example of a very flexible track product together with Atlas Code 55 'N' scale track.



Map pins are a useful tool for holding flexible track in place whilst glue sets if it needs a little more securing to retain its formation. Do not press the pins in too hard or the track may become distorted when the foam underlay is compressed.

5 Guides, gauges and spacers



If you can keep the ends of the rails aligned, you might be able to avoid using rail joiners on plain track sections, at least where power doesn't need to be transmitted from one section to another. A Tracksetta is the ideal tool for this technique. Note how the sleepers do not have to be removed from the ends of the rails to accommodate rail joiners and a sufficient gap for heat expansion has been left between the rail ends.

It is worth buying or making spacing gauges to help with track clearances, particularly for use on sharp curves. Examples of useful tools include the Proses Parallel Track Tool which, as it suggests, will hold double and triple track sections parallel from each other maintaining the desired clearances.

They also work on curves too which is a handy feature. Another Proses product is a set of jigs called a Flexible Track Holding Tool for holding flexible track in place after it has been shaped to suit a particular track formation.

A simple but useful tool produced by Peco is the 6ft spacer which

ensures that double track sections are laid the correct distance apart, bearing in mind the need for additional clearance on sharp curves. An old favourite of layout builders is a product that has been available for years and that is Tracksetta which consists of a range of straight and curved

metal jigs for 'OO'/'HO' and 'N' gauges. Specific curves can be introduced using Tracksetta curved templates and straight sections can be kept straight with the 10in Tracksetta template. There are slots in the middle of Tracksetta which enable pins to be used to fix the track in place.

6



It is important to stabilise the end of the rails at baseboard joins of portable layouts. This can be achieved by using copper-clad sleepers securely fixed to the baseboards or wider strips of PCB in non scenic areas soldered in place.



Gaps in sleepers of flexible track caused by the need to fit rail joiners can be filled with spare sleepers to tidy the track up. The curve has some super elevation which has been introduced by simply sliding a piece of stiff wire under the outer ends of the sleepers.

Finishing off

Once the primary track laying is complete, there are a number of tasks to complete the track. Fill in gaps where sleepers are missing to accommodate rail joiners with spares taken from scraps of flexible track. Cutting rail causes burring which should be rubbed down carefully with fine grade wet and dry to smooth the joins in the rails, paying attention to those rails cut to length from lengths of flexible track. Also search for any misaligned rail joiners which should be rectified before conducting running tests. When doing checks, be sure that insulated rail joiners have been fitted where needed. Do you have sufficient gaps in the rails to allow for heat expansion?

Each length of track is examined by looking along its length. I look for dips, hollows, bumps and wobbles that need to be straightened, levelled and packed. Twisted rails cause derailments, so those lengths of track should be removed and replaced. Undertake

final clearance checks and then run the layout by hooking up a controller and running trains across the turnouts.

Track testing should be done before starting to wire up the layout and, in the case of large layouts, done in manageable phases. Spend as much time as you can on testing. Avoid the temptation to wire up, paint, ballast and detail the track until you are completely happy with its performance.



Trim off the rail fixing detail and slide the sleeper under the rails, securing it with a spot of glue. Note how the foam underlay has been cut part way across its with to make it better fit the curve as a long strip.

Oake inspires

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STAR
LETTER**

HAVE JUST RECEIVED HM134 and I am thrilled by Oake. As a relative newcomer to the hobby, I have not owned a model train since the age of ten (a long time ago). I was delighted by the details of both the location and era I am trying to reproduce.

Your excellent photographs inspire people like me, I'm sure, and give us great ideas to create

better quality layouts than would otherwise be the case.

The photograph captions are extremely useful too and whilst the locomotives, carriages and wagons are very well documented, I wonder whether it would be possible to add some more specific details, such as which kits/models have been used for bridges, stations, platforms, tunnels,

backscenes, farms, cars, lorries and the like. This is not always mentioned.

I realise that this is asking for a lot of information, but I am convinced it would help the less experienced among us.

**Francois Faverot de Kerbrech,
by e-mail.**



BRAKE VAN SAFETY

Whilst I was very impressed with Tim Shackleton's *Braking the Mould* article in HM133 there was, I feel, an obvious omission from his modifications. Indeed, with all the increased detail in ready-to-run models I have always wondered why this detail is still ignored to this day.

This was the guard's safety bar, which was nothing more than a large hook, but vital to ensure the guard never fell from the brake van veranda.

All ready-to-run manufacturers mould this detail as hanging down to the side of the brake van cabin, when in fact all running vans would require all safety rails in place, and when not running it was usually only one bar that would have



been un-hooked, in order for the guard to dismount the brake van.

Whilst I am no 'rivet counter' I have always been surprised by this omission which I have been adding to my own collection of brake vans. Addition of the safety bar is easily completed with the relevant size drill bit and a dress makers pin, bent accordingly and painted to show polished metal from use.

Graham Barnes, by e-mail.

ASTONISHING QUALITY

I've been reading quite a few letters in the *Hornby Post* section of your magazine regarding the cost of the hobby. I think some people are forgetting that the quality of the models from manufacturers such as Hornby nowadays is also going up at an astonishing rate.

When I first got into the hobby all the Hornby RailRoad models had those giant couplings but now they all have NEM pockets fitted which enables you to have a close coupled train, whereas a few years ago if you'd wanted a close coupled train you'd have to have done some drastic modifications to enable you to do that.

Hornby's recently released Class 121 'bubble car' (R3665) proves that they can still make a reasonably

priced model for those looking to build a layout on a budget.

Sam Goodwin, by e-mail.

TURNING POINT

Do you need a turntable but have no room? Try a triangle, but with a difference. Using a sector plate, lay two sidings into your corner from your main line or loop. The right-angle in the corner provides the pivot point for the sector plate. Electrically, you can use the reverse loop module in Digital Command Control mode. If using a loop, the sector plate and loop could be hidden by a backscene around the curve. The sector plate could be wound with gearing or a mini electric motor.

**Mike Barcy, Tolworth
O Gauge Group**



HORNBY DID MAKE OVERHEAD EQUIPMENT

In response to the letter from Mike Hillman (HM134) Hornby has provided overhead catenary in the past, albeit in a form not up to today's demanding detail.

I had a comprehensive layout using it and the main benefit (as Mike points out) is that the locomotives had a capability to run from rail only or overhead/

rail return so that before the heady days of DCC, one could run two trains independently on the same track.

When was the system available? Mine was in 1960 and I'm still modelling - albeit the overhead equipment is long gone.

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



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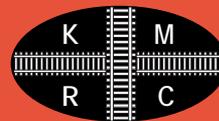
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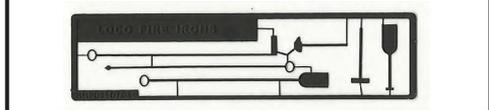
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Reevy Road West

*This busy BR blue period exhibition layout started out as a part-built 'OO' layout which Bradford MRC took over. **KEVIN JAGGER** explains how Reevy Road West developed and how the club stepped forward into digital control.*

PHOTOGRAPHY, MIKE WILD

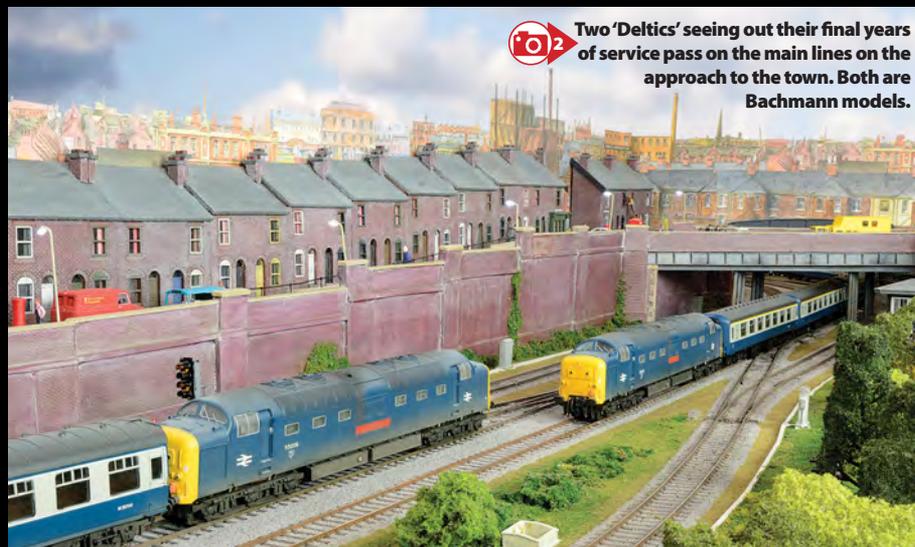


A Class 56 howls through Reevy Road with a rake of loaded steel coil carriers as a rake of 'Covhop' wagons rumble along the goods line in the opposite direction in the charge of a Class 47.

EVERY LAYOUT STARTS somewhere, but Reeve Road West was very different to the rest of Bradford Model Railway Club's collection. Normally we start from scratch, designing our layouts from the ground up to suit our needs, but the basis for this 'OO' gauge project was acquisition of a part-built scenic section in 2015.

It was in the very early stages of construction and the scenic boards consisted of Medium Density Fibreboard (MDF) on pine frames. There was no storage yard and what scenery had been built was very basic. This gave the club members a good starting point, but also meant that we had plenty to get stuck into to develop Reeve Road West into the exhibition layout we wanted it to be.

The club started by building a new storage yard made from plywood built on 3in x 1in pine frames, but in a difference to previous layouts, a lighting pelmet was created at the same time so the scenic area could be lit with fluorescent lights at shows. To mask the end curves to the storage yard, which sits behind the 15ft long scenic area, screens have been fitted to each end of the scenic section. Continuous running is now possible with the final



Two 'Deltics' seeing out their final years of service pass on the main lines on the approach to the town. Both are Bachmann models.

design which makes it both enjoyable for the operators and easy to provide a flow of trains for exhibition visitors.

Another change from the club's previous 'OO' gauge layouts was the choice of era. We chose the 1974-1984 corporate blue diesel era for Reeve Road West – we had done this before in 'N' gauge for our Western Region layout Titheridge Junction (HM83). This time however we looked closer to home

and selected the West Riding of Yorkshire as the setting. Being in Bradford we had plenty of inspiration on our doorstep as well as the memories of the operating team with which to create the final scene.

SCENERY AND TRACK

The basics of the scenery had already been started when Reeve Road West's boards were bought. This consisted >>





A Bachmann Class 37 crosses the narrow road bridge on the slow line as a Class 44 draws a rake of 21ton hoppers forward from the loading plant.





4 Coal traffic from Slackside Mining is still carried in BR 21 ton hoppers. Here a Class 26/0 makes a rare appearance on the daily working.

of polystyrene blocks covered with lightweight filler painted dark brown which was given several coatings of Woodland Scenics flock and clump foliage, enhanced with a fine sprinkling of brighter colours like yellow and purple.

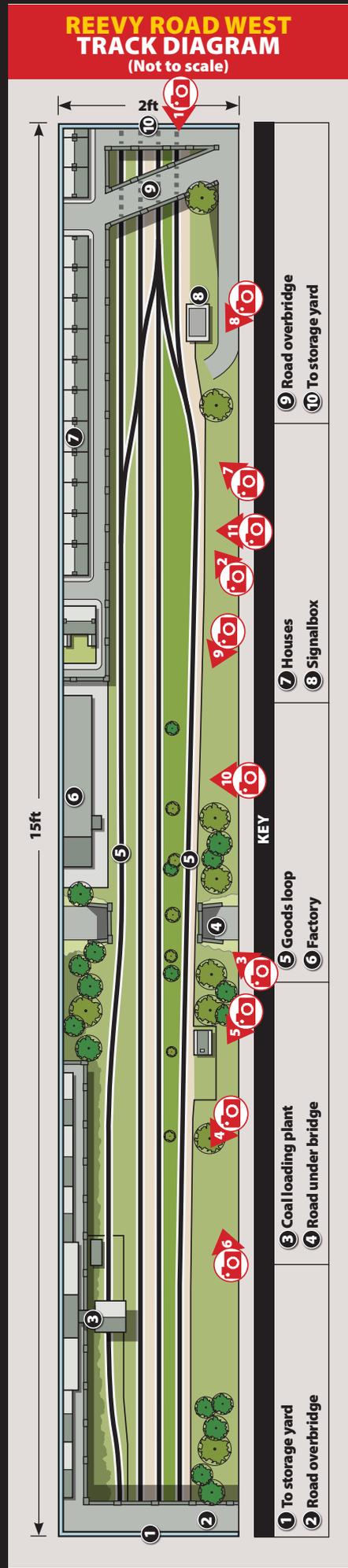
The numerous trees are from the Model Tree Shop while fencing is from the Slaters and Ratio portfolios – both of which have extensive and useful collections of lineside fencing. The scenic section track is Peco code 75 while the off-scene storage yard and connecting lines all use Peco code 100.

To give the railway the best chance of realism, the original ballast was painstakingly removed from the original track formations and relaid using Woodlands Scenic fine grey laid in the time honoured way of carefully spreading and fixing using a fine dropper of diluted PVA with a dash of washing up liquid. The results we feel speak for themselves.

CITY SCENE

Being based in the West Riding, we wanted to convey the sense of industry and town around the railway. Buildings in the town are laser cut wood painted and detailed from In The Green Wood. The industrial buildings have been scratch built using the cardboard shells overlaid with Plasticard. Key structures include the coal loading tower of Slackside Mining which is served by regular hopper trains, industrial warehouse ends along the backscene and a bustling town scene at the right hand end of the scenic area.

The backscene is painted sky blue which is enhanced using a printed townscape montage cut from various Townscene sheets. The retaining wall and overbridge are from various Skytrex components while the road vehicles which populate the streets are a mix of various proprietary manufacturers – including Oxford Diecast and EFE - which >>





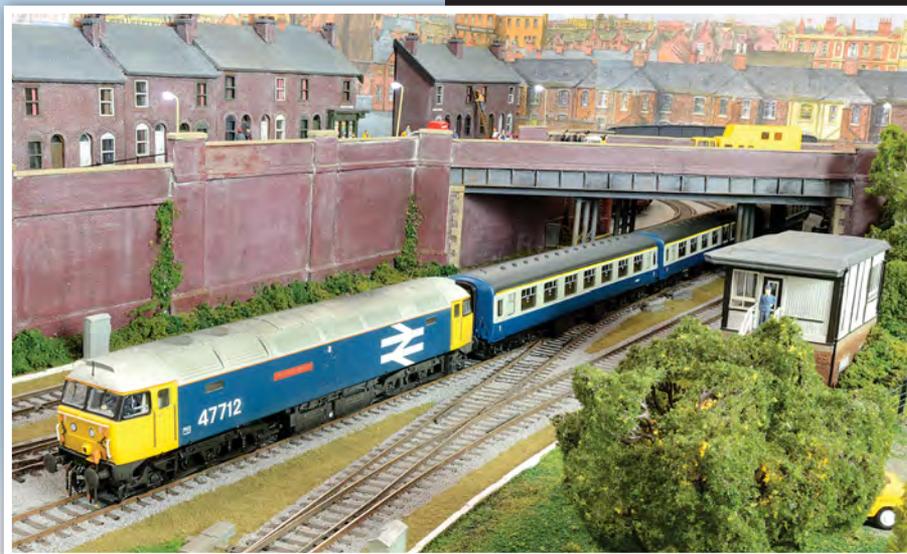
 A split headcode Class 40 takes a block cement working through Reeve Road while a Class 26/0 cautiously draws its rake of hoppers under the coal loader. Trees are by the Model Tree Shop.

 A busy moment at Reeve Road West as a Class 37 leads a Ministry of Defence train along the slow line to be passed by a Class 47 with sand hoppers. Meanwhile a Class 25 has charge of a Speedlink working heading towards the town.





**BR 'Large Logo' Class
47/7 47712 Lady
Diana Spencer
passes Reevy Road
West signalbox with
a Trans Pennine
service.**



have been toned down with matt varnish to blend them in to the overall scenery.

Signals and other electrics are from Absolute Aspects with one from CR Signals. All of the signals are automated using infra-red sensors between the rails from Block Signalling and are reset to red after the train passes. After a set time each signal clears back to green using the built in timer.

ROLLING STOCK

The 1974-1984 period is well catered for with ready-to-run locomotives and rolling stock. Those seen in action on the layout are from Bachmann, Hornby, Heljan and Dapol. These include classes 20, 24, 25, 31, 37, 40, 45, 47, 55 and 56 – all of which are appropriate to the area during the period selected. There are some interlopers from other regions too. Derby Lightweight as well as Class 101 and 108 Diesel Multiple Units (DMUs) also operate in between the flow of main line stock.

The locomotive fleet is now sound equipped with ESU and Zimo decoders from Legomanbiffo, Digitrains, Bachmann and the Hornby Twin Track Sound collections. Bufferbeams are also detailed at one end of each locomotive – the other retaining the factory coupling – so the leading end of each train portrays a realistic appearance. Tail lamps and pipes have also been added to the last carriage and wagon in each formation too.

A wide variety of traffic can be seen on Reevy Road West including coal, cement, sand, grain and Ministry of Defence workings alongside long rakes of BR blue and grey Mk 1 and Mk 2 stock forming the passenger service.

GOING DIGITAL

After many years of traditional analogue control, this is the club's first venture into building a full Digital Command Control (DCC) layout. This has entailed a complete re-cabling of the original boards with a DCC bus comprising 2.5mm flat twin cable. The bus is divided into five districts. Two of these are for the scenic section, two for the rear storage yard with a further dedicated bus supply to the control panels. Each >>>



of the districts are protected by a DCC PFX2 power shield which ensures that any fault such as a short on a locomotive does not disable the whole layout.

The trains are controlled by an NCE Power Pro 5amp system enhanced with a 5amp booster meaning we always have plenty of capacity to run an intensive service at shows. NCE was selected as many club members were already familiar with NCE power cabs which are compatible with the Pro system.

A major innovation is to have route setting by push buttons rather than the time consuming method of selecting individual points from the NCE controllers. After a number of false starts, a mixture of modules from both NCE and DCC Concepts were selected. Two front panels control route setting for clockwise and anticlockwise tracks respectively. These can be either plugged in at the front or rear as is convenient.

To drive the trains, four operators are required - two front and two rear - each with a NCE handheld controller. Peco solenoid point motors are controlled by DCC concepts ADS-FX8 accessory decoders. Routes are selected by push buttons linked to an NCE mini panel which has been programmed with macros (a sequence of operations) to achieve complex route setting with the push of a single button. Additionally, two DCC Concepts mimic panels illuminate LEDs indicating the route selected.

THE FUTURE

Reevy Road has not been without difficulties and has been a huge learning curve for all concerned but I hope you will agree it's been worth the effort. The layout is available for exhibitions and we are looking forward to taking it out on show in 2018 and 2019. 

● Contact Bradford Model Railway Club by e-mailing sec.bradfordmrc@gmail.com

WANT TO KNOW MORE?

● Find out more about Bradford MRC and its activities by visiting www.bradfordmrc.org.uk

 **British Rail Ford Transits stand outside the signalbox preparing for essential maintenance as two 'Deltics' pass on the main lines.**

 **Ratio lineside fencing separates the railway from its surroundings as a Class 45 thunders through with an express formed of BR Mk 1 stock. Reevy Road Engineering Ltd's building is scratchbuilt.**





 The works yard has been detailed with vehicles, pallets, figures and more.

 Oxford Diecast vehicles and a scale population line the streets above the railway.



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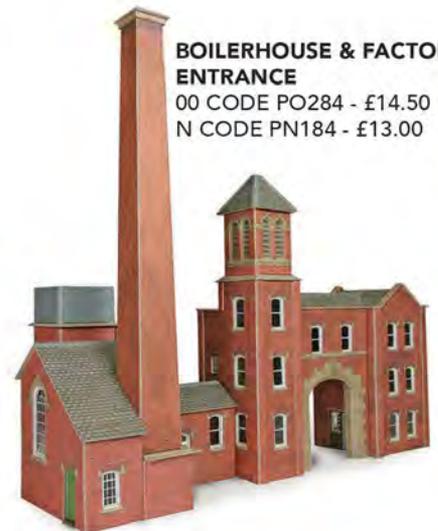
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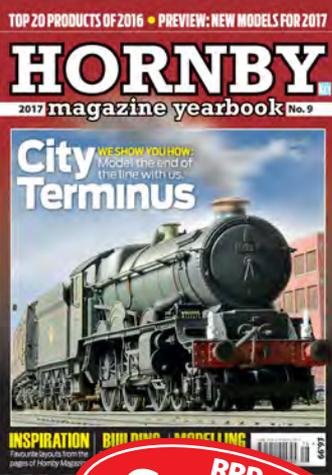
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Kernow releases 1960s period **Bulleid diesel**

The third of Kernow's Bulleid diesels has arrived. **MARK CHIVERS** takes a closer look.

TECHNICAL DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	K2704
Description:	Bulleid 1-Co-Co-1 diesel 10203, BR lined green
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	255mm
Price:	£179.99 (DCC ready), £309.99 (DCC sound-fitted)
Era:	5
Couplings:	Small tension locks in NEM pockets
Speaker space:	28mm diameter (speaker included)
Exterior lights:	Directional headcode lights
Interior lights:	Cab lights (DCC only)
Motor type:	Five-pole
Flywheel:	Two
BR power classification:	7P/6F
Wheel arrangement:	1-Co-Co-1
Purpose:	Mixed traffic
Haulage capacity (expected):	10 carriages
Haulage capacity (actual):	12+ Bachmann Mk 1 carriages



**FIRST
REVIEW**

KERNOW Model Rail Centre (KMRC) has released the highly anticipated follow up to its models of Bulleid 1-Co-Co-1 diesels 10201-10202 (HM125) with the later 1950s period BR lined green decorated 10203. Built at Brighton Works in 1954, 10203 differed slightly from its Ashford-built classmates (10201/10202) by having a more powerful 2,000hp English Electric engine and a series of refinements internally and externally which included revised exhaust ports and bodyside grille arrangements. It entered traffic at BR Southern Region's Nine Elms depot in 1954, but its service on the Southern was short lived as 10203 was

reallocated to BR's London Midland Region (LMR) the following year and joined 10201/10202 on services along the West Coast Main Line. Regular workings included services between London Euston and Bletchley as well as further afield, including the prestigious London to Glasgow 'Royal Scot'. It had spells allocated to Camden and Willesden depots, but 10203 was eventually placed in store during 1962, with official withdrawal following in late 1963. It was scrapped in 1968. (see Reality Check in HM125 for more on Bulleid's 1-Co-Co-1 diesels).

THE MODEL

KMRC's latest release certainly retains the 'wow factor' of the originals, with two variants offered in BR black with early crests (Cat No. K2703) and in BR lined green with late crests (K2704).

Our review sample of 10203 is finished in BR lined green, as applied at Derby Works following transfer to the LMR. It has roof-mounted chime whistles, representing the prototype before the subsequent replacement of these with two-tone air horns. However, the differences are more than just a coat of paint as closer inspection reveals flush cab fronts without interconnecting doors, revised rectangular roof exhaust ports, deeper bodyside grilles, adjusted rivet positions and the addition of rainstrips above the cabinet doors at the number two end - although prototype photographs suggest these should extend slightly further down alongside the adjacent grille. Other detail refinements include two strips of raised bodyside/cab beading and the addition of a pair of lamp irons centrally to each cab front,





“Decoration is superb, with a high-quality evenly applied BR green paint finish relieved by exquisite orange/black/orange lining on the two sections of raised beading.”

MARK CHIVERS

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although a top centre example, often used to mount LMR train headboards, is not included. As with previous releases, the model retains separately fitted metal handrails, windscreen wipers, etched roof fan grille, cab interiors, visible engine room detailing and a full complement of factory-fitted open route indicator discs. Cosmetic coupling hooks and a set of green closed route indicator discs are also supplied separately to enable the desired combination of open and closed discs to be modelled. Decoration is first class, with a high-quality evenly applied BR green paint finish relieved by exquisite orange/black/orange lining on the two sections of raised beading. Numbers and British Railways late crests complete the bodysides, while buffer beams are painted red and the roof painted in a light yellow.

PERFORMANCE

Underneath, whilst the black finish to the bogies appears somewhat muted compared with the silver finish to the BR black models, the detail is no less impressive with super rivet, spring and axlebox detail, together with sand boxes, sand pipes and white-rimmed metal wheels. On test our review sample proved sure-footed throughout thanks to its heavily weighted chassis and centrally-mounted twin-flywheel five-pole motor, which operated smoothly throughout the speed range. A 12 coach train proved to be no match for our sample's power. As with the previous releases, 10203 is fitted with a 21-pin Digital Command Control (DCC) decoder socket and a 28mm diameter 8ohm 2watt speaker (the latter in all versions), to

aid digital sound installations. Headcode lighting operates in the direction of travel on both analogue and digital, while cab interior lighting only works under digital. Small tension lock couplings are fitted in NEM pockets, while a set of alternative bogie weights is included if you don't wish to use the factory-fitted slotted versions for use with the coupling.

