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magazine

Issue 137 **November 2018**

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NEWS**

BUILDING BEWDLEY

RELIVE THE **SEVERN VALLEY RAILWAY** IN THE 1960s



- New packs and sets from Hornby
- Dapol product development
- New announcements for 'N' gauge
- Heljan 'O' Class 25 latest

KEY



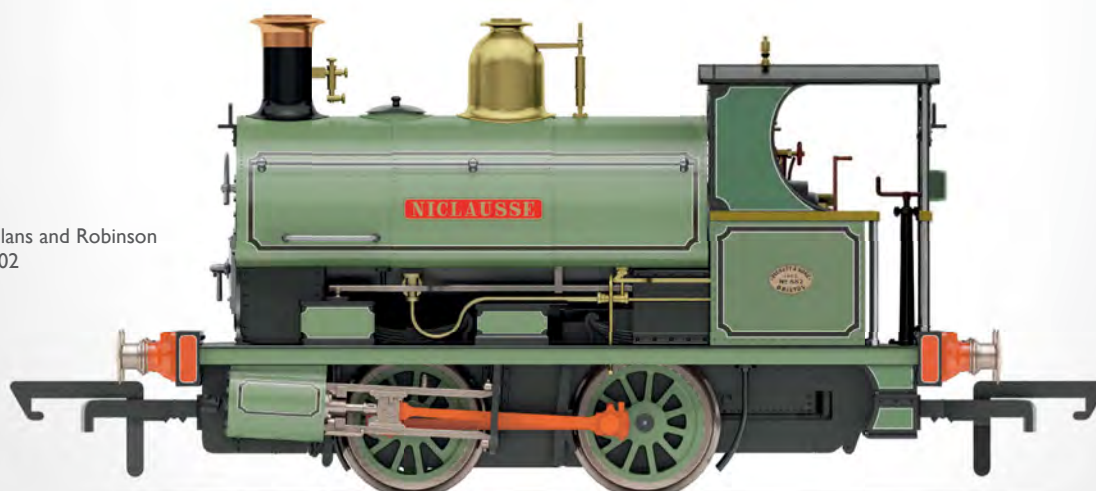
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9 771753 246090



R3615
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HORNBY magazine

November 2018

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HORNBY magazine

LATEST OFFERS

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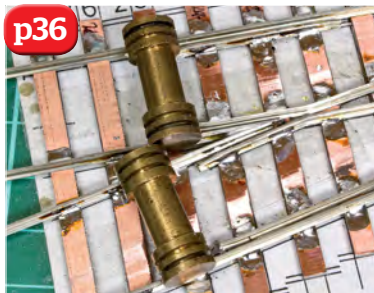
Bewdley in the 1960s was the inspiration for **GRAHAM HEALD'S** 'OO' gauge layout, as **ALISDAIR MACDONALD** reveals.



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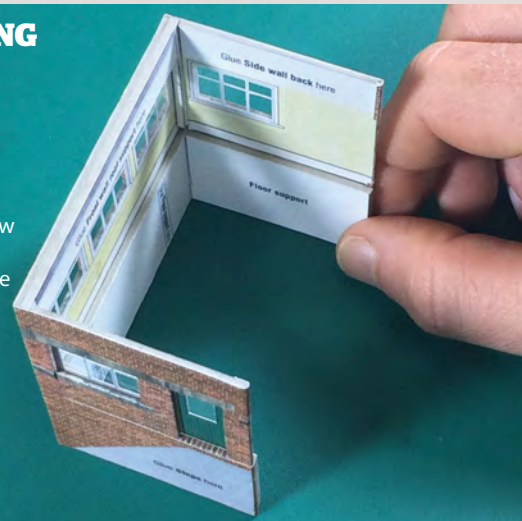
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BEWDLEY

A visit to the Severn Valley Railway spurred Graham Heald into turning the clock back and modelling Bewdley in the 1960s to stunning effect. Alisdair Macdonald explains all.

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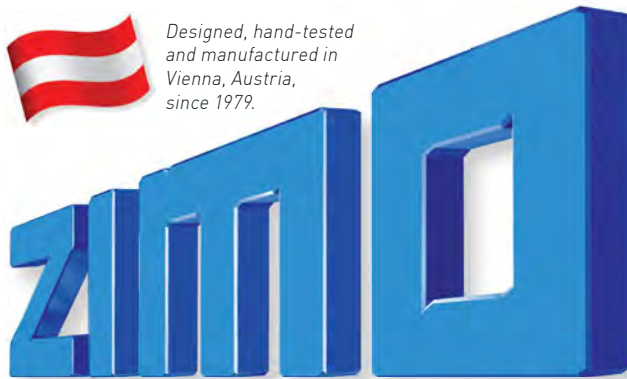
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Welcome

THE EDITOR'S PAGE



WELCOME to the November issue of *Hornby Magazine*. As always we've been pulling the stops out behind the scenes to make this issue even better and this month we are proud to be working with

Scalescenes to offer a brand new 'OO' gauge building kit with every copy.

The free kit, inserted between pages 42-43, allows you to build a London, Midland and Scottish Railway style Air Raid Precaution (ARP) standard signalbox. We've seen plenty of models capturing the Great Western Railway (GWR) ARP boxes, but comparatively few modelling those built by other regions. The kit takes inspiration from Greetland No. 2 'box, although it has been reduced in length to make the finished model as flexible as possible in its use.

The ARP signalbox is just the tip of the iceberg. We've also got a sound fitted Class 67 to give away in this month's competition and to make it unique this model has had

its Hornby Twin Track Sound decoder fitted in the *Hornby Magazine* workshop with an upgraded speaker fitted too.

This issue also sees the arrival of Heljan's first ready-to-run 'O' gauge steam locomotive - the GWR '61XX' 2-6-2T. This fine looking model is reviewed in full on pages 70-73.

If 'O' gauge isn't your personal interest there is plenty to tempt 'OO' gauge modellers including the BR Mk 2f carriages and Freightliner flats from Bachmann together with the Twin Track Sound fitted Class 43 HST power cars, the latest issue of the 'Brighton Belle' and more from Hornby. Plus we also give you an insight into Hatton's new range of Hobbyzone workshop modules.

This issue's layouts cover diverse subjects too. Topping the list is Graham Heald's stunning model of Bewdley station in the 1960s in 'OO' gauge, which you can also see at the Great Electric Train Show in Milton Keynes on October 13/14. It is joined by Andrew Armitage's inspirational 'N' gauge loft layout which models West Coast Main Line operations in the 1970s between Watford Junction and Harrow and Wealdstone. Completing the line up is South Hants MRC's Wood's Wharf - a compact 'O' gauge shunting layout which shows more of the potential for 7mm scale at home.

As this issue goes on sale the Great Electric Train Show is only two days away and we've been working hard behind the scenes to get everything ready for the event as well as completing the final work on Grosvenor Square. This year's show promises to be our best yet with 32 layouts, 45 traders and eight demonstrators filling our brand new and bigger venue at the Arena MK in Milton Keynes.

Of course this isn't the only place to catch up with the *Hornby Magazine* team this autumn and we are looking forward to taking Twelve Trees Junction to Spalding on November 3/4 and our brand new West Coast Main Line layout to Warley on November 24/25.

Being out on the show circuit is always a great experience for us and we hope to see you all at one of the shows this autumn.

Happy modelling!

Mike Wild
Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE NOVEMBER 2018

FREE SIGNALBOX KIT

● **LMS ARP 'box:** Free with this issue is an exclusive Scalescenes kit to build a signalbox in 'OO'.



REVIEWED

70 Heljan's new GWR '61XX' 2-6-2T headlines this issue's reviews alongside the latest models from Bachmann, Hornby and more.

WE SHOW YOU HOW

30 Tim Shackleton explores the world of Eastern Region freight locomotives by modifying and enhancing a Bachmann 'O4' and Hornby 'O1' 2-8-0 in 'OO' gauge.