OVERALL

Given there were just three examples of Bulleid's 1-Co-Co-1 diesels built, it really is quite astounding that this model has appeared at all and the fact that this latest release represents a variation incorporating the detail differences too, is simply outstanding. Excellent and available now. (MC)

Kernow delivers UNIQUE CLASS 31s

● Price: £169.99 DCC ready (£289.99 DCC sound-fitted) ● Cat No: R3674/R3675 ● Site: www.kernowmodelrailcentre.com ● DCC: DCC ready, 8-pin socket



Below: The unique Railway Technical Centre livery of 97204 will stand out on any late 1980s period layout.

Right: Decoration is excellent on 97204, including the British Rail Research lettering.

KERNOW MODEL RAIL CENTRE (KMRC) has recently taken delivery of these colourful Hornby 'OO' gauge BR Class 31 A1A-A1A diesel locomotives. Exclusive to the retailer, they represent different periods in time with D5579 in BR golden ochre (Cat No. R3674) and 97204 in British Rail Research red and grey livery (R3675). Built at Brush Traction's Loughborough Works,

D5579 entered traffic in early 1960 and was initially allocated to Stratford depot (30A) in its experimental golden ochre livery. Meanwhile, D5861 (later 97204) was also outshopped by Brush at Loughborough in 1962, initially heading to Sheffield Darnall (41A) in BR two-tone green. Fast forward to the 1980s which saw it withdrawn from service twice and subsequently reinstated both times too, the second time



Hornby Class 121 returns with RailRoad

● Price: £69.99 ● Cat No: R3665 ● Site: www.hornby.com
● DCC: DCC ready, 8-pin socket



The popular Class 121 single car Diesel Multiple Unit (DMU) has returned from Hornby, but this time the ex-Lima railcar is available under the RailRoad banner. It models one of the final pair operated by Chiltern Railways, 121034 in BR green with straw lining, small yellow warning panels and high intensity lights. Being a RailRoad model the decoration

has been reduced to suit the price point, but even so it represents excellent value for money at just under £70.

While it may not have the full attention to decoration that a main range product does, Hornby makes up for this in other ways. The RailRoad 121 has small tension locks in NEM pockets, a smooth running five-pole

motor using Hornby's upgraded mechanism for the former Lima products and it is DCC ready with an 8-pin decoder socket.

The choice of subject is ideal too as 121034 only bowed out from service with Chiltern Railways in May 2017 bringing an end to first generation DMU operation on the national network. (MW).



Golden Ochre D5579 was a Stratford allocated locomotive while carrying this experimental colour scheme. Hornby has done an excellent job of replicating it for Kernow Model Rail Centre.

to Departmental service at Derby Research Technical Centre in November 1987. It received its new identity and colour scheme and could be seen on test trains throughout the period before being renumbered 31970 in mid-1989.

Both models are Hornby products and equally eye-catching, thanks to a splendid application of their respective colour schemes. D5579 features all-round golden ochre, relieved by two white stripes and a plain grey roof while 97204 displays the flair for developing colourful liveries in the 1980s and certainly looks the part with its upper red and lower grey bodysides, plus all-round black stripe which also followed the shape of the cab front. Yellow cab fronts, cab roofs and black central roof section complete 97204's livery application.

D5579 carries headcodes 1F43 and 6C60 either end, while 97204 features 'domino' style headcodes at both ends. As we've come to expect from Hornby, both models display a high-quality evenly-applied paint

finish with good paint density and crisply printed numbers, lettering and logos.

Both come with separately applied metal handrails, windscreen wipers, sprung metal buffers, opening cab doors, detailed cab interiors and flush glazing. As with some previous releases, the roof fan is now a static item.

Performance of our review samples was superb, displaying smooth running qualities whilst on test. Each is fitted with an 8-pin Digital Command Control (DCC) decoder socket as well as directional head and tail lighting - though the original yellow marker lights have now been replaced with less authentic white LEDs - together with small tension lock couplings in NEM pockets. Bufferbeam detailing is factory-fitted at one end, while a separate pack of detailing parts and couplings is also included for the other.

With 350 certificated examples of each available, they are sure to prove popular. (MC)



RECOMMENDED READING

British Type 3 Diesel Locomotives

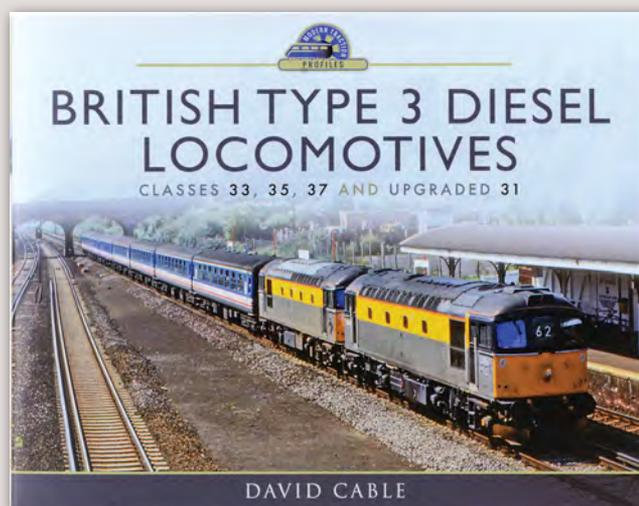
- **Author:** David Cable ● **Publisher:** www.pen-and-sword.co.uk
- **ISBN:** 978 1 47389 9681 ● **Price:** £30 ● **Spec:** 264 pages, hardback

CONTINUING the series of Modern Traction Profiles picture volumes from Pen and Sword is this recent tome by David Cable on British Type 3 diesel locomotives.

As the title suggests it focuses on Type 3 traction such as BR Class 33, 35 and 37s, as well as also widening the boundaries slightly to include Class 31 traction (strictly speaking a Type 2) too. The book opens with a quick introduction to each class together with an outline of the colour schemes carried and some of the duties carried out.

Around 250 full colour pictures are reproduced in landscape format, mostly from the author's photographic collection with

some real treats including yards and infrastructure that has since been rationalised or disappeared altogether. With one photograph per page, you get to see plenty of detail, which is ideal for modellers, whether it be double-headed Class 31s on snowplough duty at Buxton with the station's distinctive arched window in the background, rarely photographed Class 33/1+4TC+8VEP train formations on the Waterloo to Basingstoke main line, double-headed 'Hymeks' on passenger trains or Class 37/4s on long-gone West Highland freight duties. Captions are brief but informative, allowing the photographs to tell the story.



Again, this volume offers much for the railway modeller to observe - from the general railway environment to how

locomotives and rolling stock weathered in the real world and classic departmental, freight and passenger train formations. (MC)

LNER Dynamometer Car takes to the rails

**FIRST
REVIEW**



RAILS OF SHEFFIELD'S EAGERLY awaited 'OO' gauge London and North Eastern Railway (LNER) Dynamometer Car has arrived, and it has certainly been worth the wait.

Built at York Carriage Works, the North Eastern Railway (NER) designed vehicle entered traffic in 1906 as Dynamometer Car 3591 and was used to measure locomotive performance, including drawbar pull and speed. Alterations over the years resulted in corridor connections being added together with Gresley bogies and the distinctive NER style window duckets incorporated, which added to the practicality of the vehicle. By this stage it had been renumbered as 23591 and finished in imitation LNER teak.

On July 3 1938 it was in this form that the vehicle was coupled to Gresley 'A4' 4-6-2 4468 *Mallard* for its legendary record-breaking run along the East Coast Main Line when it reached 126mph between Grantham and Peterborough. Given its historic significance, the prototype now resides in the Railway Museum's National Collection.

Since the model's launch onboard the prototype at its home in York in April 2017, expectation has been high regarding the level of detail promised by Rails of Sheffield and



its manufacturing partner Rapido Trains.

Two versions of this exclusive model are available – our review sample of 1938 condition 23591 (version one) and also a post-1946 option as 902502 (version two) – both in LNER teak livery with a highly detailed body and window duckets. Peer through the windows, and a fully detailed and decorated interior is included with a desk and collection of instrumentation, together with seating, cabinets, cupboards, internal doors, stove, tables, toilet, brake lever and more. Given the speed the prototype

might be expected to travel, it also features separately applied handrails to the interior.

Externally, the model incorporates neatly rendered panelling, doors, handles, grab rails, flush glazing and more. This extends to finely crafted corridor connections, steps, sprung buffers and neatly moulded instrumentation and train plug sockets on the ends, plus ventilators, fine conduit and elegant clerestory glazing to the roof. Etched window protector grilles are factory-fitted to one end, while further etched screens are also included separately for applying to the opposite end, presumably as they stick out a little further and could get damaged in transit.

Underframe detail is equally well appointed with Gresley bogies, brake gear, pipework, cylinders, footboards, steps and, of course, the distinctive white measuring wheel which could be raised or lowered on the prototype but is understandably static on this model.

Decoration is superb, application of the LNER teak appearing particularly effective, together with an off-white roof, silver buffers and delightfully decorated interior elements with apparatus and dials picked out appropriately. Crisply printed LNER shaded numbers and lettering are neatly applied, as are the legible small socket labels at each end.



The dynamometer car comes with a magnetic 'wand' to turn the interior lights on and off.

- Price: £125
- Cat No: Dynamometer V1
- Site: www.railsofsheffield.com
- Era: 3

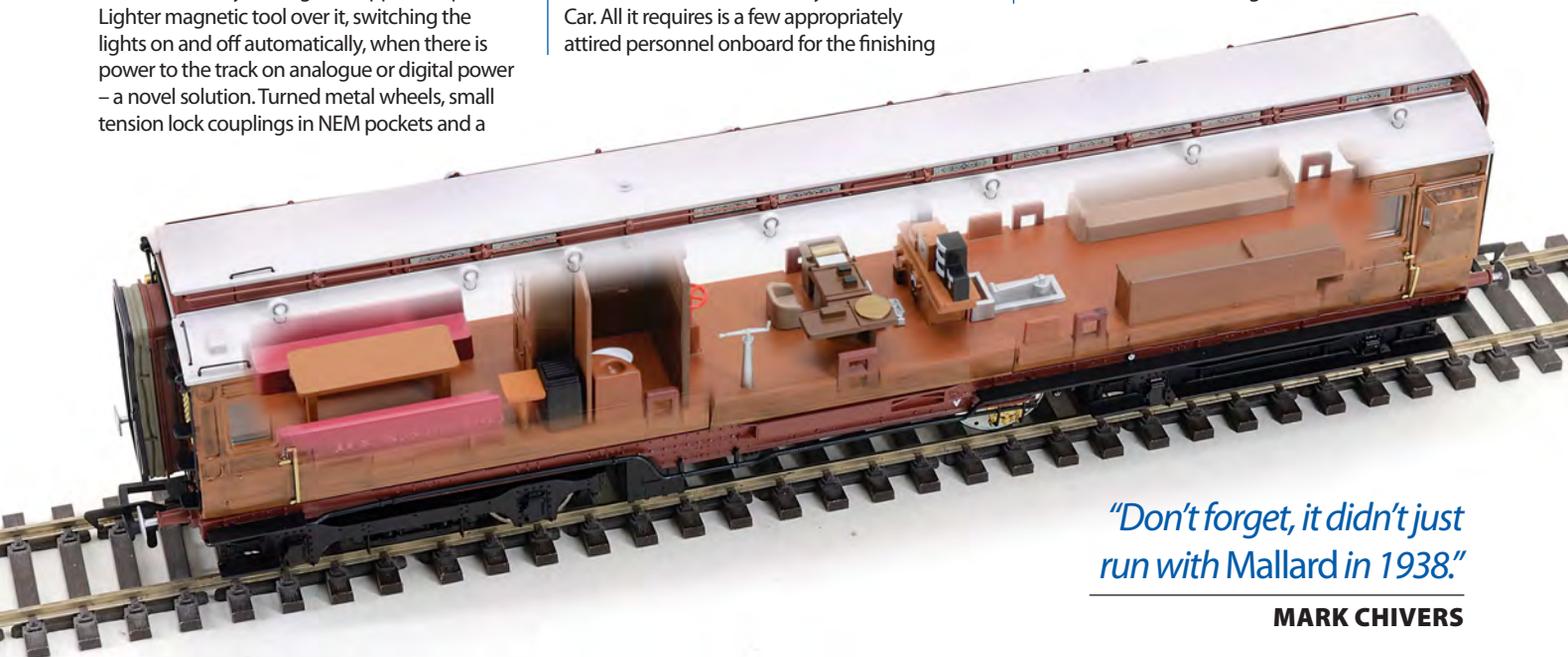


To help appreciate the instrumentation and detail within, the model also comes with interior lighting which is controlled through an internal switch in the centre of the roof and activated by waving the supplied Rapido Lighter magnetic tool over it, switching the lights on and off automatically, when there is power to the track on analogue or digital power – a novel solution. Turned metal wheels, small tension lock couplings in NEM pockets and a

detailing pack containing cosmetic coupling hooks and brake pipes complete the package.

Rails of Sheffield and Rapido Trains have delivered a truly special 'OO' gauge model of the National Collection's Dynamometer Car. All it requires is a few appropriately attired personnel onboard for the finishing

touch – and don't forget, it didn't just run with *Mallard* in 1938, it was regularly used for testing an assortment of locomotives while the later post-1946 version was used in the 1948 Locomotive Exchange Trials. (MC)



"Don't forget, it didn't just run with Mallard in 1938!"

MARK CHIVERS

'OO' GAUGE

'B4' Figures



- Price: £10 painted/£5 unpainted plus p&p
- Cat No: FF131/132/133
- Contact: 01428 727341
- Era: 2-5



'OO'/HO GAUGE

Pots galore!



- Price: £9.95
- Cat No: GM106/GM107
- Site: www.gaugemaster.com
- Era: Any

If you're looking for ideas to populate gardens or greenhouses look no further than these potted flowers and plants, suitable for 'OO' use. Each pack contains nine decorative pots filled with colour. The first set (Cat No. GM106) utilises

plants formed from fine card and coloured flock, while the second set (GM107) features potted flowers formed from static grass material and different coloured flocks. Each has been neatly formed and finished in a terra-cotta pot. (MC)



'N' GAUGE

Gaugemaster figures

- Price: £2.95 ● Cat No: Various ● Site: www.gaugemaster.com ● Era: 8-11

Gaugemaster has added more packs of pre-painted 'N' gauge figures from the Kestrel range to its catalogue including a set of modern-era bricklayers (Cat No. GMKD74), delivery workers (GMKD75) and people enjoying their lunch (GMKD76).

The bricklayer set contains nine painted figures in a series of suitable action poses such as climbing a ladder (ladder also included)

and holding a hammer, while the delivery set includes seven figures such as a man with a trolley, a postman and a fast-food delivery cyclist, plus a bike and two different types of mail box. Finally, the set of figures taking in lunch comprises nine male and female figures either eating or heading for lunch!

Perfect for creating small cameo scenes in 'N' gauge and priced to suit any budget. (MC)



QUICK OFF THE MARK, Master Piece Figures has added three sets of 'OO' gauge cast metal locomotive crew suitable for Dapol's recently released London & South Western Railway 'B4' 0-4-0T (HM134).

Available unpainted or fully decorated, set A (Cat No. FF131) includes a driver with right arm on the regulator while the fireman is mopping his brow, set B (Cat No. FF132) features the driver with right arm on the regulator while the fireman leans at the left hand door with hand on the cabside while set C (FF133) sees the driver again with right hand on the regulator and the fireman leaning on the left-hand gate towards the corner of the tank. Incidentally, set C has been designed specifically for Dapol's 'B4' 0-4-0T 96 *Normandy*, which has a different style of cab.

Each of the figures features a slightly different pose and our review samples were well painted and appropriately 'dirtied' too, indicating a hard-working crew! Excellent and timely additions. (MC)



'HO' GAUGE

Miniature figures relax at ease

- **Price:** £19.50
- **Cat No:** 10697
- **Site:** www.gaugemaster.com
- **Era:** 8-11



With summer here, thoughts turn to relaxing in the sunshine, so why not on your layout too? This latest pack from Preiser contains six pre-painted 'HO' scale figures with a pair of tennis players, a couple sat ready to picnic, someone relaxing with a book and another dozing.

To make things more comfortable, four moulded plastic rugs are supplied with different designs, plus four different rucksacks and bags are also included.

Suitable for 'HO' use, they're fun and a little different to the norm. (MC)

'OO' GAUGE

Peter's Hornby and Lima spares

- **Price:** from £5.99
- **Cat No:** Various
- **Site:** www.petersspares.com
- **Era:** N/A

Recently added to Peter's Spares range of model railway spare parts are these replacement traction tyre and carbon brush packs for Hornby and Lima locomotives. Amongst the packs available are replacement small tyres (Cat No. PS80) for Hornby locomotives (PS80), together with small tyres (PS41) and large tyres (PS42) for Lima locomotives. Each pack contains ten replacement traction tyres, with the Lima packs priced at £5.99 and the Hornby replacement pack priced £8.99. Replacement carbon brush and spring packs (PS66) for Hornby locomotives are also now available, priced at £2.99 per pair. (MC)



'OO' GAUGE

Replacement coach wheelsets

- **Price:** £3 per pair
- **Cat No:** PS82/83/84
- **Site:** www.petersspares.com
- **Era:** N/A

If you are looking to replace older 'OO' gauge plastic carriage or wagon wheelsets, Peter's Spares of Middlesbrough has added three new packs of blackened metal replacements. Three sets are available, each containing one pair of 25.6mm x 2mm axles fitted with 12.6mm three-hole wagon and coach wheels (Cat No. PS82), 12.6mm eight-spoked wagon wheels (PS83) or 14.1mm disc coach wheels (PS84). Each axle features one live and one insulated wheel to assist with adding pick-ups. (MC)



'OO' GAUGE

Roll out the barrels

- **Price:** £6.50/£8.95
- **Cat No:** FL139/QS423
- **Site:** www.harburnhobbies.com
- **Era:** 3-8

Harburn Hobbies' range of stonecast model railway details includes these sets of one-piece moulded barrels, albeit very different in appearance. Measuring 66mm x 26mm, the part-covered barrel load (Cat No. FL139) from Harburn Hamlets is ideal as a vehicle load or for utilising in a yard or depot, while the fish barrels and loading chutes (QS423) are more suited to a quayside location. Measuring 70mm x 34mm, this moulding includes full and empty fish barrels, together with two loading chutes and a pair of loaded barrels underneath. Small details that can make a big impact. (MC)



ALL SCALES

Forest floor flock

- **Price:** £3.95 ● **Cat No:** GM179
- **Site:** www.gaugemaster.com ● **Era:** Any

A recent addition to Gaugemaster's range of scenic modelling materials is this pack of green scatter. Containing a mixture of dark, medium and light green flock, foam and static grass material, the combined colourway is intended to represent a forest floor. Each pack contains 30g of scatter, which would add the finishing touch to a woodland scene. (MC)



Grainflow for Bachmann

'N' Class 37/0

● Price: £129.95 ● Cat No: 371-470 ● Site: www.bachmann.co.uk
 ● DCC: DCC ready, 6-pin socket ● Era: 8



BACHMANN'S 'N' gauge Class 37/0 returns to the Graham Farish range as 37068 *Grainflow* in Railfreight Distribution (RfD) livery. Built at English Electric's Vulcan Foundry in the early 1960s as D6768, 37068 rose to fame in September 1987

when it was named *Grainflow* at a ceremony in Ely. Body styling matches the prototype utilising the split headcode flush-panelled model with high intensity headlight. Application of the RfD triple grey livery is up to the standard we've come to expect from Bachmann

with a high-quality paint finish, crisp separation between the triple grey body and roof colours, orange safety warning line and neatly printed RfD sector logos. *Grainflow* nameplates and badges also look the part, as do the RfD cabside strips to the number two end. Bodyside grilles are painted black together

with the nose bonnets which also feature factory-fitted aerials. A six-pin Digital Command Control (DCC) decoder socket is fitted to the top of the chassis, while directional lighting, Rapido couplings in NEM pockets and a pack of snowploughs and detailing parts complete the model. (MC)

FARISH COLAS RAIL FREIGHT '66'



● Price: £134.95
 ● Cat No: 371-387
 ● Site: www.bachmann.co.uk
 ● DCC: DCC ready, 6-pin socket
 ● Era: 10/11

New to Bachmann's Graham Farish 'N' gauge range is Class 66 66846 in Colas Rail Freight livery. Beginning its career as 66573 under Freightliner ownership, the General Motors built locomotive was acquired by Colas Rail Freight in mid-2011 and subsequently re-liveried and renumbered as 66846.

Bachmann has made an excellent job of replicating the livery on the model's corrugated sides with an evenly-applied orange, yellow and black paint finish, capturing the appearance of its full-size counterpart well, even down to the slight difference on each side where the orange

and yellow separation bisects the company name. Crisply printed Colas Rail logos, numbers, data panels and overhead line warning flashes feature on both sides, together with many of the smaller details and signs to the underframe and bogies too, which help enhance the model further.

As with previous releases, the locomotive features a 6-pin Digital Command Control (DCC) decoder socket, directional head and tail lights and comes with a separate pack of bufferbeam detailing parts. 66846 is sure to prove popular in this contemporary colour scheme. (MC)

Maroon Hawksworths

● Price: £36.95 ● Cat No: 374-512/374-537
● Site: www.bachmann.co.uk ● Era: 5



A pair of GWR Hawksworth carriages are amongst the latest rolling stock to arrive from Bachmann's 'N' gauge Graham Farish range. This is the first time that this fine collection of Western Region carriages has been available in BR lined maroon from Farish.

Our two samples were decorated as Third Class Corridor Brake Composite (BCK) W2253W and Corridor Second (SK) W786W.

Neatly finished throughout, the models feature the distinctive Hawksworth curved roof, detailed interiors, separately fitted pipework, neatly moulded gangway connections and well

executed underframe details.

Decoration is excellent, both models displaying an evenly-applied maroon paint finish with grey roof and neat bodyside and cantrail lining. Crisply-printed numbers, turned metal wheels and Rapido couplings in NEM pockets add the finishing touches. (MC)

Network Rail Mk 2 BSO

● Price: £34.95 ● Cat No: 374-683
● Site: www.bachmann.co.uk ● Era: 9/10

Adding a splash of colour to proceedings is this Bachmann 'N' gauge BR Mk 2b Open Brake Second (BSO) in Network Rail yellow.

Representing Network Rail's Track Recording Train Dormitory coach DB977337, it was used as sleeping accommodation for onboard staff.

While the model uses Bachmann's standard BR Mk 2b carriage as its base, the manufacturer has made an impressive job of the exterior decoration to better represent the prototype with its myriad painted and plated sections. Some



patched panels and grilles along the tumblehome on one side are necessarily printed, due to tooling

limitations, but still look the part from normal viewing distances. With Network Rail vehicles

a regular sight on the modern railway, this is sure to be a popular addition to the range. (MC)

RECOMMENDED READING

ATLAS OF RAILWAY STATION CLOSURES

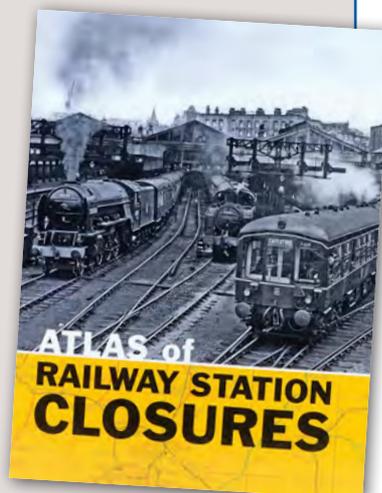
● Publisher: www.crecy.co.uk ● ISBN: 978 0 86093 6770 ● Price: £25 ● Spec: 160 pages, hardback

NEW FROM CRECY IS this atlas focusing on railway station closures across the rail network since the 19th Century. Straight from the get go, the introduction explains that the resulting volume is the work of many with the aim of dispelling the myth that a certain Dr Beeching was solely responsible for the majority of line and station closures across the railway. The atlas is divided into sections consisting of 45 pages of colour-coded schematic maps, a 29-page

gallery and a comprehensive 76-page index of all railway stations and their status, including those that remain open today – suffice to say there are a lot that appear in black (closed). Maps are colour coded according to the period or decade that a railway line or station closed from the 19th Century right through until recent times, and focus mainly on when passenger services ceased, although some remained accessible for freight traffic after this.

From a modeller's perspective this is an interesting reference

volume - especially if you are considering a location and a premise upon which to develop a layout. Not only that, the gallery features a selection of images of a railway that had enjoyed better times and offers an insight and potential modelling opportunity to replicate this state should you wish. Whilst highlighting the decline and even destruction in the lead-up to and post closure, the photographs offer a glimpse of railway infrastructure, platforms, station furniture, signage, closure notices and more. (MC)



Minerva shows off sound equipped '57XX'

● Price: £390.00 ● Cat No: GV2015 ● Couplings: Working screw links
 ● Site: www.minervamodelrailways.co.uk ● Era: 3 ● DCC: 8-pin socket

MINERVA MODEL Railways has taken delivery of the last version of its series of Great Western Railway '57XX' and '8750' 0-6-0PTs for 'O' gauge – the riveted cab tank '57XX' design. The first of this specialist 'O' gauge manufacturer's 'Panniers' debuted in September 2017 (HM125), but this time we have been supplied a version with factory fitted sound too.

The riveted tank '57XX' follows the same high standards of moulding and production as the original '8750' 0-6-0PT which we received from Minerva. The level of detail is excellent with a large number of separately fitted components on the injection moulded plastic body. This includes handrails, chimney, dome, lamp irons, pipe work, sprung buffers, sprung screw link couplings, brake rigging and more. An accessory pack also includes optional vacuum brake pipes plus you also get a discount code for Narrow Planet locomotive numbers for the Minerva 'Panniers' and ModelU crew figures to suit the '57XX'.

The stand out external feature of this model is the riveting on the pannier tanks. This is superbly done with fine rivet heads on both tanks to give this version a

FIRST REVIEW

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 TO SEE THIS IN ACTION

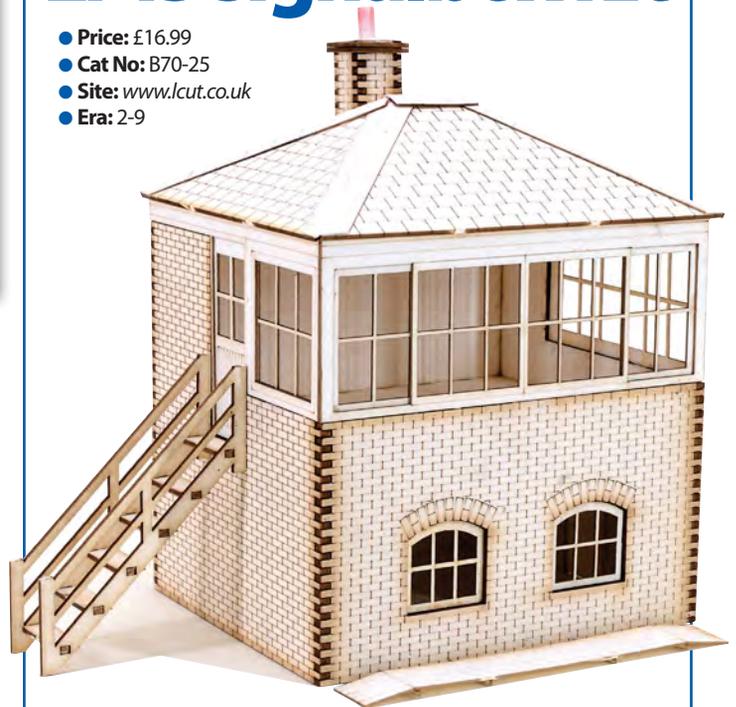


unique appearance. It is available in plain green, Great Western lettered (as featured here) and BR black with early or late crests. There is also an option for early crest locomotives with top feed arrangement for those looking to customise their purchase further.

The highlight of this particular sample though is its Digital Command Control (DCC) sound decoder. It is equipped with a Zimo MX645R 8-pin decoder and a Zimo 3D printed speaker. The sound file has been engineered by Paul Chetter and includes Zimo's braking feature – a fantastic addition to the driveability of these decoders – 28 functions, heavy and light exhaust beats, programmable whistles and equally important quality coasting sounds. Much

LCUT Creative 'O' gauge LMS signalbox kit

- Price: £16.99
- Cat No: B70-25
- Site: www.lcut.co.uk
- Era: 2-9



LCUT CREATIVE has added this small LMS pattern signalbox to its range of 7mm:1ft, 'O' gauge, laser cut kits. The building takes inspiration from Shap signalbox on the West Coast Main Line and is available in right- and left-hand staircase formats.

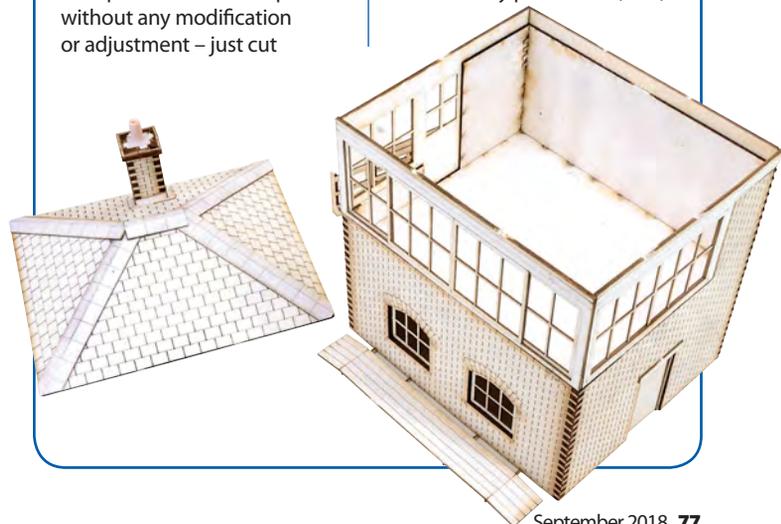
The kit comprises a combination of laser cut parts using laser board ranging from 0.45mm to 2.6mm thickness. It is well designed and comes with clear instructions which make assembly a straightforward process. Our review sample took less than an hour and a half to construct, excluding drying time for the roof components.

All of the components are neatly cut in the kit and also fit the apertures where required without any modification or adjustment – just cut

them from the sprues with a sharp knife and glue the parts together. We used Deluxe Materials Glue N Glaze adhesive applied through the same manufacturer's fine tip applicator. The advantage here is that the glue dries clear and is controlled in its application through the fine tip.

The only elements not included in the standard kit are glazing for the windows and an interior. The latter is available as a separate kit from LCUT for £18.99 while glazing can be added using readily available plastic sheet or by reusing clear plastic packaging.

Once assembled the kit builds into an attractive structure which is strong and finely detailed. A perfect addition to a developing 'O' gauge layout and modestly priced too. (MW)



of this can be customised too with a basic understanding of adjusting Configuration Variables (CVs) on DCC decoders.

The main exhaust sounds are excellent and modulate between a heavy and cruising exhaust sound automatically. You can also interrupt this manually by using F5 which mimics the reverser moving to a short valve travel to soften the exhaust beat. If you are allowing the locomotive to work with its automatic sounds, an increase in power takes the sound file back up to an accelerating sound as if the driver has opened the regulator wider to build up speed.

The braking feature is a brilliant part of the Zimo decoder software which was developed to more realistically mimic real life driving situations. Using F2,

a momentary function button, the speed can be wound right down on the DCC handset throttle and F2 can be used to trim the speed gradually to bring the locomotive to a stop. Controlled emergency stops can be carried out by holding your finger on the F2 button on a handset.

A large collection of additional ancillary sounds including high and low whistles, coal shovelling, coupling, ejector, buffering up, safety valves, water filling and guard's whistles can also be used from its extensive armoury.

With its sub £400 price tag this sound equipped version of the latest Minerva 'Pannier' is a great addition to its line up which will be equally at home on shunting layouts as it is on the main line. Excellent and available now. (MW)

The Model Centre delivers **BOLSTER AND PLATE WAGONS**

● Price: £24.95-£49.96 ● Cat No: 38-825Z, 38-826Z, 38-855Z ● Site: www.themodelcentre.com ● Era: 4/5

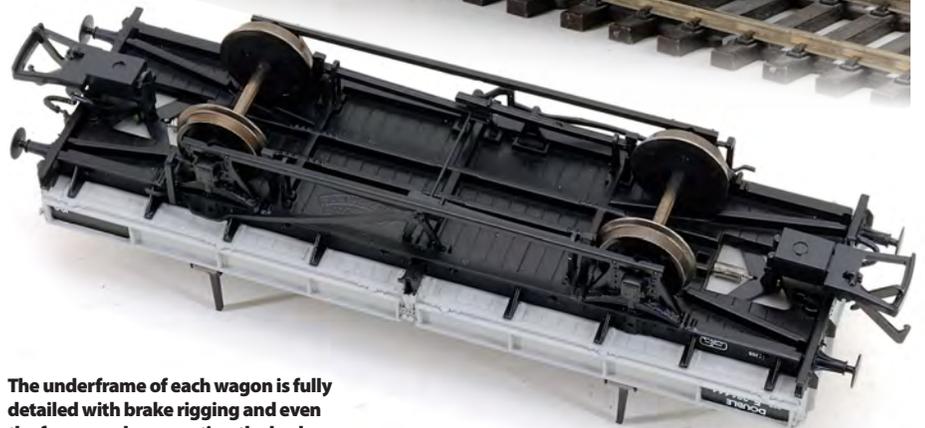
**FIRST
REVIEW**

NEW STEAM ERA goods wagons are always a welcome arrival in the *Hornby Magazine* office and in the past few years the diversity has increased greatly as the majority of the standard wagons have been produced.

The Model Centre (TMC) commissioned Bachmann to produce 'OO' gauge ready-to-run models of the numerous London and North Eastern Railway (LNER) 22ton double bolster and plate wagons and the first production examples touched down in the *Hornby Magazine* office at the end of July. We've been looking forward to these long wheelbase wagons arriving to expand the array of goods traffic which it is possible to run on our layouts. Parkside Models has produced kits for both in 'OO' for many years, but these new additions are set to eclipse them in terms of detail and operation.

The LNER double bolster wagons were introduced in 1945 with 1,050 being built over the next four years. Following nationalisation these vehicles spread to the Midland Region as well as their native Eastern area and carried BR freight grey throughout the 1950s and into the early 1960s. In the second half of the decade the double bolsters began to be repainted in BR bauxite livery along with other unfitted wagons.

For review we had the opportunity to inspect both BR grey and BR bauxite examples. The grey wagons were delivered in a twin pack (Cat No. 38-826Z) containing M726282 and E286444. The two vehicles have different axlebox styles while detailing includes neatly produced bolster stanchions with hoops around the bottom, a moulded deck with correct planking and a finely produced outer body. The underframe is excellent too with full relief brake rigging, underframe detail and free running metal wheels. Sprung self-centring NEM coupling pockets are provided on all examples together with



The underframe of each wagon is fully detailed with brake rigging and even the framework supporting the body.





BR bauxite double bolster B920055 represents a 1949 built wagon with plate front axleboxes and RCH W irons.

static buffers while a detailing pack contains bufferbeam pipework and a dummy three-link coupling to further enhance these wagons.

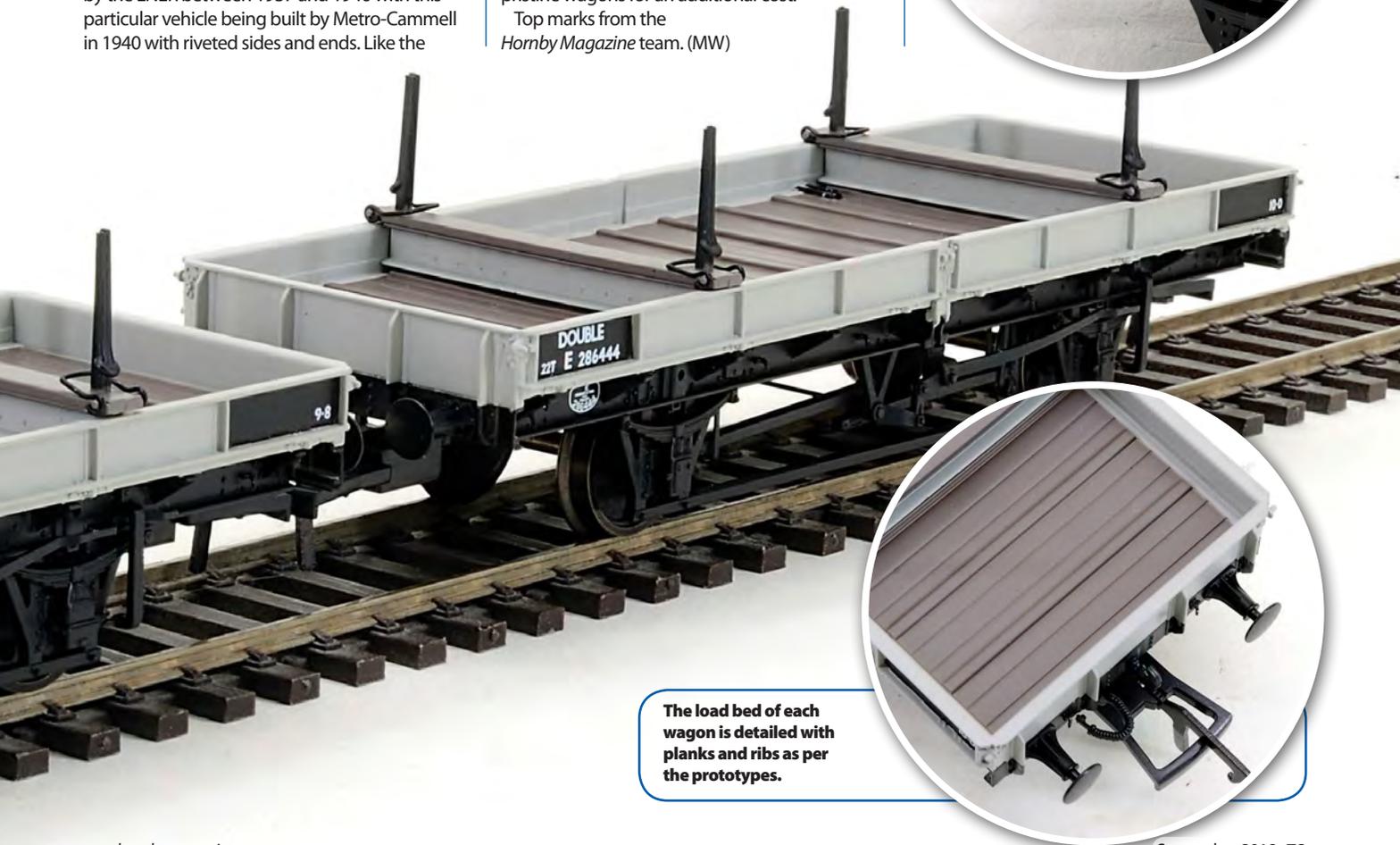
Decoration on the BR grey examples is excellent with consistent application of the base colour across both vehicles topped off with appropriate lettering and numbers. The BR bauxite solo example meanwhile (Cat No. 38-825Z) models a mid-1960s wagon with a tan coloured load bed. The level of detail, both physical and decoration, is identical to that of the BR grey examples with superb printing of the lettering. The bauxite example is B920055 which was an early BR wagon built at Wolverton in 1949. It has plate front axleboxes and RCH W irons.

Completing our review quartet is Plate wagon E239992 (38-855Z). 2,594 Plate wagons were built by the LNER between 1937 and 1946 with this particular vehicle being built by Metro-Cammell in 1940 with riveted sides and ends. Like the

double bolster wagons the level of detail is excellent on the body while it shares a common chassis which has plate front RCH axleboxes and RCH W irons. Presentation is excellent too with matching BR unfitted freight grey livery and detailed markings on the wagon sides.

Beyond these four vehicles there are another ten to choose from including departmental Plate wagons in BR black and olive green liveries, reach wagons, more individual double bolsters and internal user wagons. They are excellent additions to the growing range of steam era goods wagons and we highly recommend a visit to the TMC website to view the full range. TMC has also produced steel plate loads for its new wagons and offers customers choice to add various degrees of weathering to the pristine wagons for an additional cost.

Top marks from the *Hornby Magazine* team. (MW)



The load bed of each wagon is detailed with planks and ribs as per the prototypes.

BR's brilliant 'Britannias'

One of the locomotives that featured in the celebrations to mark the end of steam on British Railways, 50 years ago this month, was a member of the famous 'Britannia' class. These short-lived popular Standard 'Pacifics' were much loved by enthusiasts, as **EVAN GREEN-HUGHES** recalls.

WHEN 70013 *Oliver Cromwell* pulled into Carlisle station at 3.29pm on August 11 1968 at the head of the '15 Guinea

Special' and was replaced with a pair of LMS 'Black Fives' it was an event that marked the end of normal service for the hugely-popular 'Britannias' which, despite being less than 20 years old, were destined to end their days as piles of scrap to be replaced by diesel and electric traction.

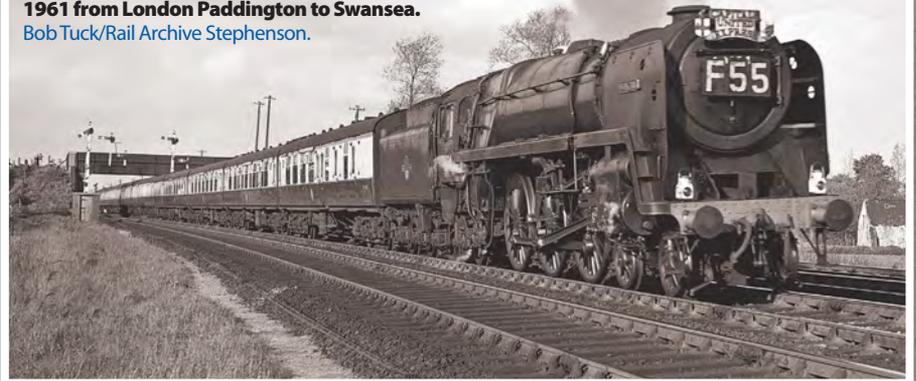
The 'Britannias' came about due to the desire of the newly-nationalised railway to introduce a range of standard locomotives of modern design which would be both economical to construct and also cheap to operate. Amongst the 12 standard designs were two for high-powered mixed-traffic 'Pacifics' which would share common components with other designs and be suitable for use on a wide variety of routes. Both would be pretty similar, but one would have 6ft diameter driving wheels while the other would be intended for faster trains and would have wheels six inches bigger. In the event the 'Britannias' emerged with a compromise 6ft 2in driving wheel with proposals for the two classes being amalgamated into one design.

Prior to this the 4-6-2 wheel arrangement had been more commonly used on express passenger locomotives but the Southern, under Oliver Bulleid, had shown that this arrangement was also most suitable for mixed traffic locomotives as it also allowed for a wide firebox to be fitted. Elements of Bulleid's designs, such as the trailing truck, were used on the new engines while the boiler design was new, although using a Belpaire firebox as favoured by most of the 'Big Four' pre-war companies.

A first for such a large engine was the use of only two outside cylinders, whereas previous 'Pacifics' had three or four. This was for ease of maintenance and was a feature shared with all other standard engines apart from the solitary *Duke of Gloucester*. Many time-saving features were incorporated such as self-cleaning smokeboxes, roller bearings and rocking fire grates in an attempt to make the economics of steam operation more comparable with up and coming diesel designs.

The 'Brits' weren't as well received on the Western due to them being left-hand drive. Additional grab points were also provided on the smoke deflectors of Western 4-6-2s. 70024 *Vulcan* passes St Mellons with the 3.55pm down 'Capitals United' on May 9, 1961 from London Paddington to Swansea.

Bob Tuck/Rail Archive Stephenson.



FIRST STANDARDS

The 'Britannia' was the first of the new standard designs to enter traffic with 70000 *Britannia* leaving Crewe Works in January 1951 as the first of an initial order for 25 locomotives which cost £20,114 each or £20,228 if fitted with the Automatic Train Control apparatus as used by the Western Region. Two more batches followed until there were 55 engines with the most expensive being the final five which came out at £23,987 each due to being fitted with a larger tender.

Interestingly, although the class was described as a standard, there were a lot of variations even as examples left works. An original intention to fit roller bearings all round was later changed so that some engines had plain bearings for comparison purposes resulting in 70035-70039 having plain bearings on the leading and trailing coupled wheels while 70040-70049 had plain bearings all round including on the pony truck. Two engines, 70043-70044, were built with air compressors and air brake equipment for working brake trials which meant that they did not initially have smoke deflectors fitted, although these soon resorted to normal configuration.

The majority of 'Britannias' had the BR1 tender but five had the BR1A with increased water capacity while ten had the BR1D which held nine tons of coal instead of seven and also 500 gallons of water more than the standard tender.

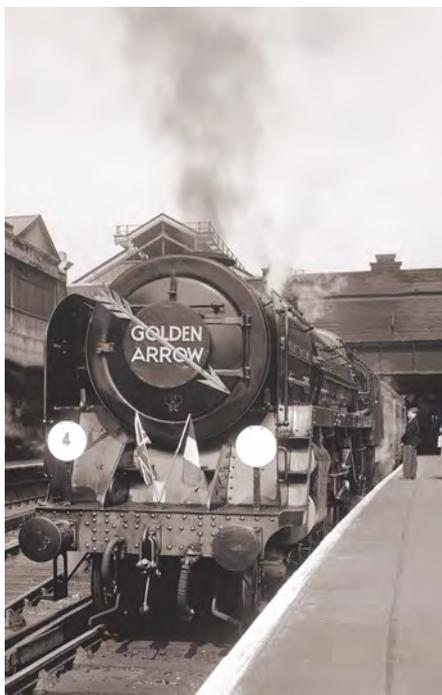
When first built *Britannia* was outshopped in plain black livery which it carried during trials in early 1951. Soon it gained lined Brunswick green livery, this being applied to the whole class until plain green began to appear on some examples from 1963 onwards. Most of the class carried nameplates from new except for 70043-70054 which gained them later, although 70047 was never named. While there was no pattern to the names applied some did reflect the region to which an actual engine was first allocated. The name *Britannia*, and those fitted to the majority of engines up to 70013, had all been used before in some cases by multiple companies while 70014-70029 had names originating from former GWR locomotives. The names fitted to 70049-70054 reflected their Scottish allocation. »



Left: Specially polished 'Britannia' 70004 *William Shakespeare* stands at Eastleigh shed just after being exhibited at the Festival of Britain on the South Bank in 1951.
[J.D. Mills/Rail Archive Stephenson](#)

Below: 'Britannia' 70053 *Moray Firth* makes a dramatic ascent of Shap on the West Coast Main Line heading south from Glasgow on September 14 1955. These two-cylinder mixed traffic 'Pacifics' were seen across the entire BR network.
[W.J. Verden Anderson/Rail Archive Stephenson.](#)





On the Southern the 'Britannias' were well known for their use on the 'Golden Arrow' Pullman train from London Victoria to Dover. On April 21 1956 70004 William Shakespeare carries the full 'Golden Arrow' regalia as it waits to depart from Victoria. Lewis Coles/Rail Archive Stephenson.

NATIONWIDE

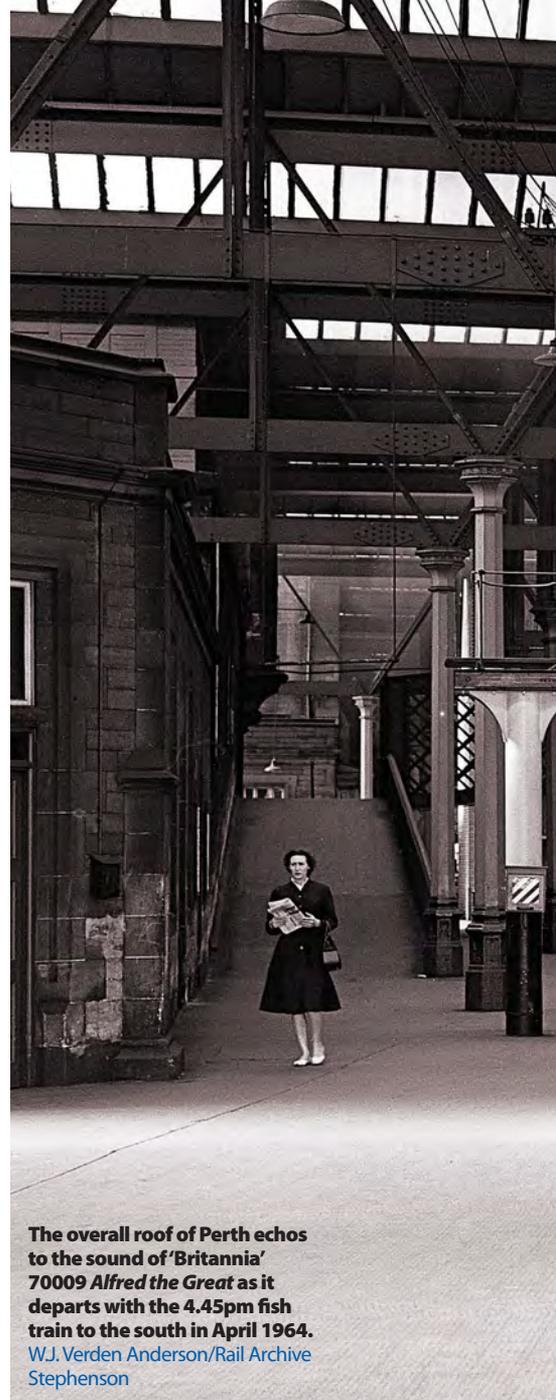
The initial batch of locomotives was allocated to the Eastern Region to work Liverpool Street to Norwich expresses while those from 70015-70024 went to the Western with allocation split between London and Devon. Transfers soon saw 70004 on the Southern Region along with 70014 where the pair were used on the 'Golden Arrow'. High mileages were initially worked, particularly on the Great Eastern in this early period, and their performance was exploited in a new timetable which allowed only 76 minutes for the journey from London to Ipswich.