96 Mike Wild shows how a Hornby Twin Track Sound decoder for the Class 67 can be enhanced with a new speaker and careful installation. Read the full step by step guide on pages 96-101.

FREE SIGNALBOX KIT FOR 'OO' **WIN HORNBYSOUND CLASS 67**

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REVIEWED! HELJAN 'O' GAUGE 'PRAIRIE'

BUILDING BEWDLEY
RELIVE THE SEVERN VALLEY RAILWAY IN THE 1960s

PLUS...

- Bachmann Mk 2f & container flats
- Hornby TTS HST and 1960s S-BEL
- Locomotion Sounds King decoder

WE SHOW YOU HOW EASTERN REGION 2-8-0s

Detail and modify Bachmann and Hornby LNER freight engines

CLASS 67 TTS UPGRADE

How to get the best from Hornby Twin Track Sound for the Class 67

LATEST NEWS

- New packs and sets from Hornby
- Dapol product development
- New announcements for 'N' gauge
- Heljan 'O' Class 25 latest

WIN! EXCLUSIVE COMPETITION

16 A Hornby Class 67 with a TTS decoder and upgraded speaker.



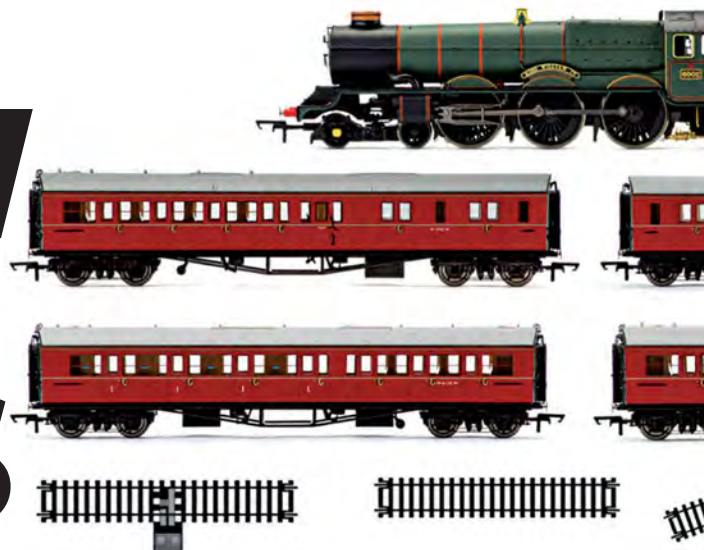
FEATURE LAYOUTS

- **Bewdley:** Graham Heald's evocative 'OO' gauge recreation of Bewdley in the 1960s is revealed in full.
- **West Coast - Southern Section:** Andrew Armitage takes us on a tour of his extensive West Coast 'N' gauge layout.
- **Wood's Wharf:** South Hants MRC explains how this compact 'O' gauge layout became part of its roster.

LATEST NEWS

- Hornby reveals new train packs and sets
- Dapol shows its latest product progress
- Revolution plans new 'N' gauge models
- Oxford Rail 'Boche Buster' rail gun in colour

Hornby offers... NINE NEW PACKS AND SETS



A NEW SELECTION of train packs and sets will be released in November by Hornby for 'OO' gauge covering steam and diesel era motive power and rolling stock. The packs will be available exclusively through Hornby's retailer network with prices starting from £108.49.

The packs use models from the Hornby collection including packs

based around the LNER Gresley 'J50' 0-6-0T, LSWR Adams '0415' 4-4-2T, Class 71 and Class 67. Each is being packaged with a selection of appropriate rolling stock and is to be delivered in a new style of packaging branded Sovereign.

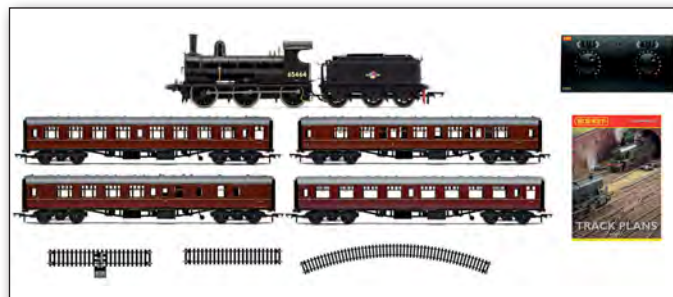
In addition two coach packs are planned using the highly detailed LMS non-corridor carriages. Each of these packs will contain four vehicles suitable

for making up a stopping train in both LMS and BR periods.

Completing the line-up are three Signature train sets. These use the high value full detail locomotives and rolling stock, as opposed to the RailRoad items used in Hornby's standard train sets. In addition each comes with a Hornby HM2000 twin track analogue controller, a circuit of track and Hornby's Track Plans book.

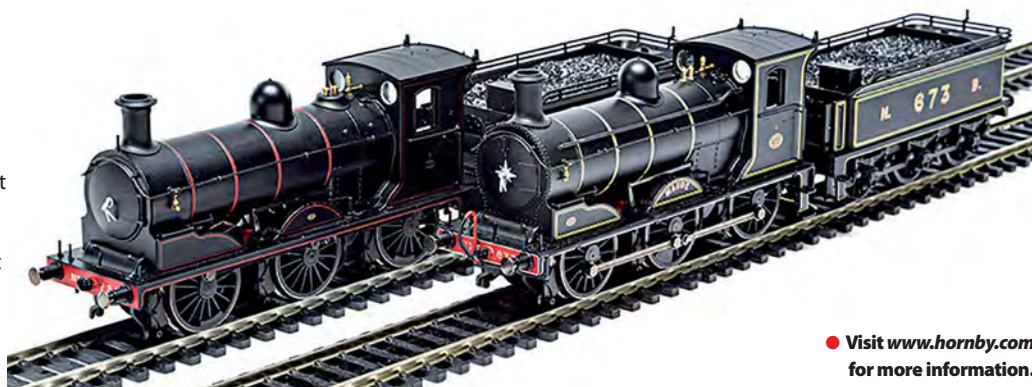
The three Signature sets consist of the 'Welshman' with a GWR 'King' 4-6-0 and four Collett Bow End carriages, 'East Lincs Special' featuring a 'B17' and five goods wagons and the 'Eastern Suburban' containing a LNER 'J15' 0-6-0 and four BR Mk 1 carriages.

The new packs are due to be available from Hornby retailers in November. Visit your local stockist to find out more.

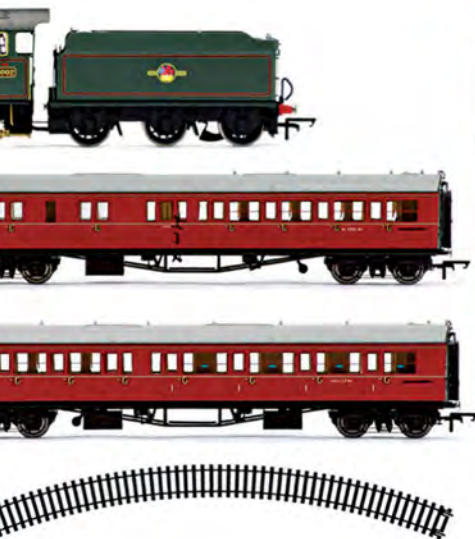


Decorated NBR and LNER 'J36s'

Factory painted samples of the North British Railway and London North Eastern Railway liveried 'J36' 0-6-0s have been received by Hornby for inspection. They model 673 *Maude* in lined NBR black, which will also have a Twin Track Sound decoder installed (Cat No. R3600TTS) and 722 in LNER lined black (R3621). Both are currently being inspected by the Hornby Development team to prepare them for production. Delivery is expected in December with prices set at £164.99 for 673 *Maude* and £139.99 for 722 in LNER black.



● Visit www.hornby.com for more information.