Once the second batch became available the class became more widespread with examples sent to Cardiff Canton, Holyhead, Manchester, Stratford and Norwich where they were mainly deployed on express work. The third batch,

FACTS AND FIGURES	
Designer:	Robert Riddles
Built:	1951-1954
Builder:	British Railways, Crewe Works
Purpose:	Mixed traffic
Numbers:	70000-70054
Power classification:	'7MT'
Wheel arrangement:	4-6-2
Weight (locomotive):	94tons 4cwt
Weight (tender):	49tons 3cwt (BR1) 52tons 20cwt (BR1A) 54tons 20cwt (BR1D)
Bogie wheel dia':	3ft 0in
Driving wheel dia':	6ft 2in
Pony truck wheel dia':	3ft 3in
Length (over tender):	68ft 9in
Width:	8ft 8in
Height:	13ft ½in
Boiler (taper):	5ft 9in to 6ft 5in
Boiler pressure:	250psi
Cylinders:	Two, outside
Cylinder size:	20in x 28in
Tractive effort:	32,150lbs
Coal capacity:	7tons (BR1 and BR1A) 9tons (BR1D)
Water capacity:	4,250gallons (BR1) 5,000 (BR1A) 4,750gallons (BR1D)
Number in class:	55
First withdrawal:	1965
Last withdrawal:	1968

commencing with 70030, was split between Holyhead and Polmadie, Glasgow, with 70030-70035, which had bigger tenders replacing the earlier allocation in Wales which had been found wanting with regard to water capacity when working North Wales coast expresses.

As might be expected, the Modernisation Plan of 1955 spelt the end for these engines, even though they had scarcely left works and therefore for most of their lives thereafter they were moved around and displaced from premier duties by newer forms of traction. East Anglia went over to the English Electric diesels in 1958 while the arrival of the 'Warships' and 'Westerns' on the Western allowed transfer of many 'Britannias' to the London Midland Region, with the result that the whole class was with that region by the



The overall roof of Perth echos to the sound of 'Britannia' 70009 Alfred the Great as it departs with the 4.45pm fish train to the south in April 1964. W.J. Verden Anderson/Rail Archive Stephenson

end of 1963. A total of 26 were then shedded at Crewe, 17 at Carlisle Kingmoor, seven at Carlisle Upperby and five at Holyhead. At first they were used on duties formerly covered by express types but as newer diesels arrived they were cascaded down to take over more motley turns, which would have formerly been allocated to mid-range 4-6-0s.

Although the 'Britannia' was supposed to have been designed using the best practices of the previous companies they were not exempt from problems. Within six weeks of entering service *Britannia* herself suffered a disintegrating piston head, with other engines from the first batch having similar issues until the problem was isolated to water carrying over from the boiler. There were then a number of incidents in mid 1951 involving the coupled wheels moving on their axles, with seven engines suffering from the problem and leading to modifications being applied to the method of fixing, following a short withdrawal from service for the whole class. Engines from 70025 onwards had revised coupling rods and smaller balance weights on the rear driving wheels as a result of these modifications.



The 'Britannias' were designed with parcels and freight traffic in mind just as much as express passenger work. On July 15 1959 70038 Robin Hood makes its way home after overhaul at Doncaster with an up goods seen just after passing Barkston Junction. Gordon Hepburn/Rail Archive Stephenson.



An unusual issue was a 'fore and aft' motion caused by the two-cylinder engines acting on the carriages and this caused complaints from passengers. Modifications were made to the engine/tender drawbar arrangement but this then may have created a further problem as both 70012 and 70014 parted from their tenders over the following few years and five more locomotives were found with fractured drawbars. Another equally serious issue occurred in January 1960 when 70052 *Firth of Tay* shed part of its connecting rods at Settle, North Yorkshire, causing an accident which killed five people.

WITHDRAWALS BEGIN

With the class chasing a diminishing amount of work withdrawals were only a matter of time and it was in June 1965 that 70007 *Coeur-de-Lion* became the first of the class to be taken out of service. Others followed but there were still 41 out of the original 55 left at the start of 1967 with all but four allocated to Carlisle Kingmoor, the remainder being at Stockport. However by the end of that year delivery of the English Electric Class 50s to

the London Midland Region had seen off all but 70013 *Oliver Cromwell* which was then allocated to Carnforth where it could be used for specials and tour work. It was from there that this locomotive achieved fame when it was allocated to take part in that final special, designed to mark the final day of regular steam services on British Railways.

However it wasn't quite the end because 70013 did in fact work the day afterwards when it went under its own power to Norwich where it was drained down before being taken to Bressingham for display. Its survival was something of an accident because, as part of the national collection, it was only retained after substantial damage was caused to first choice *Britannia* while in store. 70013 remained at Bressingham for many years and became the centre of a dispute as to its ownership before being moved to the Great Central Railway where it was returned to steam in 2008. It has since operated on the main line and has taken part in recreations of the famous '15 Guinea Special'. 70000 itself did eventually make it into preservation too and was bought in 1971 and moved to the Severn Valley

Railway. Returned to steam in 1978, it moved to the Nene Valley and then onto Carnforth in 1987 for firebox repairs. It returned to steam again in 1990 and subsequently has become an extensive main line performer, though currently it is being rebuilt once again with substantial progress being made, including it being reunited with its wheels in June.

Although designed as practical and workmanlike engines, the 'Britannias' gained a substantial following amongst enginemen and enthusiasts alike. Those who worked on them particularly liked the well-thought out cab (although Western enginemen complained that the locomotive was left-hand drive) and those who looked at them admired the high running plate and the modern design. On that final day 70013 had covered only about 900,000 miles since new while other members of the class had amassed only about half of that by the time they were taken out of service. That they could have had many more years in service is not in doubt but given the rise of diesel power whether they should have been built in the first place is a subject worthy of much more debate. [Huma](#)



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R3632	BR 'EAST ASIATIC COMPANY' MERCHANT NAVY CLASS 4-6-2 STEAM LOCOMOTIVE 35024	£137.50
R3634	SR, 'SIR FRANCIS DRAKE' LORD NELSON CLASS 4-6-0 STEAM LOCOMOTIVE 851	£129.50
R3635	BR, 'LORD RODNEY' LORD NELSON CLASS 4-6-0 STEAM LOCOMOTIVE 30863	£129.50
R3638	BR, 'BIDEFORD' WEST COUNTRY CLASS 4-6-2 STEAM LOCOMOTIVE 34019	£142.50

R3639	LMS, 'KING GEORGE VI' PRINCESS CORONATION CLASS 4-6-2 STEAM LOCOMOTIVE 6244	£146.50
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UPSCA

Changing from 'OO' to 'O' gauge is much simpler than it used to be with an increasing range of motive power and greater consideration to digital control and sound. **MIKE WILD** opens up the Heljan Class 05 for 'O' gauge and shows how it can be enhanced with sound quickly and simply.



LING TO 'O' GAUGE

COMPACT locomotives make a great starting point for a first layout in 'O' gauge. Its tempting to get into main line locomotives – I should know! – but 0-6-0 steam locomotives and diesel shunters shouldn't be overlooked for their potential. Moreover, if you have already been modelling in 'OO' gauge, the smaller 'O' gauge locomotives are closely related in

terms of motor power requirements and the types of decoder interface you will find inside.

With all that in mind we decided to select one of the recent 'O' locomotives at the 0-6-0 end of the scale. There is plenty of choice with Dapol having produced the London, Brighton and South Coast Railway 'Terrier' 0-6-0T, Class 08 diesel shunters, LMS 'Jinty' 0-6-0T and GWR '57XX' 0-6-0PT already with

TOOLS

- » Soldering iron with 2mm nib
- » Solder
- » Wire strippers
- » Small crosshead screwdriver
- » Black tack

Shunting locomotives and small main line engines make the ideal starting point for 'O' gauge, and all of the recent 0-6-0 chassis locomotives have either an 8-pin or 21-pin decoder socket – just like 'OO' gauge products. This Heljan Class 05 is the subject of our latest sound installation.



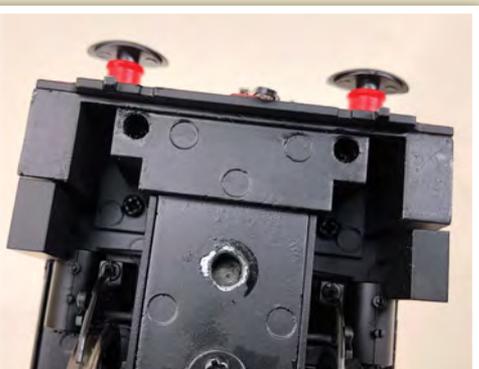
1 Heljan's Class 05 debuted in September 2017 (HM125) offering a second ready-to-run 'O' gauge diesel shunter after Dapol's Class 08. It comes packaged in a sturdy cardboard box and is secured to a wooden plinth.



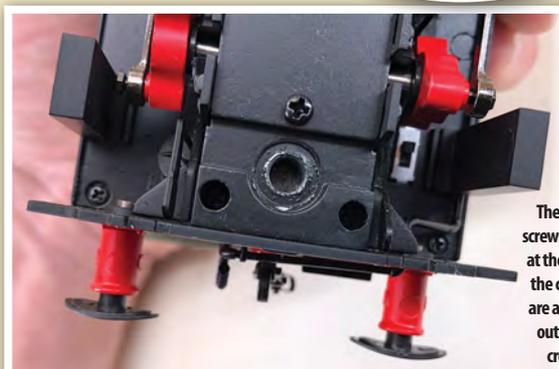
2 Two crosshead screws secure the locomotive to its plinth which keeps it secure in transit and also makes it attractive to display while you are building your layout.



3 Access to the internal workings requires removal of six screws from the chassis. The first two are located either side of the front of the chassis block and screw up into the body. Use a crosshead modeller's screwdriver to remove these. They have long shanks which makes them simple to refit at the end of the process.



4 The remaining four screws are positioned at the four corners of the cab section. Two are at the rear at the outer edges. All are crosshead screws.



5 The final pair is located either side of the rear driving wheel and screw into the front corners of the cab moulding.



6 Once all the screws are out you can lift the cab section to allow the bonnet to be removed. Don't try to remove the cab straight away as it is connected to the main Printed Circuit Board (PCB) by a pair of wires.



Minerva has added the '57XX' and '8750' 0-6-0PTs to the pack. More are coming too including Dapol's plans for the GWR '14XX' 0-4-2T and Sentinel 4wVBT, Minerva Model Railways' Manning Wardle 'K' 0-6-0ST, Little Loco Company's Ruston 48DS and the Class 03 from Heljan. Add to that the 21-pin decoder socket equipped AC Cars Railbus and Class 128 DMUs which are already available from Heljan and the impending release of Dapol's Class 121 and 122 single-car DMUs – which

CV CHANGES	
For optimum performance to suit our requirements, we adjusted the following CV settings:	
CV4 (deceleration)	Increased to 100 to enhance braking function
CV5 (maximum speed)	Reduced to 100
CV6 (mid speed)	Reduced to 40 to slow acceleration at lower speeds

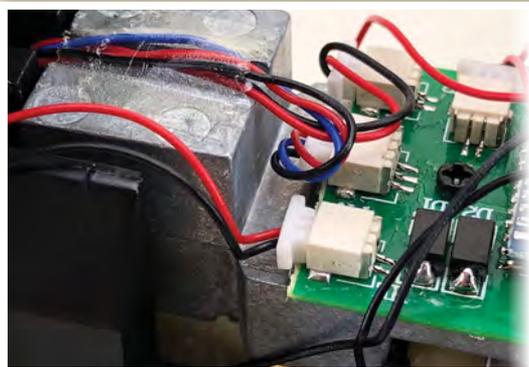
will also have 21-pin decoder sockets – and it really is the perfect time to be building in 'O' gauge with digital control. These locomotives area all simple to work with and are closely

related to 'OO' gauge models with their decoder socket type and speaker provision. Our subject choice though is Heljan's Class 05 0-6-0 diesel shunter – a class of 69

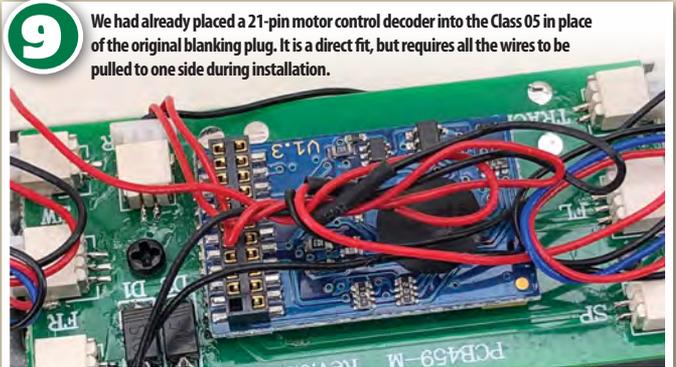


7 The bonnet section hooks underneath the lower corners of the cab, hence the need to tilt the cab back to extract it. Once removed it reveals the twin flywheel motor, 21-pin decoder socket and main PCB.

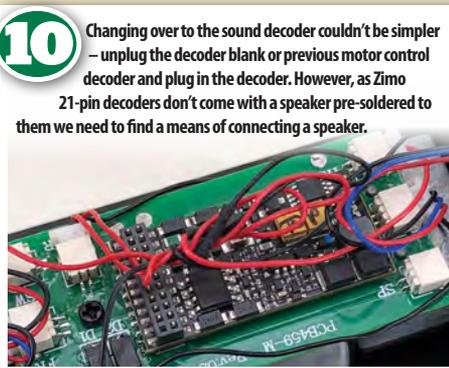
TECHNICAL DETAILS	
Manufacturer:	www.heljan.dk
First released:	September 2017 (HM125)
Cat No:	2590
Current alternatives:	2592, 2593, 2594, 2595, 2596
Description:	Hunslet Class 05 0-6-0 diesel shunter
Gauge:	O'/32mm
Scale:	7mm:1ft
Length (over buffers):	182mm
Price:	£395
Era:	4-6
Couplings:	Working screw links
DCC:	DCC ready, 21-pin socket
Speaker space:	23mm round
Exterior lights:	Front and rear
Interior lights:	Cab interior
Motor type:	Five pole, can motor
Flywheel:	Two
BR power classification:	Shunter
Wheel arrangement:	0-6-0
Purpose:	Shunting engine
Haulage capacity (expected):	10 wagons
Haulage capacity (actual):	18 wagons



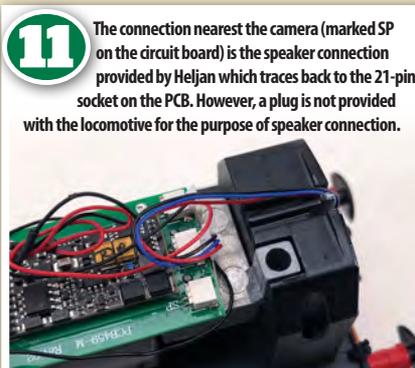
8 The connector nearest to the camera is the one from the cab – pop this out if you want to remove the cab completely during sound fitting.



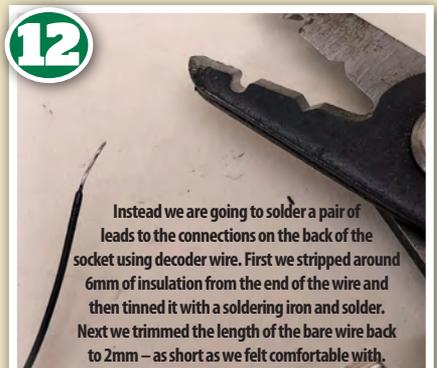
9 We had already placed a 21-pin motor control decoder into the Class 05 in place of the original blanking plug. It is a direct fit, but requires all the wires to be pulled to one side during installation.



10 Changing over to the sound decoder couldn't be simpler – unplug the decoder blank or previous motor control decoder and plug in the decoder. However, as Zimo 21-pin decoders don't come with a speaker pre-soldered to them we need to find a means of connecting a speaker.



11 The connection nearest the camera (marked SP on the circuit board) is the speaker connection provided by Heljan which traces back to the 21-pin socket on the PCB. However, a plug is not provided with the locomotive for the purpose of speaker connection.



12 Instead we are going to solder a pair of leads to the connections on the back of the socket using decoder wire. First we stripped around 6mm of insulation from the end of the wire and then tinned it with a soldering iron and solder. Next we trimmed the length of the bare wire back to 2mm – as short as we felt comfortable with.

locomotives built between 1955 and 1961 by Hunslet. They weren't as widespread in their operation as the Class 03 – the subject of Heljan's next shunting locomotive – but they had plenty of character and the same Gardner 8L3 engine as the Class 03.

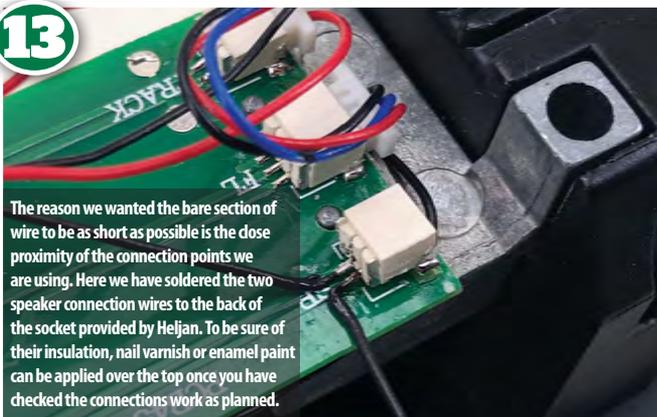
The latter point might seem trivial, but when we are talking about sound, the aim is always to get the most realistic engine sound and while I'm not aware of a specific Class 05 sound decoder, Digitrains offers an

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Zimo MX644D 21-pin sound decoder	www.digitrains.co.uk	MX644D
Zimo 15mm x 11mm x 12mm cube speaker	www.digitrains.co.uk	LS15x11x12
Class 03 digital sound file	www.digitrains.co.uk	ZS03A
TCS decoder wire, black	www.digitrains.co.uk	1216

Active Drive sound file for Zimo decoders with brake function which has been recorded from a Class 03. The only major difference

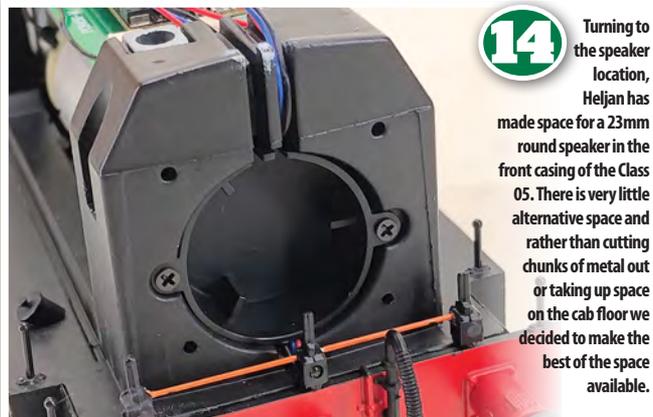
(though there are other minor ones) is that the '03' had a five-speed gearbox and the '05' a four-speed. The braking function, >>>

13



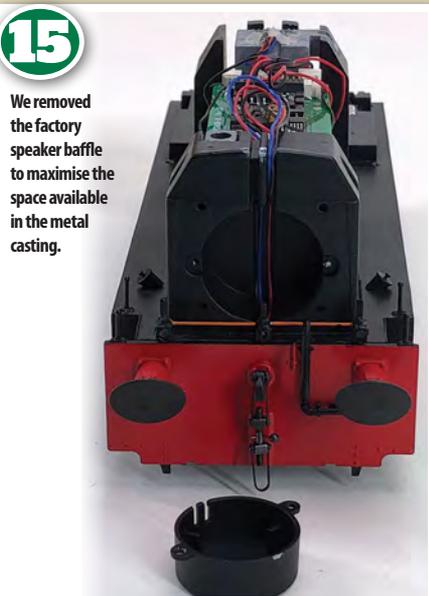
The reason we wanted the bare section of wire to be as short as possible is the close proximity of the connection points we are using. Here we have soldered the two speaker connection wires to the back of the socket provided by Heljan. To be sure of their insulation, nail varnish or enamel paint can be applied over the top once you have checked the connections work as planned.

14



Turning to the speaker location, Heljan has made space for a 23mm round speaker in the front casing of the Class 05. There is very little alternative space and rather than cutting chunks of metal out or taking up space on the cab floor we decided to make the best of the space available.

15



We removed the factory speaker baffle to maximise the space available in the metal casting.

16



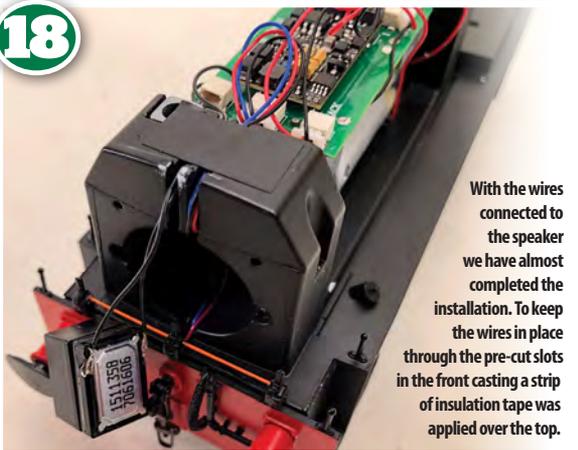
Having removed the baffle we found we could comfortably fit a Zimo 15mm x 11mm x 12mm cube speaker in without any modifications.

17



We then trimmed the speaker wires to the length required, removed around 6mm of the insulation again and tinned the bare wires to prepare them for soldering to the speaker connections.

18



With the wires connected to the speaker we have almost completed the installation. To keep the wires in place through the pre-cut slots in the front casting a strip of insulation tape was applied over the top.

19



To provide a secure but flexible mounting for the speaker we used Black Tack – a high tack version of Blu Tack – to hold the speaker in place in the well. If you don't have Black Tack the traditional high street Blu Tack will work just as well.

operated through the momentary F2 button gives very realistic braking which is perfect for coupling up to trains with precision.

Back to the project at hand. Heljan has done a good job in creating the '05' for 'O' gauge. It looks the part, is simple to dismantle and runs beautifully too. It is also equipped with a 21-pin decoder socket which makes the process of conversion to Digital Command Control (DCC) simple – remove the decoder

blank and install a 21-pin decoder of your choice in its place. Including removal of the body, this can be done in under five minutes.

Here we are going to the next level to install a sound decoder in the locomotive. The decoder fitting part of the process is identical – unplug the blank, plug in the decoder – but adding a speaker is a little bit more involved. Heljan has included a JST style socket on the circuit board to allow connection of a speaker,

but unfortunately there is no cable included with the model to make this a simple case of plugging components together. Instead we have two choices: the first is to connect it directly to the pins at the base of the 21-pin socket, but that is very difficult due to the proximity of components. Fortunately, option two is more feasible and that is to carefully solder two leads to the back of the socket provided for the speaker and then solder

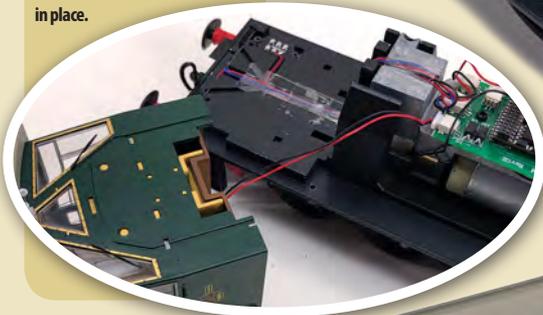
Beginner **SKILL LEVEL** Intermediate Advanced

20

The bonnet can now be replaced over the front of the chassis to check that everything still fits within as planned. The etched brass grille at the front makes a perfect route for sound to escape from the speaker.

21

Lift the bonnet back off and the cab light wires can be reconnected to the main PCB prior to the body being reassembled and screwed back in place.



FILE FUNCTIONS

FUNCTION	SOUND EFFECT
0	Lights (if fitted)
1	Sound on/off
2	Brakes
3	Short horn
4	Low horn
5	Wagons buffering
6	Long horn
7	Buffering
8	Coupling
9	Flange squeal
10	Brake release
11	Brake squeal
12	Destroy vacuum brakes
13	Door slam
14	Double short whistle
15	Sprax valves
16	Wipers
27	Overall volume down
28	Overall volume up



TIP

Keep a small container to hand to look after screws while you dismantle a locomotive. This will ensure they are just where you need them to be for reassembly.

22

Once the model is fully assembled it is ready for testing and addressing to put it into service. All that remains is to give this locomotive an identity which we will do with Fox Transfers FRH7005 7mm scale early diesel era locomotive numbers.

those to the speaker. It takes a steady hand, but is doable even with a 2mm soldering nib if you are careful. A smaller 1.5mm soldering iron nib will make this job slightly easier.

In terms of speakers, the model is designed to work with a 23mm round speaker – like those supplied on ESU sound decoders. However, our plan was always to install something with a better depth of tone and for this model we chose to take out the

factory fitted speaker baffle and put in a Zimo 15mm x 11mm cube speaker. Black Tack – high strength Blu Tack – holds the speaker in place, but also allows for adjustment now and in the future should it be necessary.

We've come across much more complex projects in 'OO' gauge before and it is pleasing to see that manufacturers of small 'O' gauge locomotives are thinking about the end user and what they will want to do. The step by

step guide explains the full process involved in equipping a Class 05 with a Zimo MX644D 21-pin decoder and 15mm x 11mm cube speaker. Read on to learn more. [Hanna](#)

USEFUL LINKS

Heljan	www.heljan.dk
Digitrains	www.digitrains.co.uk
Zimo UK	www.railexclusive.com

BERKSHIRE

- **BERKSHIRE DOLLS HOUSE & MODEL CO**
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THE LONG *goodbye*

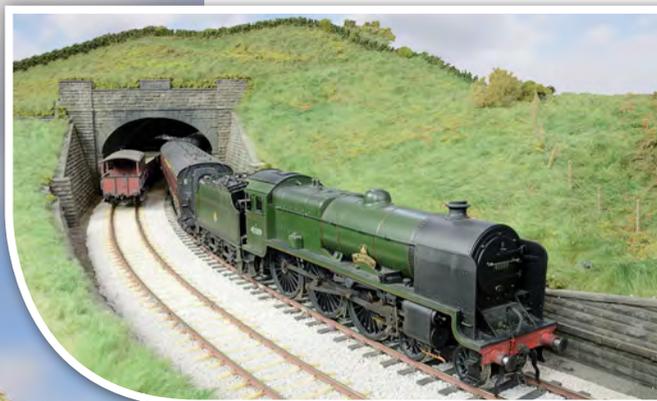


Type 4 1-Co-Co-1
D211 Mauritania

heads for Manchester with a train conveying empty Travelling Post Office vans. Heljan's ready-to-run models have revolutionised the concept of 'O' gauge modelling for many modellers.

Gifford Street was once a regular fixture of the exhibition circuit and was a showcase for 7mm scale on a large scale. **JOHN EMERSON** bids farewell to Gifford Street as it bows out to make way for his new 'O' gauge project.

PHOTOGRAPHY, MIKE WILD



The original intention with Gifford Street was to only run locomotives and trains typically seen on the Leeds-Manchester route. Original parallel boiler Fowler 'Patriot' 4-6-0 45509 The Derbyshire Yeomanry was one of four shedded at Newton Heath and is seen leaving Summit West tunnel on a Liverpool train.

IBLAME Colin Gifford and my very battered copy of his book *Decline of Steam* for my fascination with the last days of the steam railway in the North West, so it was here that I looked for inspiration for an 'O' gauge replacement for my 4mm scale Hayley Mills layout back in 1996. Unfortunately the resulting layout never really developed very far and after a few years was dismantled in favour of a new project - Gifford Street.

Initially set in the Bolton/Bury area, it later changed (after a brief interlude looking at Bradford) to the area around Rochdale - although exactly where in that area was never fully explained. Whilst there was a large - by model standards - goods yard serving traffic from various mail order catalogue companies in the area, there was no passenger station. The reason was that I liked building and running freight stock, so the layout was designed purely as a 'stage' on which to watch trains go by. It did, however, need a heck of a lot of rolling stock - especially all those vans for mail order traffic!

Originally constructed as an end-to-end layout, it appeared for the first time at the Colchester show where someone remarked that 'it ran like a dog!' Well, every dog has its day and Gifford Street eventually grew into a 46ft x 16ft continuous circuit where long expresses and big trains of 40 or more vans or mineral wagons were the order of the day. By any stretch of the imagination this was a big layout and taking it to shows involved a great deal of hard work, including the hire of a 7.5ton truck, and the goodwill of the operators to get it dismantled, loaded, unloaded, set up, dismantled, loaded and unloaded again once back 'home'. No wonder we finally decided to call it a day.

Whilst essentially freelance in concept, parts of the layout were loosely based on prototype features and structures on the Leeds-Manchester route. It was particularly pleasing when a group of spectators from the area recognised Summit West tunnel and the nearby aqueduct. >>



The Universal Laundry was also based on a prototype situated on the Oldham Loop – we resisted the temptation to wear ‘Universal Laundry’ T-shirts at shows as the laundry was still very much in business.

EVOLUTION

Construction began in earnest around the time Digital Command Control (DCC) was really getting into its stride but from the start the layout was wired for conventional 12v DC. The change from end-to-end to continuous circuit in 2005 brought its own problems as there wasn't enough ‘oomph’ in the existing controllers so trains literally ran out of steam in the storage roads whilst the controllers glowed red hot. The pundits’ advice seemed to suggest that either 2amps was fine or that it wasn't. In the end, discussion with those helpful guys at The Model Railway Club and a long chat with Geoff Helm at Helmsman Electronics convinced me that what we really needed were more beefy power packs, especially as the (then) new Heljan diesels could pull a good couple of amps each. The wiring received a radical upgrade and the main lines were equipped with 5amp Helmsman units, which have more than coped with anything we could throw at them including a regular Class 26 triple-headed 17-coach train. The only further alteration to the electrics saw the installation of DCC on the inside circuit (five minutes before the opening of the Southwold show in 2008) - which later became a permanent addition using Digitrax equipment - and much later the use of Wi-Fi and a laptop enabling DCC operation



104 Above: Super power at Gifford Street! ‘9Fs’ 92019 of Carlisle Kingmoor and 92123 of Birkenhead depart with a lengthy mineral train. Both were originally shedded at Wellingborough on the Midland Division. One of the new Heljan diesel parcel railcars passes on the main line with several vans as tail traffic.

105 Right: ‘WD’ 2-8-0s were another locomotive associated with the Leeds-Manchester route. More steel empties arrive in the goods loop at Gifford Street behind 90492, another Tony Geary build from a Snowhill Models kit.

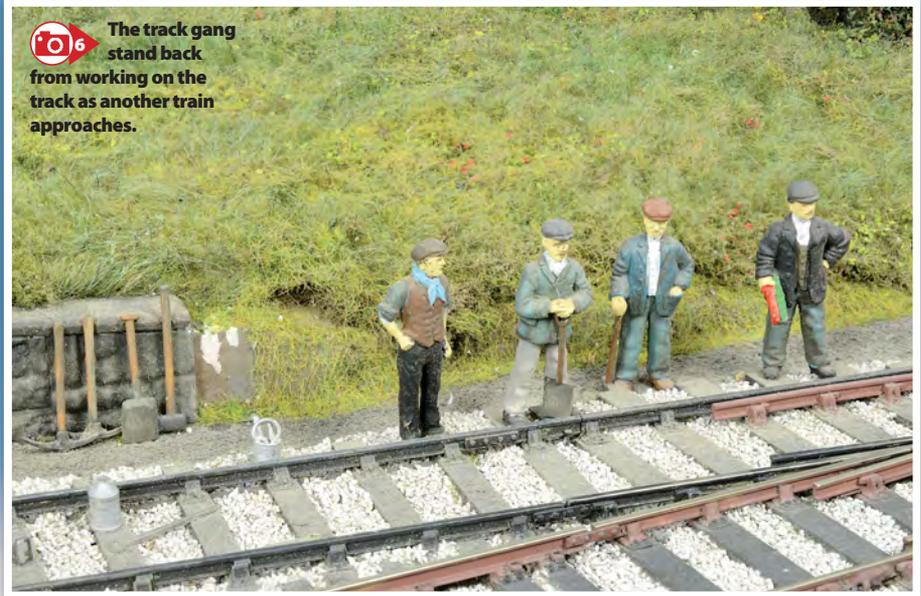


103 The ‘Midland Pullman’ provides the ‘cop’ of the day for the local spotters on the footbridge at Calvert Street Crossing.



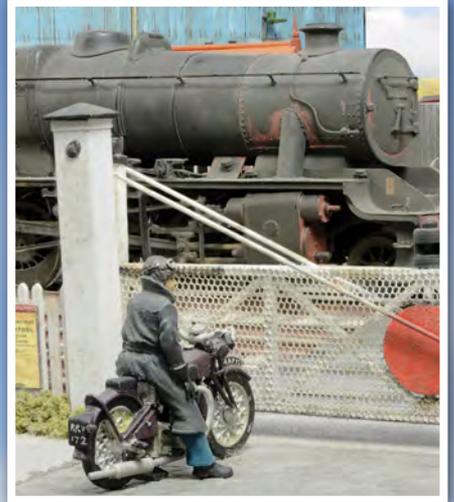
from smartphones and tablets for which we were roundly criticised online for 'playing games on our phones instead of operating'.

Gifford Street was retired from the exhibition circuit in 2012 having appeared at a number of shows around the country including Warley, Wigan, Spalding, Alexandra Palace and Guildex. The plan was to include the scenic part in a new large layout (irreverently dubbed GSS2) in a friend's barn. Double junctions at the 'tunnel' end would give access to a double-track line climbing along the rear of the layout before curving back across the main line to run diagonally across the barn into a large terminus station. Trains would leave the terminus, travel down the incline, through the tunnel and Gifford Street, then proceed around the new curve at the far end of the layout. After passing through a four-track junction, they would then proceed along the back of the circuit before passing around a reversing loop >>





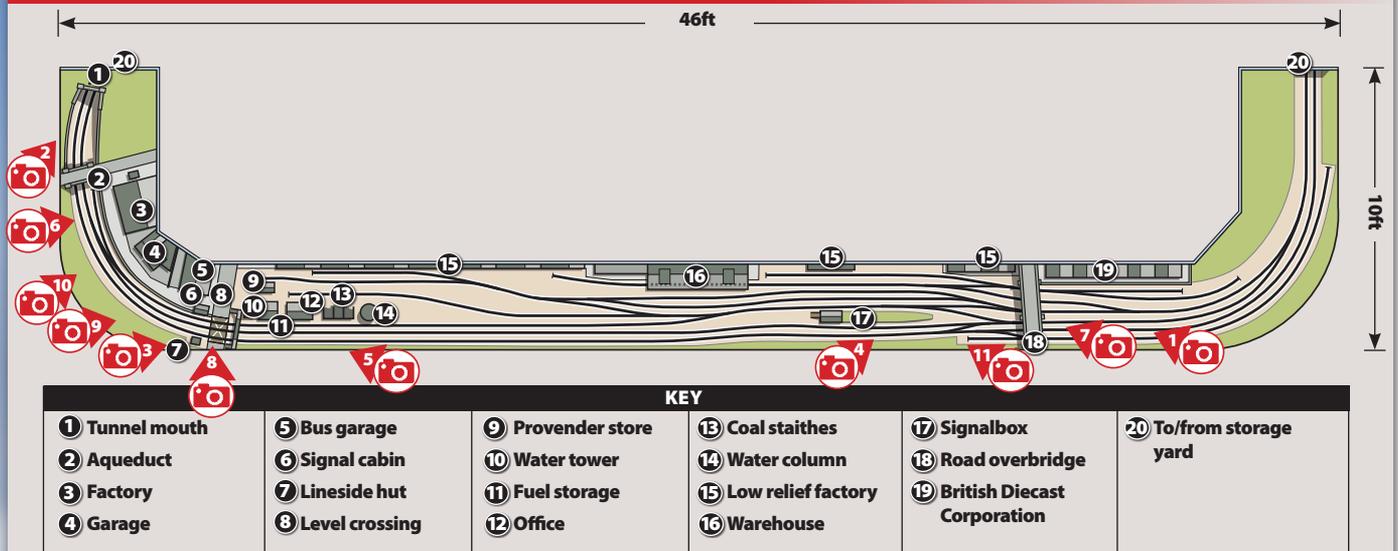
Type 2 Bo-Bo D5139 rushes a train of fitted vans through Gifford Street. Built from a Just Like The Real Thing kit, sadly these excellent kits are no longer available.



Stanier '8F' 2-8-0 48666 holds up the traffic as it passes over Calvert Street Crossing on the loop line. A long-time resident of Rose Grove, it often saw service as a banker over the Copy Pit line.



GIFFORD STREET TRACK DIAGRAM (Not to scale)



The 'Midland Pullman' captures the attention of spotters on the footbridge at Calvert Street Crossing, as Stanier '8F' 48666 approaches unnoticed on steel empties.



and into a through station. Eventually trains would continue their journey from the station, returning to the terminus by retracing their original route back up the incline. It promised to be quite a spectacle.

A lot of hard work had taken place in the barn during 2013 including installing a new suspended ceiling, refurbishing lighting and electrics, erecting substantial bench work, and a serious amount of track laying. Sadly, before the project could be finished, my good friend and fellow conspirator, Peter Marshall, suddenly and unexpectedly passed away at the relatively young age of 68. Pete was well-known from his days running Tracks Model Railway Centre at Sawbridgeworth, where customers were treated to his very special brand of humour levelled at all and sundry, including Rod Stewart who arrived unannounced in the shop one day. The railway modeller and rock star was so impressed that he said he could quite easily stay in the shop all night. Pete's dry response was 'well you can but I'm going home at five o'clock'. Pete later related the story when we were both doing a radio interview after Stewart was 'outed' as a railway modeller. The female presenter asked Pete if he had a layout and his immediate reply was: "ask John - he's got a big one!" Needless to say, the studio collapsed into gales of laughter.

UNTIL FURTHER NOTICE...

Following Pete's untimely death, the future for the layout seemed bleak. There could be no turning back and using Gifford Street as an exhibition layout again as the storage yard boards and some of the curved scenic boards had been scrapped - a rough estimate to replace and reinstate these running into four figures. With work on the layout abandoned, there was a stark choice between finding a new home or owner or scrapping the entire layout. However, thanks to the considerable generosity of Pete's family, Gifford Street was allowed to remain in his big barn.

Work restarted on the layout with the intention of restoring it more or less to >>>



o10 Norman Bates Motors - the authentic lettering is based on a photograph of a somewhat down at heel 1950s garage premises in Birmingham. It was created using some ancient Letraset left over from my graphic design days, suitably distressed.

the original form in which it appeared at shows. The incline and double junctions were removed and a large section of the reversing loop dismantled. Storage roads were laid in at the back of the layout and a new goods yard built on the rump of the reversing loop, enabling freight to be tripped from the yards at Gifford Street to the new yard independently of the main running lines, or *vice versa*. A series of running weekends was organised during the spring and summer months, where the spectacle of big trains on a big layout in a big barn could be enjoyed once again. A wonderful variety of visiting locomotives and stock stretched their legs on the layout, including the odd radio-controlled example causing mayhem and much laughter when it was thought the layout was running amok!

Further developments saw alterations to the yards and the control panels turned into 'signalboxes' with lever frames built up from DCC Concepts 'Cobalt S' switches. However, I was becoming increasingly dissatisfied with whatever improvements were being done to the layout. Gifford Street had strayed far away from the original concept of portraying the last days of steam on the London Midland Region in the North West, becoming more of a club layout where anything and everything could run - not that we ever had any complaints from visitors. I've never been totally convinced that layouts can be successfully modified for a new lease of life in a new home either. The sheer amount of butchery usually required to transplant baseboards, track, wiring and scenery into the new space means that inevitably something has to give. It's also an unfortunate fact that large layouts gradually require ever more maintenance which starts to take the pleasure out of running trains. Eventually I realised that Gifford Street had finally run out of steam - far better to start from scratch with a new layout than end up with an unreliable and unholy mess.

FIRE AND BRIMSCOMBE

Closure notices were posted, a date for withdrawal of services set and as in real life, the demolition gangs moved in to prepare the layout for closure. But having decided to call time on Gifford Street, what would replace it? Back in the 1970s, long before I got round to building Hayley Mills, I'd sketched out a proposal for a layout based on Brimscombe on the climb up to Sapperton in the Golden Valley - Laurie Lee and George Heiron country (and a lovely place to go riding). Although never built it was visualised as set in the 1930s period with trackwork to 'P4' standards.

Brimscombe has fairly short platforms, Brunel designed buildings, a small goods yard and a distinctive single road engine shed to stable assisting locomotives for the climb up to Sapperton. Principal



o11 BR '3MT' 2-6-2T 82003 heads a permanent way train along the main line as Co-Bo D5703 brings empty parcels vans into the sidings.

trains included the 'Cheltenham Spa Express' hauled by an 85B Collett 'Castle' 4-6-0 and the well patronised 'Chalford Auto', but the route also saw heavy freight traffic to and from South Wales avoiding the Severn Tunnel.

The more I thought about it, the more it seemed to fit the bill so the old scheme was dusted down and mocked up to get an idea of how it would actually work in practice. The main differences were that it would now be 7mm scale and BR (WR) set around 1961. There's enough room to model the distance between Brimscombe West and East signalboxes virtually to scale in the barn, and also scope to include much condensed versions of St Mary's Crossing and the western portal of Sapperton Tunnel. Work has already begun, but unlike Gifford Street,

you won't be seeing Brimscombe on the exhibition circuit anytime soon as it will be permanently installed in the barn. I've never liked that doom laden phrase 'last great project' but realistically I don't see any further large layout being built after this one, although Cheltenham's Lansdown Junction is a distinct possibility if the lottery comes up - I could then afford to employ myself to finish my own layout!

The final running sessions on Gifford Street took place in November 2017, with a commemorative wreath being solemnly presented by members of the Luton O Gauge Group. Gifford Street is currently set up in the barn as a shunting layout - how the mighty have fallen - and is up for sale. However, if no sale is forthcoming it will eventually be broken up and allowed to gently fade into a distant but

very pleasant memory as the Brimscombe project takes shape after almost half a century lying forgotten on a dusty shelf.

Building and running a large layout like Gifford Street cannot be accomplished single-handed, so I'd like to put on record my sincere thanks for the help and patience of those stalwart Gifford Street irregulars - Brian Daly, Andrew Baldwin, Richard Dockerill and of course the late Peter Marshall. Thanks are also due to my brother Steve for helping formulate the original concept, to the 'LOGGIES' for plenty of good natured banter and lunch at The Nags, and to all the other folk - far too many to mention by name - who have helped or hindered along the way. Thanks chaps, it's been a lot of fun and without your able assistance Gifford Street could not have entertained so many people over so many years. 



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The Great Central's



*The London extension of the Great Central Railway was one of the last main lines constructed in this country. It was unique because of the way it operated in partnership with the Metropolitan Railway, which gave it access to the capital, as **EVAN GREEN-HUGHES** explains.*

**Robinson GCR '1' 4-6-0
(later LNER 'B2'/'B19')
427 City of London** climbs
from Rickmansworth
towards Chalfont and
Latimer with a down
express from Marylebone
in 1922. Here the Great
Central shared the
route with Metropolitan
Railway commuter trains.
[A.L.P. Reavil/Rail Archive](#)
[Stephenson.](#)



London Extension

ALTHOUGH in pre-grouping times there were many sections of railway that were shared between one or more operators the arrangements between the Great Central Railway (GCR) and the Metropolitan Railway (MR) were very unusual. Neither partner in the joint venture had originally intended to work its line in conjunction with the other and in the event the relationship was never very satisfactory, but it did see the Great Central's expresses sharing tracks with the Metropolitan's intensive suburban service for a period.

The unusual, and some would say deficient, partnership between two completely different railway companies came about due to the influence of one man, Sir Edward Watkin, a visionary businessman and MP whose projects included a proposed Channel Tunnel and a part-built replica of the Eiffel Tower in Wembley.

Watkin was the son of a wealthy northern cotton merchant who had entered the

With London Transport signage on the walls, Gresley 'A3' 4-6-2 60107 Royal Lancer passes through Rickmansworth station with a Marylebone-Manchester London Road express on August 25 1955. [Lewis Coles/Rail Archive Stephenson](#)



family business at the age of 26 and he became interested in the emerging railway business shortly thereafter. While in his 30s he became secretary to the Trent Valley Railway and later became assistant to the General Manager of the London and North Western Railway. In 1853 he began to manage the Manchester, Sheffield and Lincolnshire Railway, moving on to become its chairman 11 years later. By 1881 he was a director of nine railways, including the Metropolitan, which was at that time extending its line away from London and beginning to create what was later to become known as commuter 'Metroland'.

THE GRAND PLAN

Watkin was a man with big ideas, some of which he applied to the Manchester, Sheffield and Lincolnshire Railway. He wanted to transform the regional company into one of truly national importance, with access to London being one of his key objectives. This was at first achieved by making deals with other companies, particularly the Great Northern Railway, but Watkin soon grew tired of handing over much of the profit from his company's lucrative coal traffic to others and began to hatch a plan for his own line into London.

At first the attempts were somewhat covert, with a new extension from Sheffield to Nottingham being built, allegedly to provide a better connection with the Great Northern, but in reality because it brought Watkin's company further south. However, to get this extension Watkin had to agree not to use this line to try and run direct trains to London via any competitor's metals. Meanwhile, the Metropolitan had got as far out of London as Aylesbury offering Londoners a fast and efficient way of reaching new suburban houses in the towns and villages along the route, while in the background extending Watkin's empire slightly further to the north.

At this point Watkin showed his hand and announced plans to build a completely new line from the Midlands to the south which was to be called the Great Central Railway. His bold idea was to produce a line which could be worked at express speeds throughout and which avoided most centres of population. This wasn't as mad an idea as it first sounds, as by this time most of the large towns in the country were already served by rail. Watkin's primary interest was the swift transit of 2million tons of coal and 80,000tons of fish that his company moved annually and for which all the revenue would now fall to his company.

A total of 92 miles of new track was proposed but there was still the issue of >>



Stanier 'Black Five' 4-6-0 45331 passes Wendover, the location of David Dann-Gibbons' 'OO' gauge layout featured on pages 18-25 of this issue, with the 4.38pm Marylebone to Nottingham Victoria semi-fast on May 30 1966. Brian Stephenson.

Both the GCR and 'Met' provided motive power for goods trains. In 1934 Metropolitan 'G' 0-6-4T 96 Charles Jones approaches Amersham with an up goods train from Verney Junction. Frank Hebron/Rail Archive Stephenson.

how access could be gained to London, which was difficult by this time because of land costs and the interests of existing railway companies. The answer was to utilise the route of the Metropolitan from its extremity at Quainton Road near Aylesbury into the city and then to branch off at the end into a new terminus which would be built at Marylebone. The original plan was apparently to share the use of Baker Street but this was already becoming overwhelmed by commuter traffic.

The GCR was to be given running powers from Quainton Road to Harrow South Junction and from there to Canfield Place, Finchley, an extra pair of tracks was to be built so that Metropolitan trains could be overtaken by the expresses. Perhaps in a sign of the disagreements to come, the Metropolitan objected, with agreement being eventually reached that the tracks would be built by the Metropolitan itself and then rented out to the GCR for its exclusive use.

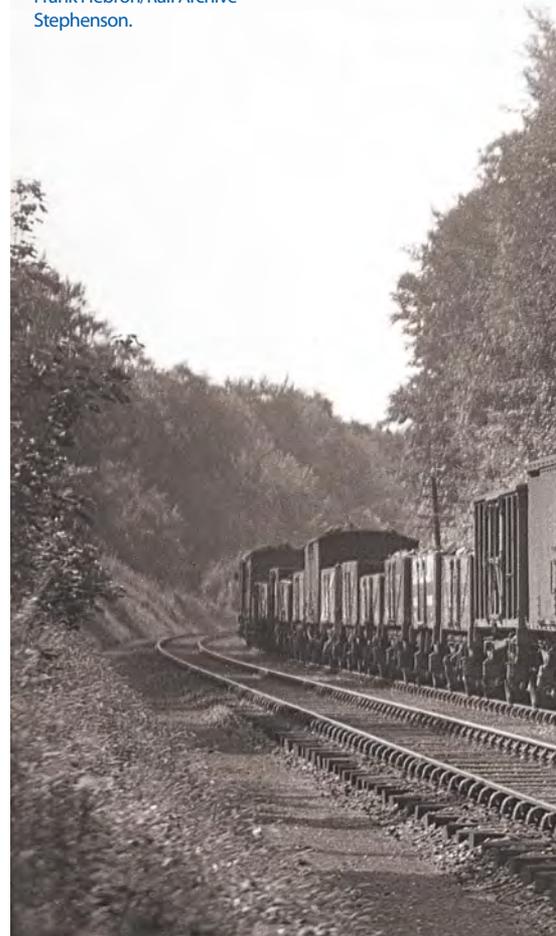
TENSIONS MOUNT

The ruse worked and the GCR received powers to build its line and access London via the Metropolitan. Unfortunately things immediately began to go wrong because Watkin had fallen ill and resigned his directorships and the new directors of

the Metropolitan Railway were more interested in the growth of their suburban service than of any link with the north.

Passenger traffic on the new line also didn't live up to expectations despite attempts by the GCR to stimulate it, with these efforts not being assisted by the arrangement with the Metropolitan which prevented trains calling at any station before Harrow. Journey times were longer than by competitors and promoting the line as one for luxury travel didn't work either. There were also operating difficulties as there were several serious gradients on the Metropolitan part of the route, some as severe as 1-in-90 in direct contrast to the flat layout of the rest of the GCR. Operating staff also struggled from the outset to slot in the freights from the north between the numerous commuter trains.

Relationships between the partners became very strained and within three years another scheme, this time jointly between the GCR and the Great Western Railway (GWR) was hatched to build another line from north of Quainton Road via Princes Risborough and High Wycombe, effectively bypassing the Metropolitan section of line. This was built, but at a cost, because the Metropolitan successfully applied for compensation for loss of traffic and as a result four coal trains



continued to run over the Metropolitan each day. Disputes came to a head on July 26 1898 when the Metropolitan's new chairman personally stopped the passage of a coal train destined to the new line because of a contractual dispute.

Matters rumbled on for the next few years but in 1906 the Metropolitan and Great Central Joint Railway was formed, which provided for the Metropolitan to manage the line and for the GCR to provide the accounting function, these functions being switched over every few years. Maintenance was shared while rolling stock was provided as before by whichever company was providing the service.

Although the Metropolitan was an early exponent of electrification, the live rails never extended beyond Harrow and as a result smart electric locomotives brought Metropolitan carriages that far where they were exchanged very swiftly for the 'Mets' own steam engines. Meanwhile steam reigned supreme on freight services with locomotives from both the GCR and the Metropolitan being seen.

IMPROVED SERVICE

Under this new arrangement increases in traffic were matched by improvements to the railway with the result that the joint line became a prototype for what would later be better known as



Metropolitan Railway 'F' 0-6-2T rumbles downgrade from Chorleywood with a permanent way train in 1930. Frank Hebron/Rail Archive Stephenson.



rapid transport commuter systems. Electric Multiple Units first made an appearance in 1905 and reached Harrow in 1908 while electric traction was extended to Rickmansworth in 1925.

All this and the building of the GC/GW line did not mean an end to conventional traffic as in 1932 the Metropolitan was carrying 4million tons of goods a year, with latterly a range of handsome 2-6-4Ts being employed on this work. The company also owned other classes, all of which were tank engines, with many being of the 4-4-4 wheel arrangement. As the Metropolitan was not included in the 1923 grouping, the use of these engines continued until 1948, although goods traffic north of Rickmansworth was handed over to the London and North Eastern Railway (LNER) in 1937. Both the LNER and the Metropolitan were nationalised in 1948, bringing both as well as the joint railway under state control.

As is well known, the Great Central route was always regarded as something of an embarrassment to British Railways and it was steadily downgraded with freight and then express passenger trains being diverted off it before total closure during the Beeching era. The same fate nearly befell Marylebone station which was in 1958 only serving five through trains to Manchester a day, along with 53 suburban services which

Metropolitan 'H' 4-4-4T 103 waits to leave Verney Junction with a train for Baker Street in 1935. These elegant 4-4-4Ts remained in service with the 'Met' until 1948 when the line was nationalised with British Railways. [Bernard Wicher/Rail Archive Stephenson.](#)



for much of their route paralleled the tracks of what had become London Underground. Trains ceased to run north of Aylesbury in 1966 but agitation by passengers and other groups who did not want to trade in their main line train for an underground service saw the station reprieved. Nowadays it is used by Chiltern Trains for its successful Aylesbury and Birmingham services, many of which use the route of the Metropolitan line as far as Aylesbury. Trains still run north of Quainton Road on the route of

the Great Central but this only serves the Calvert waste tip a short distance away.

With its interesting mix of steam and electric suburban passenger trains in their striking maroon livery and the express passenger and lengthy goods workings from the Great Central in its heyday this section of railway would have been one of the most interesting in the country. The fact that its construction and subsequent use saw so much intrigue and so many disputes only makes the line more interesting. [HBRM](#)

STAFF PROJECTS

BALLAST

Filming for the annual *Hornby Magazine* DVD provided the opportunity to continue the first steps of scenic work on Topley Dale's extension. **MIKE WILD** explains how a new tool has speeded up the ballasting process.

spreading

Ballasting around points and crossings still had to be done by hand. The ballast spreader is only designed to work on plain track.



Topley Dale continues to develop at a steady pace. The most recent work has seen the main lines at the front ballasted. Here a Hornby '2P' 4-4-0 rounds the curve with a stopping train while a 'WD' 2-8-0 waits for a clear road with empty coal wagons.

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



MIKE WILD

As well as the magazine projects Mike has embarked on a garden layout in his spare time too. The recent good weather has seen plenty of trackbed built.



MARK CHIVERS

Modelling time has been limited this month, but Mark still managed a photographic trip along the former Weymouth Quay tramway while on holiday.

MUST be one of the rare ones as I quite enjoy ballasting. Yes, it's time consuming, but the end result is always rewarding when it comes together. Many layouts of practice mean it is water off a duck's back these days and I've always favoured applying ballast by hand as a means of keeping everything neat and tidy. In fact, the only tool I use under normal circumstances prior to glue application is a paintbrush.

Recently we were in the *Hornby Magazine* workshop putting together a brand-new guide to ballasting for the annual DVD which will be issued with the January issue. The subject choice meant we could get more work done on the layout at the same time, though I never anticipated getting as much done as we did that day. Instinct from previous days of filming meant that I had expected to complete maybe a couple of feet of ballast, but in fact we completed all of the main lines which involved around 10ft of ballast across five tracks.

PREPARATIONS

Before the shoot we had been in the workshop the night before making final preparations including adding DCC Concepts copper-clad sleepers at the baseboard joints and then weathering all the track with a base coat of Humbrol No. 29 from an aerosol can. This meant lots of masking, not least because I'd previously skipped a couple of steps by installing and wiring in a pair of Dapol LMS pattern semaphore signals before the weathering process.

So how did we get so much done during the filming day? The simple answer is the Proses Ballast Spreader (Cat No. PBS-HO-02). I've used a couple of devices like this before, but none have ever really been a match for the precision with which I could do it by hand. They have been quicker to lay the ballast, but I always seemed to end up with three times the amount of work to set it into place.

The Proses Ballast Spreader which Trevor Jones brought along for the filming was totally different. I was sceptical at first, but having done a couple of trial runs I was confident that this tool was going to save me time – and lots of it.

The Proses device is rail mounted and its height can be adjusted. A lever is provided on the side to

open and close the chute at the bottom meaning that you can start and finish cleanly without leaving a pile of ballast at the start or end of each section of track. Moreover, the actual spreading process took no more than about 10 seconds to do a 2-3ft length of track – and you have the option to haul it with a locomotive too.

GLUED TO TRADITION

After using the spreader we turned back to tradition by using a paintbrush to carefully manoeuvre

the ballast grains into the exact position we wanted them before fixing it all in place. As always, we sprayed the loose ballast with water from a water mister before applying diluted PVA glue in a 50:50 ratio with water (and a drop of detergent) onto the ballast with a syringe for accuracy.

By the end of the evening of the shoot all of the new ballast was glued down and ready to be left overnight to dry. The recent warm weather meant that it was set first thing the next morning so I was

in the workshop bright and early with the track rubber to clean the railheads and points ready for the first trains to run through.

It has been encouraging to get another small area of scenery brought up to standard – even though it needs weathering and there is a lot more to do around the railway – and it has set the tone for work to continue in this area. All being well, I would like to think that I could start laying out the landscape around this area of the layout during August so that we can bring you more step by step guides on the scenic aspects and detailing of the layout in the near future, but there are other projects coming up for workshop time too.

As they say, watch this space and, if you have been wondering which ballast spreader to use, our vote goes to the Proses rail mounted design. [View](#)



The Proses ballast spreader has a height adjuster at one end as well as a lever on the side to open the bottom of the ballast chute. Here we are loading it with our usual combination of fine and medium grade Woodland Scenics blended grey ballast.

THE DETAILS	
Layout:	Topley Dale
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Size:	16ft x 10ft
Track:	Peco code 75
Control:	Analogue and digital



With the hopper loaded and the chute open the Proses Ballast Spreader rolls along the track to provide a neat shoulder of ballast either side of the track as well as filling the centre of the sleepers. It still needed brushing into place afterwards, but the process was much quicker than usual.

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.

AUGUST

11 BEXHILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE
Times: 10am-5pm
Prices: Adults £5, children £2, family £12
Website: 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
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
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, 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
Contact: 01749 938362
Features: Layouts, trade support, demos, 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
Contact: 07714 579015
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

11/12 ST ANDREWS MODEL RAILWAY EXHIBITION

Hosts: East Neuk Model Railway Club
Location: St Andrews Town Hall, Queens Gardens, St Andrews, Fife, KY16 9TA
Times: Sat 10am-5.30pm, Sun 10.30am-5pm
Prices: Adults £4, children £2.50
Website: www.eastneukmrc.co.uk
Features: 11 layouts and trade support.

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.ukmodelsshops.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
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: bsr.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
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
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
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.sdrmwweb.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.ukmodelsshops.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.bournvillemrc.co.uk
Features: Layouts, trade support, demonstrations and 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
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
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
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
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
Contact: 01707 898420
Features: Layouts, radio-controlled boats and lorries, fairground models, trade support, refreshments and parking.

27 HARROGATE MODEL RAILWAY EXHIBITION

Hosts: Harrogate Model Railway Club
Location: Bilton Grange United Reform Church, Skipton Road, Harrogate HG1 4LF
Times: 10am-4pm
Prices: Adults £4, children £1, family £8
Contact: 07708 305399
Features: Layouts and trade support.

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/
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
Features: Layouts, trade support, societies, parking and disabled access.

1 MORLEY MODEL RAILWAY SHOW

Hosts: Millenium Models
Location: St Mary's Church Hall, Commercial Street, Morley, Leeds LS27 8HY
Times: 10am-4pm
Prices: Adults £3, concessions £2, accompanied children free
Contact: 0113 2189286
Features: Five layouts, trade support, demonstrations, refreshments and parking.

1 NORFOLK AND SUFFOLK NARROW GAUGE MODELLERS OPEN DAY

Hosts: Norfolk and Suffolk Narrow Gauge Modellers
Location: Blyburgate Hall, Blyburgate, Beccles, Suffolk NR34 9TF
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: www.nsnmg.org.uk
Features: Layouts, trade support, societies, demos, refreshments and disabled access.

1 OLNEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Olney Model Railway Club
Location: Carlton House Club, High Street, Olney, Buckinghamshire MK46 4BB
Times: 10.30am-4.30pm
Prices: Adults £3, accompanied children free
Website: www.olneymrc.org.uk
Features: Layouts, trade support, societies, refreshments and parking.

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
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 GAUGEMASTER MODEL RAILWAY OPEN WEEKEND

Hosts: Gaugemaster
Location: Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN
Times: Sat 9am-5.30pm, Sun 10am-4pm
Prices: Free
Website: www.gaugemaster.com
Features: 20 layouts, displays, societies, outdoor rides, refreshments and parking.

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
Features: Layouts, trade support, displays and demos.

1/2 LLANFAIR GARDEN RAILWAY SHOW

Host: Steve Currin
Location: Llanfair Caereinion Leisure Centre, Llanfair Caereinion, Welshpool SY21 0HW
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free
Contact: 07796 863249
Features: Layouts, trade support, refreshments and parking. Free bus between venue and Welshpool and Llanfair Railway gala.

1/2 MEDWAY MODEL RAILWAY SHOW

Hosts: Medway Model Show Group
Location: Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 07821 254232
Features: Layouts, trade support, refreshments & parking.

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/
Contact: 07879 852736
Features: Layouts on display and refreshments.

2 BRESSINGHAM MODEL RAILWAY SHOW

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Low Road, Bressingham, Diss, Norfolk IP22 2AA
Times: 10.30am-5pm
Prices: Adults £6.50
Website: www.bressingham.co.uk
Features: Layouts, trade support, museum, refreshments, parking and disabled access.

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

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
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
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
Features: Layouts, trade support, refreshments and disabled access.

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
Features: 11 layouts, trade support, demos, 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
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
Features: 30 'N' gauge layouts, trade support, societies, displays, refreshments and parking.

8/9 RAILWAY ENTHUSIASTS' CLUB MODEL RAILWAY EXHIBITION

Hosts: Railway Enthusiasts' Club
Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £8, children £3 (one accompanied child free with each adult)
Website: www.recehibition.org.uk
Contact: 01252 542574
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

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
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
Features: Club layouts, trade support, refreshments, parking and disabled access.

15 CULM VALLEY MODEL RAILWAY CLUB EXHIBITION

Host: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £4, children £1.50
Website: www.cvmrc.co.uk
Contact: 01884 840369
Features: 15 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
Contact: 07880 033612
Features: 19 layouts, trade support, refreshments and parking.

15 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: The Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, children £3, family (2+2) £11
Website: www.tvrms.co.uk
Contact: 0121 329 2487
Features: 16 layouts, trade support, refreshments, parking and disabled access.

15 MID ESSEX MODEL RAILWAY EXHIBITION

Host: Mid Essex Model Railway Club
Location: Shenfield High School, Oliver Road, Shenfield, Essex CM15 8PX
Times: 10am-5pm
Prices: Adults £6, children £4
Website: www.midessexmrc.org
Contact: 01277 216098
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free classic bus service between venue and Shenfield railway station.

15/16 AYR MODEL RAILWAY EXHIBITION

Hosts: Ayr Model Railway Group
Location: Citadel Leisure Centre, South Harbour Street, Ayr KA7 1JB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family (2+2) £12
Website: www.ayrmrg.co.uk
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

15/16 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2.50, family (2+2) £14
Website: www.blackpoolandnorthfyledmrc.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

15/16 LUMSDALE MODEL CLUB OPEN WEEKEND

Hosts: Lumsdale Model Club
Location: George Centre, North Parade, Matlock Bath, Derbyshire DE4 3NS
Times: Sat 1pm-5pm, Sun 1pm-5pm
Prices: By donation
Contact: 07733 386194
Features: Layouts and club members.

15/16 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove St, Redditch B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, concessions £5, children £2, family (2+2) £14
Website: www.redditch-mrc.com

Contact: 01527 540289
Features: 15 layouts, trade support, refreshments, parking and disabled access.

15/16 SHIPLEY MODEL RAILWAY SOCIETY 40TH ANNIVERSARY EXHIBITION

Hosts: Shipley Model Railway Society
Location: Baildon Recreation Centre, Shipley, West Yorkshire BD17 5JH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free (max. 3), unaccompanied children £3
Website: www.shipleymrs.org.uk
Contact: 01274 593031
Features: 17 layouts, trade support, refreshments and parking.

16 MODELLERS OPEN DAY

Hosts: The Junction 72A MRC/Exeter and District Model Engineering Society
Location: St. Katherine's Priory, St. Katherine's Road, Exeter EX4 7JY
Times: 11am-4pm
Prices: Free
Contact: 07989 178741
Features: Layouts, outdoor rides (weather permitting), refreshments and parking.

22 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION

Hosts: Bury St Edmunds Model Railway Club
Location: Thurston Sixth, Beyton Campus, Drinkstone Road, Beyton, Bury St Edmunds, Suffolk IP30 9AQ
Times: 10am-4pm
Prices: Adults £5, concessions £4, accompanied children under 14 free
Website: www.burstedmundsmrc.com
Features: 22 layouts, trade support, refreshments and parking.

22 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.cmrc.club
Features: Eight layouts, demonstrations, displays, chat with club members, refreshments, parking and disabled access.

22 ERNE MODEL RAILWAY CLUB EXHIBITION

Hosts: Erne Model Railway Club
Location: Cathedral Hall, Halls Lane, Enniskillen, Co. Fermanagh BT74 7DR
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Contact: 028 66322163
Features: Layouts and trade support.

22 WEST SUSSEX N GAUGE SOCIETY AUTUMN OPEN DAY

Hosts: West Sussex Area Group of the N Gauge Society
Location: Sompoting Village Hall, West Street, Sompoting, West Sussex BN15 0BE
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.wsng.co.uk
Contact: 01403 266689
Features: Club layouts, demonstrations, refreshments, parking and disabled access

22/23 HALIFAX MODEL RAILWAY CLUB EXHIBITION

Hosts: Halifax Model Railway Club
Location: North Bridge Leisure Centre, North Bridge, Halifax HX3 6TE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6.50, accompanied children free, unaccompanied children £3
Website: www.halifaxmrc.co.uk
Contact: 01706 813833
Features: 15 layouts, trade support, parking and disabled access.

22/23 LEIGH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Leigh Model Railway Society
Location: St Joseph's Hall, Chapel Street, Leigh, Greater Manchester WN7 2DA
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, accompanied children under 15 free
Website: www.leighmodelrailwaysociety.wordpress.com
Contact: 01942 895030



Features: Ten layouts, trade support, refreshments, parking and disabled access.

28-30 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4pm
Prices: Adults £1.50, children 50p
Website: www.ukmodelshops.co.uk/tmrg/
Contact: 07879 852736
Features: Layouts on display and refreshments.

29 BRADFORD MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Bradford Model Railway Club
Location: Sedbergh Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ
Times: 10.30am-4.30pm
Prices: Adults £3, children £1
Website: www.bradfordmrc.org.uk
Contact: 07941 553307
Features: Club layouts, trade support, chat with club members, refreshments and disabled access.

29 ENFIELD WHITEWEBBS MODEL RAILWAY EXHIBITION

Hosts: Enfield Whitewebbs Railway Modellers
Location: Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Times: 10.30am-4.30pm
Prices: Adults £5, children 11+ £3, family (2+2) £13
Contact: 07798 765859
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

29 SMALL AND DELIGHTFUL RAILWAY GROUP OPEN DAY AND EXHIBITION

Hosts: Small and Delightful Railway Group
Location: Meadway Hall, Ham Lane, Compton Dundon, Somerset TA11 6PQ
Times: 10.30am-4pm
Prices: Adults £5, children £1, family (2+2) £10
Features: 22 narrow gauge layouts, trade support, demonstrations and refreshments.

29 WALTON-ON-THAMES MODEL RAILWAY EXHIBITION

Hosts: Gellert Kiss
Location: All Saints Church Hall, Queens Road, Walton-on-Thames, Surrey KT12 5LU
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £12
Website: www.waltonmodelrailwayexhibition.co.uk
Contact: 07763 438150
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

29/30 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

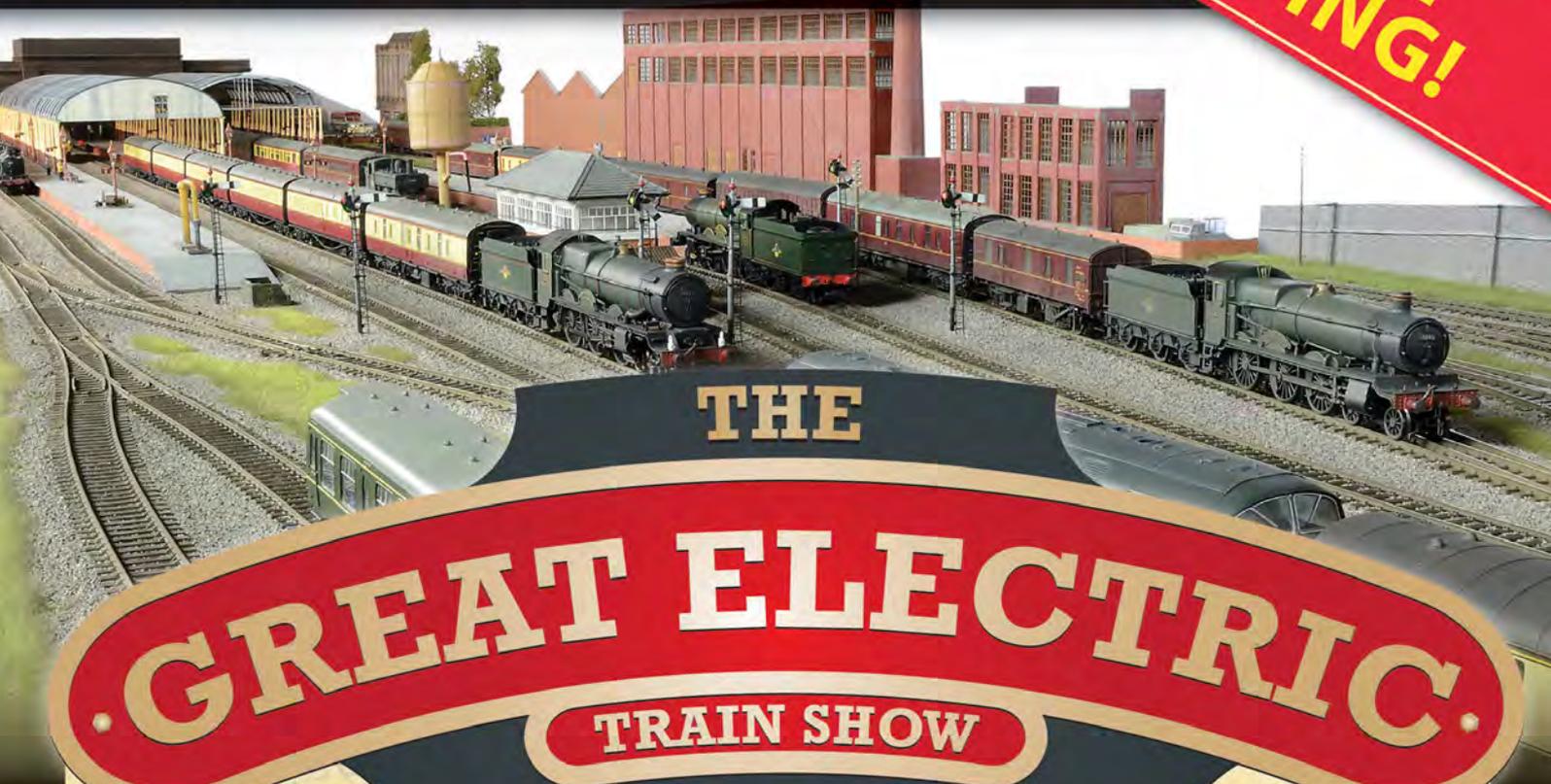
Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £7
Contact: 07958 137122
Features: Seven layouts, trade support, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

● *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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- 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"

H4-66-031 66783 in Biffa red "The Flying Dustman"

Digital Ready: £150

Digital Fitted: £165

Sound Fitted: £265

See the full list of specifications and more at: www.hattons.co.uk/66

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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 W4 Peckett 0-4-0ST

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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

LNER 20-ton Toad Brake van

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



R6833 LNER bauxite
R6833A LNER bauxite
R6834 BR livery (TBC)
R6834A BR livery (TBC)

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 87

Pre-order from £144
Due in Stock: August 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

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132
Due in Stock: December 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

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

Ransomes & Rapier 45T Breakdown Crane

Pre-order for £212.46
Due in Stock: March/April 2019



© Andy York / RMweb

38-800 SR black
38-801 GWR black
38-802 BR Black with early emblem
38-803 BR gulf red

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

OO9 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 Dinworic 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: TBC



372-775 271 in SE&CR plain green
372-776 1294 in Southern Railway black
372-777 31227 in BR black with early emblem

Class 450 4-car EMU

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



371-725 450073 in South West Trains livery

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Phone opening times: Mon to Sat 7:30am-6pm, Sun 9am-5pm
Shop opening times: Mon to Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
BR Mk1 Carflat	hattons.co.uk/BRCarflat	from £31.41	Jan 2017							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

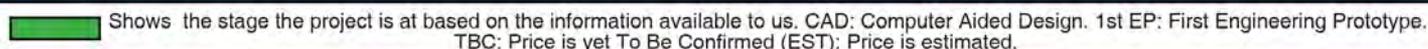
	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	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	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
Class 66	hattons.co.uk/66	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	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/c107	£111	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£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	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	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	hattons.co.uk/oxN7	from £87	Jan 2017							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

 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

Information correct at the time of going to press on 19/07/18.

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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 Bunlley 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 shirtbutton roundel (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-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
JB407 Austenite 0-6-0ST No 4 in NCB Backworth Colliery lined black - Ltd Ed of 200 (DJ).....£99
R3525 Battle of Britain Class (Air Smoothie) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor).....£139.50
1302 Class 1361 0-6-0ST 1364 in GWR green (Hat).....£124

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 'Hall-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

31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac).....£110.46

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95).....BARGAIN.....£69

31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95).....BARGAIN.....£72

31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac).....£123.21
32-235 Class 9F Fowler Jinty 0-6-0 tank 47673 in BR black late crest weathered (Bac).....£93.46

NEW 32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) **NEW**.....£182.71

R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest (Hor) **NEW**.....£136
R3333 Class 415 Adams Festival 4-4-2T 30564 in BR black early emblem (Hor) (RRP £119.99).....BARGAIN.....£82

32-137A Class 4575 'Small Prairie' 2-6-2T 4592 in BR black early emblem - weathered (Bac).....£101.96

32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac).....£97.71

4780 Class 47xx 2-8-0 "Night Owl" 4704 in GWR green shirtbutton emblem (Hel).....£154

4781 Class 47xx 2-8-0 "Night Owl" 4705 in GWR green Great Western lettering (Hel).....£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).....£154
H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ).....£99

R3170 Class 49xx 4-6-0 4901 "Alderley Hall" in GWR Green - Railroad range (Hor).....£74

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99).....BARGAIN.....£58
32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered (Bac) (RRP £139.95).....BARGAIN.....£94

32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac).....£118.96

32-085 Class 56XX 0-6-2 6639 in BR black early emblem (Bac) (RRP £114.95).....BARGAIN.....£79

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

31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac).....£84.96

31-214 Class 6P Patriot 4-6-0 45538 "Giggleswick" in BR Green early emblem (Bac) (RRP £164.95).....BARGAIN.....£119

31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95).....BARGAIN.....£104

NEW R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) **NEW**.....£144
R3565 Class 8F 2-8-0 8035 in LMS black (Hor).....£123

R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£136

32-858 Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac).....£169.96

NEW 32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac) **NEW**.....£161.46

NEW 32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac) **NEW**.....£161.46

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
R31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95).....BARGAIN.....£121

R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99).....BARGAIN.....£129
R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99).....BARGAIN.....£94

NEW R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor) **NEW**.....£152

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99).....BARGAIN.....£87

R3588 Class B17 4-6-0 2864 "Liverpool" in LNER green - Railroad Range (Hor).....£76.50

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

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

31-138 Class D11/2 4-4-0 62682 "Haystoun of Bucklaw" in BR black early emblem (Bac) (RRP £139.95).....BARGAIN.....£99

35-075 Class E4 Brighton tank 0-6-2 579 in LB&SCR umber (Bac) (RRP £109.95).....BARGAIN.....£80

R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99).....BARGAIN.....£79

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99).....BARGAIN.....£76

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R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82

R3208 Class V Schools 4-4-0 30915 "Brighton" in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £89

R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82

R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN** £69

R3459 Class N15 King Arthur 4-6-0 30792 "St. Hervey de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** £108

R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69

3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) (RRP £184.95) **BARGAIN** £89

R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69

3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95) **BARGAIN** £89

4S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown (Dap) £93.50

3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN** £89

H4-P-010 SE&CR P Class 0-6-0T "Pride of Sussex" Robertsbridge Flour Mill green (Hat) £99

3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95) **BARGAIN** £89

H4-P-005 SECR P Class 0-6-0T 1555 in SR black Egyptian lettering (Hat) £99

3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £89

H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99

3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £89

H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) £99

3921 Class O2/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) (RRP £184.95) **BARGAIN** £89

H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) £99

R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER Green (Railroad range) (Hor) £84

H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat) £99

R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100

H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99

R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) **BARGAIN** £109

H4-P-003 SECR P Class 0-6-0T 754 in SE&CR grey (Hat) £99

H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat) £99

31-980 Standard Class 3MT 2-6-2T 82020 in BR green late crest - weathered (Bac) (RRP £139.95) **BARGAIN** £99

32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £114.71

32-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) (RRP £134.95) **BARGAIN** £99

R3500 The Sir Nigel Gresley Collection (Hor) £480

R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) £72

R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) £79

32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) £144.46

10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** £94

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

2520 Class 05 Hunslet shunter D2592 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69

2521 Class 05 Hunslet shunter D2600 in BR green wasp stripes (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) £111

2912 Class 07 shunter 07001 in Peakstone yellow (Hel) £111

2911 Class 07 shunter 07005 in BR blue wasp stripes and air brakes (Hel) £111

2901 Class 07 shunter D2990 in BR green wasp stripes (Hel) £111

2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel) £111

R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £132

32-119 Class 08 Shunter 08907 DB Schenker red (Bac) (RRP £124.95) **BARGAIN** £76

1409 Class 14 D9531 in BR green - as preserved (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) £127.46

4D-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes (Dap) £127.46

4D-012-006 Class 22 D6327 in BR blue small yellow panels and headcode boxes (Dap) £127.46

4D-012-008 Class 22 D6332 in BR blue (Dap) £127.46

2615 Class 28/1 26044 in BR blue - weathered (Hel) £104

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3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) £101
3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) £101

R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £88
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
32-369 Class 37/4 37421 in Colas Rail (Bac) £135.96

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £94.99) BARGAIN £74
32-482 Class 40 97407 "Aurore" BR blue - weathered (Bac) (RRP £179.95) BARGAIN £119

R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) BARGAIN £59
32-066 Class 43 North British (NBL) Warship D835 "Pegasus" in BR Green Small Yellow Panel (Bac) £118.96

31-658 Class 47/0 47001 in BR Blue - weathered (Bac) £144.46

31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac) £135.96

5310 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) BARGAIN £94

32-753DS Class 57/0 57007 "Freightliner Bond" in Freightliner green - DCC sound fitted (Bac) £203.96
5827 Class 58 58016 EWS maroon and gold (Hel) (RRP £125) BARGAIN £99

5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) BARGAIN £96
5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) BARGAIN £99

32-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) £152.96
R3349 Class 67 67024 in EWS (Hor) £129.62
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

NEW
31-590 Class 70 70015 in Freightliner air intake modifications (Bac) **NEW** £144.46

R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59
OLIV003 Class 73/1 73141 "Charlton" in First GB Rail purple - Olivias Trains limited edition (Dap) (RRP £140) 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

4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) BARGAIN £129

32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) £67.96
GV2012 YEC Janus 0-6-0DE shunter National Coal Board NCB blue (Gol) £99

GV2015 YEC Janus 0-6-0DE shunter No.201 in Port of London blue (Gol) £84
GV2013XS YEC Janus 0-6-0DE shunter No.5 in British Steel - Ltd Ed - DCC sound fitted (Gol) £179

Electric locos

7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160) BARGAIN £124

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

7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129

4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) £129.95
4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25
4D-009-004D Class 121 single car DMU 'Bubblecar' W55023 in BR blue - DCC Fitted (Dap) £142.70

7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) BARGAIN £129

31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) BARGAIN £89

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

9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (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 Railway maroon (Hel) (RRP £139.95) BARGAIN £74

HSTs

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

DMUs

R3665 Class 121 'Bubble Car' 121034 in BR green - Railroad Range (Hor) **NEW** £56
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-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original 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
32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe - (Bac) (RRP £164.95) BARGAIN £119

30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490
4D-011-004D Streamlined Railcar 6 in GWR lined chocolate and cream Twin Cities cross - DCC Fitted (Dap) £142.70

EMUs

R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) BARGAIN £62
31-427B Class 411 4-CEP 7106 BR Blue & Grey (Bac) (RRP £299.95) BARGAIN £220

31-426B Class 411 4CEP EMU 7122 in BR Green yellow warning panels (Bac) (RRP £299.95) BARGAIN £220

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue

R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) BARGAIN £45
R1176 Class 373 'Eurostar' Train Set (Hor) (RRP £169.99) BARGAIN £129

R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) BARGAIN £80

Train sets - digital

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £130

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

All prices correct when going to press. Errors excepted.



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN**... £199
Coaches



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
R4884A Collett corridor brake third (Left hand) W4926W in BR crimson and cream (Hor) **NEW**..... £40
R4885A Collett corridor brake third (Right hand) W4925W in BR crimson and cream (Hor) **NEW**..... £40



R4687A Collett corridor composite (Left hand) W6146W in BR crimson and cream (Hor) **NEW**..... £40
R4688A Collett corridor composite (Right hand) W6145W in BR crimson and cream (Hor) **NEW**..... £40



R4684A Collett corridor third W4910W in BR crimson and cream (Hor) **NEW**..... £40



39-577 Hawksworth A38 Auto-trailer W237W in BR unlined crimson (Bac) (RRP £68.95) **BARGAIN**..... £49



39-105 Mk1 RU restaurant car W1900 in BR crimson & cream (Bac) (RRP £44.95) **BARGAIN**..... £29



39-052E Mk1 SO second open M3741 in BR crimson & cream (Bac) (RRP £44.95) **BARGAIN**..... £29



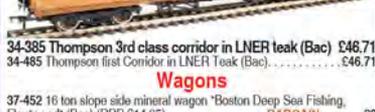
R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99) **BARGAIN**..... £17
R4614A Mk2E FO first open W3231 BR Blue & Grey (Hor) (RRP £29.99) **BARGAIN**..... £17
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN**..... £33



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN**..... £33



34-385 Thompson 3rd class corridor in LNER teal (Bac) £46.71
34-485 Thompson first Corridor in LNER Teak (Bac)..... £46.71



37-452 16 ton slope side mineral wagon "Boston Deep Sea Fishing, Fleetwood" (Bac) (RRP £14.95) **BARGAIN**..... £8
38-041C 31 Tonne OBA Open Wagon BR Railfreight Red & Grey (Bac) **NEW**..... £21.21



38-046 31 Tonne OBA Open Wagon Railfreight Distribution (Bac) **NEW**..... £21.21



1154 4-wheel A lank 44290 in Esso grey 1980s Hazchem symbols - weathered (Hel)..... £20.50
1154 Pack of 4 (Hor) (RRP £39.80) **BARGAIN**..... £76
4F-013-021 4-wheel gunpowder van B887002 in BR bauxite (Dap) **NEW**..... £9.50
4F-013-022 4-wheel gunpowder van B887002 BR bauxite - weathered (Dap) **NEW**..... £10.50
4F-052-013 5 plank open wagon - "A Bramley, Oxford" (Dap) **NEW**..... £10
4F-052-014 5 plank open wagon - "A Bramley, Oxford" - weathered (Dap) **NEW**..... £11
R6868 5-plank open wagon "C&F Gaen, Port Talbot" (Hor) **NEW**..... £13



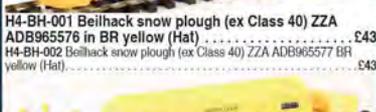
R6875 7-plank open wagon "Hawkins, Cannock" (Hor) **NEW**..... £13
4F-080-119 8 plank open wagon - "Monckton Colliery, Barnsley" - weathered (Dap) **NEW**..... £11



37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac)..... £39.06



H4-BH-001 Beilhack snow plough (ex Class 40) ZZA ADB965576 in BR yellow (Hat)..... £43
H4-BH-002 Beilhack snow plough (ex Class 40) ZZA ADB965577 BR yellow (Hat)..... £43



H4-BH-003 Beilhack snow plough (ex Class 40) ZZA ADB965578 in BR yellow (Hat)..... £43



H4-BH-009 Beilhack snow plough (ex Class 40) ZZA ADB965578 in Network Rail black (Hat)..... £43
H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat)..... £43
H4-BH-010 Beilhack snow plough (ex Class 40) ZZA ADB965579 Network Rail black (Hat)..... £43



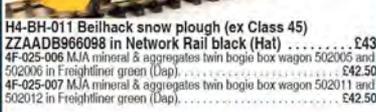
H4-BH-007 Beilhack snow plough (ex Class 40) ZZA ADB965580 in Railtrack Black (Hat)..... £43
H4-BH-008 Beilhack snow plough (ex Class 40) ZZA ADB965581 Railtrack Black (Hat)..... £43
H4-BH-012 Beilhack snow plough (ex Class 45) ZZA ADB966099 Network Rail black (Hat)..... £43



H4-BH-011 Beilhack snow plough (ex Class 45) ZZA ADB966098 in Network Rail black (Hat)..... £43
4F-025-006 MJA mineral & aggregates twin bogie box wagon 502005 and 502006 in Freightliner green (Dap)..... £42.50
4F-025-007 MJA mineral & aggregates twin bogie box wagon 502011 and 502012 in Freightliner green (Dap)..... £42.50



4F-025-008 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap)..... £42.50
4F-025-009 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap)..... £42.50
4F-025-010 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap)..... £42.50



4F-025-009 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap)..... £42.50



36-408 12 x Seated Coach Passengers (Bac)..... £11.50



36-047 Locomotive staff x 6 (Bac)..... £8.46



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN**..... £18



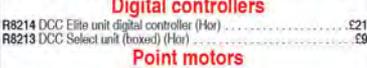
R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor)..... £38
R6883 Pack of three GWR horse boxes in GWR brown (Hor)..... £52
R6887 PTA 102 ton bogie wagon FR20552 in Yeoman Aggregates grey - Railroad Range (Hor) **NEW**..... £15



4F-027-010 Silver Bullet bogie tank wagon in NACCO/ECC - 3780 7898 072-9 (Dap)..... £25.50
R6839A SR Dia 1529 cattle wagon in BR bauxite (Hor) **NEW**..... £20



R8012 HM2000 High output power & speed controller, mains supply. (Hor)..... £87



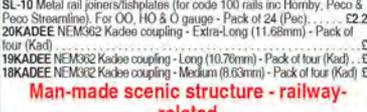
R8214 DCC Elite unit digital controller (Hor)..... £210
R8213 DCC Select unit (broads) (Hor)..... £98



R8243 Surface Mounted point motor (Hor)..... £8.50



R044 Passing contact lever frame switch (for point motors) (Hor)..... £9



SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec)..... £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)..... £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)..... £2.20
20KADEE NEM302 Kadee coupling - Extra-Long (11.68mm) - Pack of four (Kad)..... £5
18KADEE NEM302 Kadee coupling - Long (10.78mm) - Pack of four (Kad)..... £5
18KADEE NEM302 Kadee coupling - Medium (8.63mm) - Pack of four (Kad)..... £5



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel)..... £199
LK-55 761 Well type turntable (Pec)..... £41



R083 Box of 6 Buffer Stop (Hor)..... £9.50
R083 Single (Hor)..... £1.80



R070 Electrically Operated Turntable (Hor)..... £64
FL106 Steam shed depot clutter detail (Hor) **NEW**..... £9.50
R460 Straight Platform (Hor)..... £7



4L-003-005 Signal - Lattice Type SR Home Platform Starter (Dap)..... £26
4L-002-001 Signal - Motorised, LMS home (OO/SIGNS) (Dap)..... £25
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OO/SIGNS) (Dap)..... £25
4L-003-001 Signal - motorised, SR lattice home (Dap)..... £26.68



CG228 Poultry shed (Hor) **NEW**..... £14.50



SS394 Garage clutter detail (Hor) **NEW**..... £9.50



R8008 Grand suspension bridge (Hor)..... £94
44-568 Quayside walls Steps (Bac) (RRP £39.95) **BARGAIN**..... £24
PO244 Retaining wall in red brick - 4 sections per pack - card kit (Mail) £12



36-047 Locomotive staff x 6 (Bac)..... £8.46

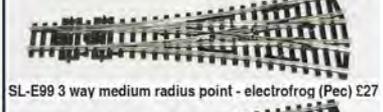
People - military
A00731V Pack of WW1 Royal House Artillery - Airfix Classics range - plastic kit (Air) **NEW**..... £4.50



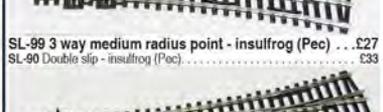
Track - Code 100 Setrack
R8090 1 single yard length of Semi-Flexible Track (Hor)..... £3.50
R8090 Pack of 24 (Hor)..... £79
R601 Double Straight (Hor)..... £2
R601 Box of 24 (Hor)..... £47
R8072 Left Hand Standard Point (Hor)..... £3.50
R603 Long Straight - 670mm (Hor)..... £3.70



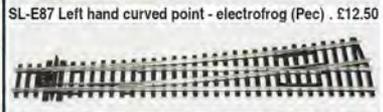
Track - Code 100 Streamline
R8073 Right Hand Standard Point (Hor)..... £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec)..... £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec)..... £14.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec)..... £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec)..... £9
ST-231 Setrack No.3 radius double curve (Pec)..... £2.70
ST-204 Setrack Quad Straight (670mm) (Pec)..... £3.50
ST-204 Box of 24 (Pec)..... £76
R600 Standard Straight (Hor)..... £1.50
R600 Box of 24 (Hor)..... £34



SL-E99 3 way medium radius point - electrofrog (Pec) £27



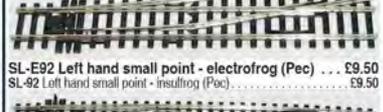
SL-99 3 way medium radius point - insulfrog (Pec)..... £27
SL-90 Double slip - insulfrog (Pec)..... £33



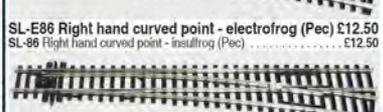
SL-E87 Left hand curved point - electrofrog (Pec)..... £12.50



SL-E89 Left hand large point - electrofrog (Pec)..... £12
SL-89 Left hand large point - insulfrog (Pec)..... £12



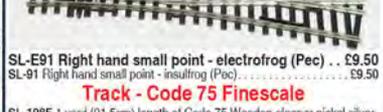
SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec)..... £10.50



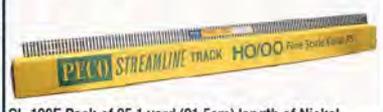
SL-E92 Left hand small point - electrofrog (Pec)..... £9.50
SL-92 Left hand small point - insulfrog (Pec)..... £9.50



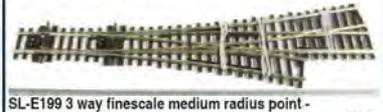
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec)..... £12.50



SL-E88 Right hand large point - electrofrog (Pec)..... £12



SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec)..... £10.50



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)..... £72
SL-100F Single (Pec)..... £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec)..... £29

Visit

www.hattons.co.uk/preorder

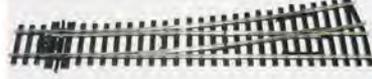
for all forthcoming releases



SL-E190 Finescale double slip - electrofrog (Pec) £38
SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

SL-U1189 Left hand large radius bullhead rail point - unitfrog (Pec) £26
SL-U1188 Right hand large radius bullhead rail point - unitfrog (Pec) £26

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £22
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Slotrack and Streamline 5m long (16' 4") (Pec) £10

Track underlay

Railway publications



R8156 Hornby book of track plans - 14th Edition (Hor) NEW £9.50

Buses

24331 30' BET Bus 'Hubble' (EFE) (RRP £29.95) BARGAIN £9
UK6501 ADL Enviro400 MMC - "Go Ahead London" (Nor) £48
UK6502 ADL Enviro400 MMC - "National Express West Midlands" (Nor) £48



UK6503 ADL Enviro400 MMC - "Stagecoach London" (Nor) £48



34112 AEC RT Bus 'London Transport' (EFE) NEW £29.71



GDG-19 Daimler 'Glasgow Corporation Transport' 11 Yorker Omo washing powder / Rentaset televisions adverts (FYS 524) (For) NEW £49



GDM-20 Daimler CVG6K "Manchester Corporation Transport" 95 East Didbury Crawfords Crackers / Heinz Ketchup adverts (NNB 284) (For) NEW £49



761R6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf) £23



761L011 Austin Tilly No.1 MTTC, Camberley 1945 (Subaltern Princess Elizabeth) (Oxf) NEW £5



76M3002 BMW M3 Coupe E32, Jerez Black (Oxf) NEW £5

76M009 Classic Mini Tweed Grey/OEW (Oxf) NEW £4.50
76COR1009 Ford Cortina Mk1 Black Cherry (Oxf) NEW £4.50
76COR3009 Ford Cortina Mk1i Sunset (Oxf) NEW £4.50
76RR002 Hollis Royce Corniche Persian Sand (Oxf) NEW £6

Cars



76ATK004 Atkinson Cattle Truck - "J Haydon and Sons" (Oxf) £13

76DXF003 DAF XF William Armstrong Houghton Parkhouse livestock trailer (Oxf) £25
76FT031 Ford Transit Mk5 SWB Low Floor 'London Underground' (Oxf) NEW £5



76L0001 Leyland Octopus trailer - "Tesco" (Oxf) £13



76LW001 Living Wagon Maroon/Red (Oxf) NEW £10

76J4001 Morris J4 van - 'Royal Mail' (Oxf) £5.50

Farming & Construction



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) £19.50



763CX002 JCB 3CX Eco Backhoe Loader Union Jack (Oxf) NEW £20

Military ground vehicles



76LRFCA002 Land Rover FC Ambulance Nato Green (Oxf) NEW £8.50

OO9 Narrow Gauge

ST-412 Setrack No.1 radius double curves (pack of 4 - half curve) radius 228mm/9", 22.5deg (Pec) £12

SL-400 1 yard length of OO9 narrow gauge flexible track wood wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83
SL-E491 Right hand point electrofrog (Pec) £9.50

Track - Code 80 Streamline

N Gauge

372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) (RRP £169.95) BARGAIN £119



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' in BR green late crest (Gra) (RRP £169.95) BARGAIN £124

372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) £118.96



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96

372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) £118.96

372-061 Class 4F 0-6-0 3851 LMS black Johnson tender (Gra) (RRP £119.95) BARGAIN £9

372-750K Class 4MT Fairburn 2-6-4T 2085 in Caledonian Railway blue as preserved - Ltd Ed for Bachmann Collectors' Club (Gra) £119.95

372-750 Class 4MT Fairburn 2-6-4T 2091 in LMS black (Gra) £99

372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96

25-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shuntbrn emblem - DCC Fitted (Dap) £37

25-019-001 Class 68xx 4-6-0 6820 'Kingstone Grange' in GWR green shuntbrn emblem (Dap) £118



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) £144.46

25-008-005 Class 4A 00022 'Mallard' in BR green early crest (Dap) £122



25-020-002 Class B17 4-6-0 61664 "Liverpool" in BR green early emblem (Dap) £109



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) £144.46

371-064 Class 03 Shunter 03170 BR Blue Wasp Stripes & Air Tanks (weatherrod) (Gra) £80.71



371-182 Class 40 40159 in BR Blue (Gra) £118.96

20-022-0058 Class 68 68006 'Daring' Scotrail - DCC Sound fitted (Dap) £242.72

20-022-0066 Class 68 68007 'Valiant' Scotrail - DCC Sound fitted (Dap) £242.72



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46

371-877A Class 108 2-car DMU in BR blue & grey (Gra) £144.46

20-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (DCC Fitted) (Dap) £125



370-048 The Highlander Digital Train Set Class 37/4 in BR large logo blue and two Mk2 coaches in 'Kyle Line' green and cream (Gra) £229.46

Coaches



374-111 BR Mk1 RMB Mini Buffet Car Intercity (Gra) NEW £26.31

374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46

2P-012-800 Pack of three Maunsell coaches - Set 368 - brake third compartment third and compartment third in BR crimson and cream (Dap) £70.13

2F-071-050 7 plank open wagon 302085 in LMS grey (Dap) NEW £8.50

2F-071-051 7 plank open wagon 302085 LMS grey - weatherrod (Dap) NEW £9.50

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

ST-11 Double straight track (Pec) £1.60

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-E389 Left hand large point electrofrog (Pec) ... £10.50



SL-E396 Left hand medium point electrofrog (Pec) £9.50

SL-E388 Right hand large point electrofrog (Pec) £10.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50

SL-395 Right hand medium point insulfrog (Pec) £9.50

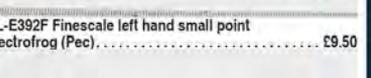


SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28

SL-E390F Finescale double slip electrofrog (Pec) £38

SL-E389F Finescale left hand large point electrofrog (Pec) £11

SL-U966F Finescale left hand medium point unitfrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) £11

SL-U965F Finescale right hand medium point unitfrog (Pec) £10

SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

Commercial vehicles

NSHA002 Mercedes Ambulance London (Oxf) NEW £5.50

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-026-007 Class 3F 'Jinty' 0-6-0T 7480 LMS black - Pushpull fitted (Dap) £191.25

7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) £191.25

NSHL03TK Scania Highline tanker - "Eddie Stobart" (Oxf) £12

Public Service vehicles

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-026-007 Class 3F 'Jinty' 0-6-0T 7480 LMS black - Pushpull fitted (Dap) £191.25

7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) £191.25

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details

7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75
 7S-007-001S Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem - DCC sound fitted (Dap) £357.60

7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest (Dap) £340
 7S-025-002S Class 64xx 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 3716 in BR Black late crest (Dap) £199.75
 7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) NEW £357.60

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 GWR green - DCC sound fitted (Dap) £357.60
 7S-010-010 Class A1X Terrier 0-6-0T W9 Fishbourne in Southern Railway green (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

2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £360

2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) (RRP £599) **BARGAIN** £360

2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550

2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470
 5350 Class 53 D0280 'Falcon' in original lime green cast crest (Hel) (RRP £609) **BARGAIN** £390

DMUs

8914Hel Class 128 parcels DMU W55991 in BR blue - weathered (Hel) £470

Coaches

7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) £170
 4955 Mk1 BG full brake BF blue Newspapers branding (Hel) (RRP £325) **BARGAIN** £180

4994 Mk1 GUV full brake in BR green (Hel) (RRP £325) **BARGAIN** £190

Wagons

1050 100xx OAA in BR bauxite - early (Hel) (RRP £84.95) **BARGAIN** £39

1052 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) £39
 1053 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

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 Mobil Cherrington red (Hel) (RRP £84.95) **BARGAIN** £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
 5052 Bogie covered IWB Cargowagon 2797669 in silver and blue (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
 H7-WW-706 Warnell wagon 50t diamond frame bogies M390329 BR red (Hel) £85

Track - Code 124 Bullhead Streamline

SL-700BH Box of 121 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
 SL-700BH Single (Pec) £6.50

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £54
 SL-E786BH Right hand O gauge curved turnout (Pec) £54



- SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
- ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") - 10 make a circle (Pec) £6
- ST-700 Setrack Bullhead straight 400mm (15.5") (Pec) £6
- ST-U751 Setrack second radius Unifrog left hand point (Pec) £43

Cars

43AMD9003 Aston Martin DB9 Coupe Cobalt Blue (Oxd) NEW £21

VA12611 Ford Escort Mk2 1.6 Harrier, Strato Silver (Cor) NEW £24

VA12511 Ford Fiesta Mk2 1.1 'Sandpiper', Roman Bronze & Solar Gold (Cor) NEW £24

43JAG5002 Jaguar MKV DHC Closed British Racing Green (Oxf) £21
 43JAG6004 Jaguar MKVIII Garmen Red (Oxd) NEW £20

VA13507 Mini 1275GT Special Tuning, Press Launch Car, Auto Car Magazine (Cor) NEW £25
 43R25002 Vols Hovos 2500 - Therapy & Mobykay Two Tons Blue (Oxd) NEW £21

VA11509 Triumph TR5 - Jasmine Yellow (Cor) NEW £24

VA06412 Vauxhall Cresta PA, Alpine Green & Glade Green (Cor) NEW £24

43LR3002 Land Rover Series 3 SWB hard top - 'AA' (Oxf) NEW £14.50

Commercial vehicles

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34
 D Double/Twin track power controller (Gau) £80

MT Transformer Output 2 x 16v AC 1A (Gau) £40

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £59

Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51
 DCR-18Pin-Direct 18-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £17
 36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £14.50
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 DCR-21PIN-Direct Box of 5 (Hat) £68
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 36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £18.66
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X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12

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 DC223 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £23
 BPDC22 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27w x 10d mm) x 5 (Gau) £79
 DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £16
 DCR-8PIN-HarnessMini Box of 5 (Hat) £72
 DCR-8PIN-HarnessMini Box of 10 (Hat) £128



- DCR-8PIN-Harness Box of 10 8-pin (harness) £120
- 4-function 1.1Amp decoder back EMF (Hat) £15
- DCR-8PIN-Harness Single (Hat) £16
- DCR-8PIN-Harness Box of 5 (Hat) £36
- R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
- R8249 Box of 6 (Hor) £92
- DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £77
- DCR-8PIN-Direct Box of 5 (Hat) £17
- DCR-8PIN-Direct Box of 10 (Hat) £36
- R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36
- R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

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R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor) £36
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R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) £36
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524-037 5A Power Booster DCC system for use Power Cab controller (NCE) £150
 36-504RC Dynamic Ultimate® DCC System Trial copy RailController Software (Bac) £240

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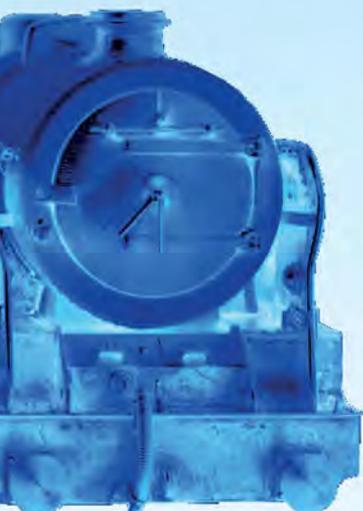
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Scale Link Ltd Announcement

It's time Bob slowed down!

Having supplied the modelling hobby for over 45 years and become an octogenarian, Bob has decided to offer parts of Scale Link for sale and to concentrate on fewer ranges than he supplies at present...

He will continue with MTH-trains, Omen Miniatures, Phoenix, Preiser and some others and also some products in 00-scale.

However, the Scale Link range of etched brass frets & whitmetal castings and the Scale Link WWI & WWII ranges are for sale...

So, please visit our stand at the Telford 0-gauge exhibition (1st & 2nd September) and see what you may be able to save on existing stock items or to discuss any possible purchase of all or part of Scale Link Ltd.

As usual we will have some MTH items on the stand, including the LMS period 3 coaches in 4 different liveries and a few locos etc.

We will also have the Darstaed Mk1, 4-coach sets in all 5 liveries £750.00/set. Crocodiles/Weltrols & our remaining bogie tankers at £69.00...

Don't forget, we have lots of 0-scale cars, vans, lorries & buses too!

Finally, thank you for your support since I started in November 1968 selling pre-owned model railway equipment as A & AW sales. Wyatt & Tizard Ltd. followed in 1972 and became Wyatt's Model Railways Ltd. in 1979.

W&T Manufacturing (Birmingham) Ltd. started in 1973 and is still trading, making many of the castings for Scale Link's products!

Scale Link Company was started in 1979 by the late John Piper & purchased in 1991 by Scale Link Ltd., who grew the company over the past 27 years.

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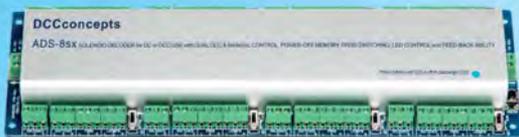
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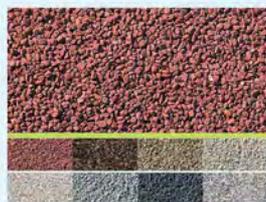
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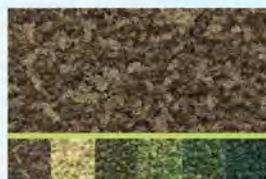
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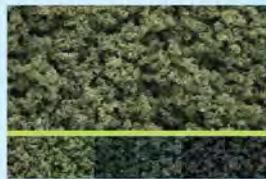
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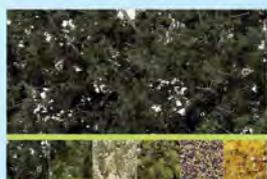
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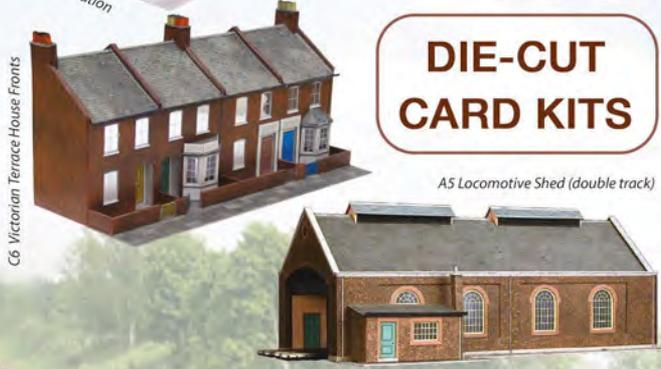
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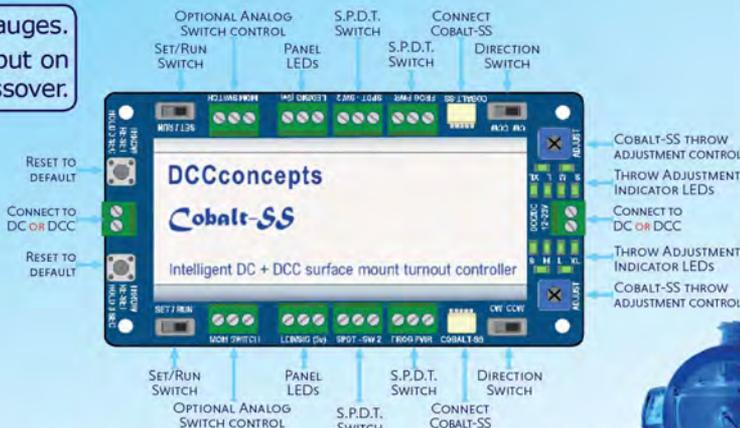
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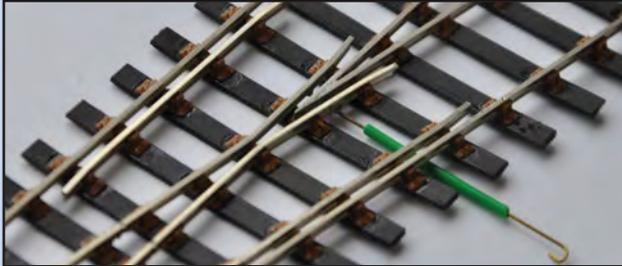
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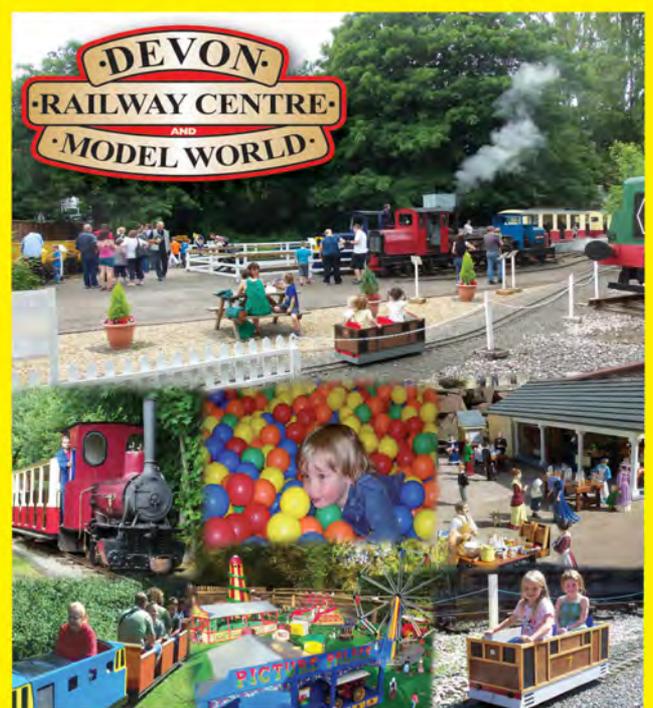
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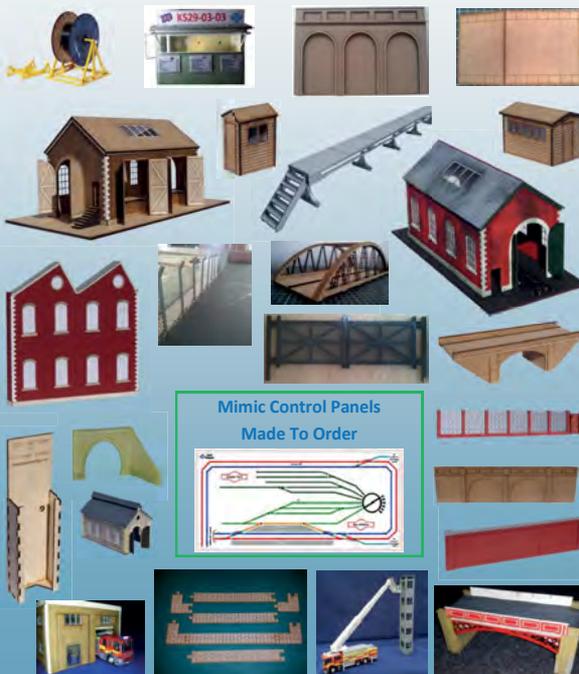
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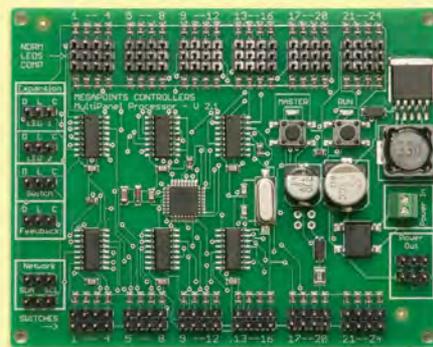
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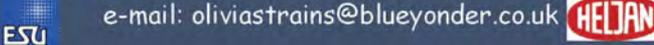
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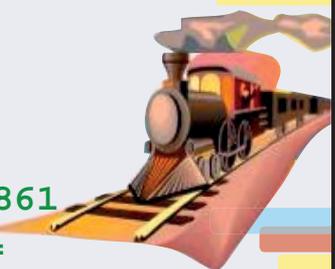
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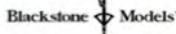


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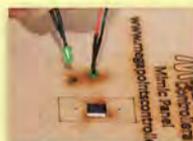


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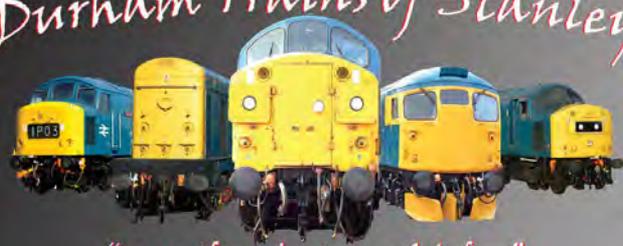


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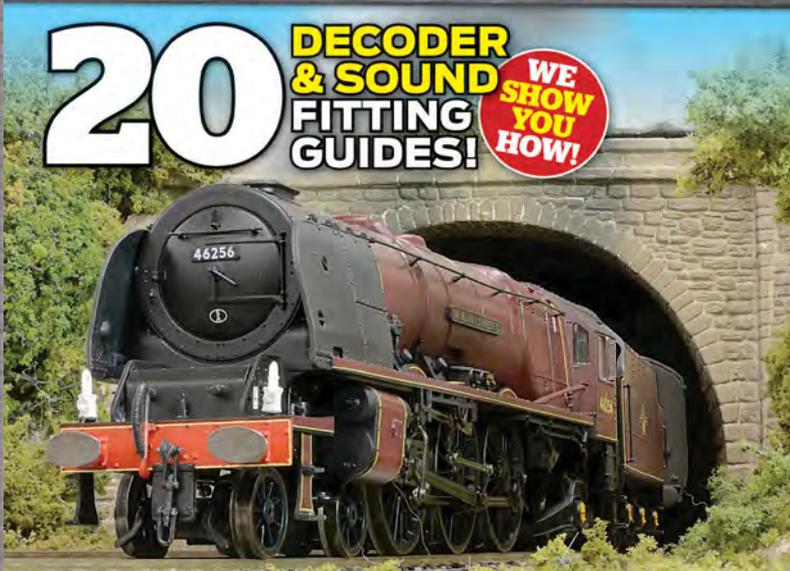
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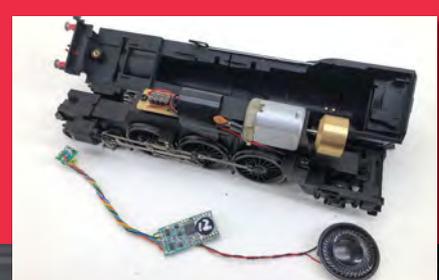
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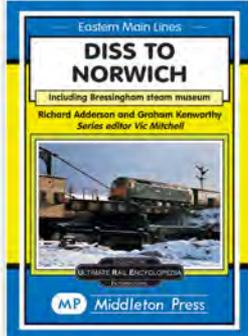
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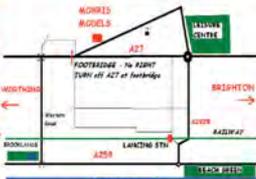
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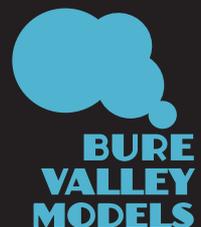
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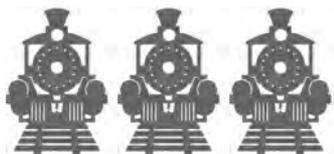
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Diary updated as bookings are confirmed

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- AUG 11/12 - SKIPTON MR Exhibition**, Skipton Academy (Formerly Aireville School) Gargrave Rd, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailso.org.uk
- Aug 25 - BOURNVILLE Model Railway Ex**, The Hollymoor 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 Steam at 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 - BURY ST. EDMUNDS Model Railway Club Annual Exhibition**, Thurston Sixth, Beyton Campus, Drinkstone Rd, Beyton, Bury St Edmunds, Suffolk IP30 9AQ. Saturday 10 - 5
- SEPT 22/23 - HALIFAX MR Exh**, 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
- 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
- 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. Sat10 - 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.
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- 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. Quentin Gate, Telford, TF3 4JH. Sat 10-6, Sun 10-4.
- Nov 16-18 - WAKEFIELD 57th Model Railway Ex**, Thornes 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.

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 20 GUILDFORD** - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5.
- 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
- Mar 2/3 - PRESTON Preston & District Model Railway Ex**, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8JR. 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.
- MAR 16/17 PERTH GREEN Model Railway Exhibition**, Perth Green Community Centre, Inverness Road, Jarro, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.
- APRIL 13/14 CORSHAM Trainwest 2019 Model Railway Exhibition**, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**

New Tools Shop Extension Now Open.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.
Exhibition Invitations always welcomed.

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NEXT ISSUE

DIGITAL SPECIAL!

Hi-tech layouts



Three stunning feature layouts, all operated with Digital Command Control, will showcase this system's potential for running railways big and small and across the scales. Highlights include Paul Toulmin's Exeter Junction in 'OO' gauge and Peter Price's compact 'O' gauge terminus Peterton. Plus you can expect the latest updates on *Hornby Magazine's* own in house project layouts.

MODELLING AND MORE

Tim Shackleton shows how to create a 'dead' locomotive to tow in a freight consist, we have a full preview to the Great Electric Train Show, a guide to building a laser cut lamp hut, the latest product reviews, news and much more. Don't miss it!



WE SHOW YOU HOW!



The *Hornby Magazine* team will show you how to make the most of digital control with informed features, detailed product reviews – including the latest sound decoders – and an in depth guide to installing Legomanbiffo's new sound decoder for the Hornby Class 800 units.

THE NEXT ISSUE OF
HORNBY
magazine

is on sale September 13 2018

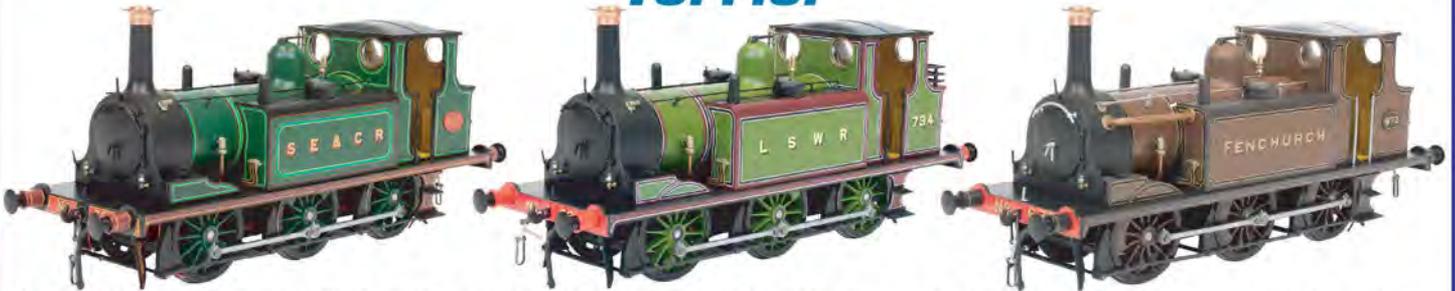
DON'T MISS IT!

PLUS

- The latest reviews
- Exclusive competition
- Railway history
- The latest news
- Step by step guides
- Inspirational layouts

August releases

Terrier



7S-010-013 - Terrier A1 751 SECR Green 7S-010-014 - Terrier A1 734 LSWR Green 7S-010-016 - Terrier A1 Fenchurch Marsh Brown

7S-010-012 - Terrier A1X 32650 BR Lined Black E/Crest Ex IOW Fishbourne

7S-010-015 - Terrier A1X Plain Black

These are 1st Decorated Samples Copyright Dapol Ltd.

NEW!

MGR HAA



These are 1st Decorated Samples Copyright Dapol Ltd.

7F-048-001 - MGR HAA Coal Wagon (Red Cradle) 350274 ERA 7-8
 7F-048-002 - MGR HAA Coal Wagon (Red Cradle) 355203 ERA 7-8
 7F-048-003 - MGR HAA Coal Wagon (Red Cradle) 353823 ERA 7-8
 7F-048-004 - MGR HAA Coal Wagon (Blue Cradle) 351351 ERA 8-9

7F-048-005 - MGR HAA Coal Wagon (Brown Cradle) 354317 ERA 5-7
 7F-048-006 - MGR HAA Coal Wagon (Brown Cradle) 359180 ERA 5-7
 7F-048-007 - MGR HAA Coal Wagon (Brown Cradle) 359447 ERA 5-7
 7F-048-008 - MGR HAA Coal Wagon (Yellow Cradle) 354469 ERA 7-8

HIA



Previously Produced Model used for Illustration Purposes Only.

4F-026-013 - HIA Freightliner Green Heavy Haul Limestone Hopper 369006
 4F-026-014 - HIA Freightliner Green Heavy Haul Limestone Hopper 369012
 4F-026-015 - HIA Freightliner Green Heavy Haul Limestone Hopper 369018
 4F-026-016 - HIA Freightliner Green Heavy Haul Limestone Hopper 369019
 4F-026-017 - HIA Freightliner White Heavy Haul Limestone Hopper 369026
 4F-026-018 - HIA Freightliner White Heavy Haul Limestone Hopper 369033

Turbot



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4F-043-001 - Turbot Bogie Ballast Wagon EWS Maroon DB978363
 4F-043-002 - Turbot Bogie Ballast Wagon EWS Maroon DB978396

4F-043-003 - Turbot Bogie Ballast Wagon EWS Maroon DB978309
 4F-043-004 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337

7F-200-001 - BR 20T Brake Van B951771 Grey CAO
 7F-200-002 - BR 20T Brake Van B952182 Grey
 7F-200-003 - BR 20T Brake Van B953095 Bauxite
 7F-200-004 - BR 20T Brake Van B951224 Bauxite CAP
 7F-200-005 - BR 20T Brake Van B952042 Grey
 7F-200-006 - BR 20T Brake Van B952978 Bauxite
 7F-200-007 - BR 20T Brake Van Unnumbered Grey
 7F-200-008 - BR 20T Brake Van Unnumbered Bauxite

4F-013-039 - Gunpowder Van - Spillers 177
 4F-013-040 - Gunpowder Van - Spillers 177
 Weathered
 4F-016-027 - Banana Van - Geest B882128
 4F-016-028 - Banana Van - Geest B882128
 Weathered
 4F-090-009 - 9 Plank - NE Loco Coal 30990
 4F-090-010 - 9 Plank - NE Loco Coal 30990
 Weathered

2F-038-053 - 20T Steel Mineral - Bolsover 6395
 2F-038-054 - 20T Steel Mineral - Bolsover 6395
 Weathered

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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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.



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.



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.

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.



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

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.

PRICES

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

GMC-PM1	Point Motor with Built-In Switch	£5.95
GMC-PM2	Point Motor No Switch	£5.50
GMC-PM4	Point Motor with Latching Mechanism	£6.75
GMC-PM10	Classic Solenoid Point Motor	£7.25
GMC-BPPM10	Classic Solenoid Point Motor (5 Pack)	£32.95
GMC-PM10D	Classic Solenoid Point Motor (DCC-Fitted)	£19.95
GMC-PM20	Surface Mounted Point Motor	£10.25
GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£47.95
GMC-PM20D	Surface Mounted Point Motor	£23.95

Point Motor Accessories

GMC-CDU	Capacitor Discharge Unit	£14.50
GMC-PM50	Connection Boxes (3)	£4.15
GMC-PM51	Point Motor Wire (Red/Green/Black) 10m Tripled (14x0.15)	£8.50
GMC-PM52	Point Motor Accessory Pack	£3.95
GMC-PM53	Harnesses for PM10D (2)	£4.15
GMC-PM60	Solenoid Point Motor Decoder/Harness	£17.25
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£6.25
GM612	45mm Hole Saw and Arbor	£3.65

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

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