SOVEREIGN TRAIN PACKS

TITLE/CAT NO.	PRICE	ERA
Night Mover, R3788 Class 67 67025 <i>Western Star</i> , two Mineral Industries PCA tankers, one OTA timber wagon	£169.99	9-10
The Station Pilot, R3789 LNER J50' 0-6-0T 585, six-plank open wagon, Conflat with BD container, seven-plank open wagon	£108.49	3
Southern Rambler, R3790 SR '0415' 4-4-2T 3125, Maunsell Corridor First, Maunsell Brake Third	£158.99	3
Pullman Days, R3791 Class 71 71012 BR blue, Pullman Parlour Second, Pullman Kitchen Second	£229.99	7
Midland Commuter, R4926 LMS non-corridor Composite, Third and two Brake Thirds	£114.49	3
BR Midland Suburban, R4927 BR (ex-LMS) non corridor Composite, Third and two Brake Thirds	£114.49	5

SIGNATURE TRAIN SETS

The Welshman, R1243 BR 'King' 4-6-0 6002 <i>King William IV</i> , Collett Bow End Brake Third (R/H), Brake Third (L/H), Composite (R/H), Composite (L/H), HM2000 twin track analogue controller, eight third radius curves, one straight, one power track, Track Plans book	£389.99	5
East Lincs Special, R1244 BR 'B17' 4-6-0 61619 <i>Welbeck Abbey</i> , three open wagons, BR cattle wagon, BR Conflat and BD container, HM2000 twin track analogue controller, eight third radius curves, one straight, one power track, Track Plans book	£312.99	4
Eastern Suburban, R1245 BR 'J15' 0-6-0 65464, BR maroon Mk 1 Corridor Second, Corridor Composite, Second Open Brake Second Corridor, HM2000 twin track analogue controller, eight third radius curves, one straight, one power track, Track Plans book	£334.99	5

Sound fitted vent van progresses

Hornby has received an approval sample of the already sought after Twin Track Sound (TTS) fitted GWR vent van for 'OO' gauge (Cat No. R6888TTS). The model is designed to offer complementary sounds for a model railway setting via a built in TTS decoder and speaker.

The van features 29 sounds arranged into five sets. These cover workshop, station, station yard, general atmosphere and signalbox sounds to add ambience to a model railway. Each has a base sound which can have up



to two additional sounds played over the top, all operated from a Digital Command Control system.

The vent van is due to be released in December with a price of £39.99.

● You can hear it online at www.hornbymagazine.com.

INSIDE HORNBY®

The latest from Hornby HQ

Great Model Railway Challenge



A brand new television series is due to air from October 5 at 8pm on Channel 5 titled the Great Model Railway Challenge. The second programme will go out on October 12 at 8pm. Hornby has provided rolling stock for the projects and

the programme pits groups of railway modellers against each other to build working model railways on camera. The show runs for six weeks.

● Visit www.channel5.com for more information and to catch up on the first episode.

Hornby signs up with Warner Bros

Hornby Hobbies has signed a new licencing agreement with Warner Bros that will allow it to produce a range of models based on the franchise's popular films. The licence covers railway, die-cast and Scalextric product ranges and the first official product launches are to be made at the London Toy Fair in January 2019.

GWR Mk 3s prepare for production



Amongst the latest decorated samples to arrive with Hornby is a collection of new Great Western Railway liveried Mk 3 carriages covering First and Second Class open stock. These are painted in the latest livery to adorn trains running from

London Paddington to the West and will come with NEM coupling pockets fitted on all vehicles which will have hook and loop style couplings to suit both pull and push operation.

● Visit www.hornby.com for more information.

COMING UP IN...

THE ENGINE SHED

■ Keep up with the latest from the Hornby development team in the online Engine Shed blog. The next blogs will be live in mid-October. Visit www.hornby.com to read the latest blogs.

Dapol adds **BOGIE BOLLS** for 'OO'



Above: First sample of Dapol's new 'OO' gauge Bogie Bolster E.



Below: Decorated sample of Dapol's in development 'O' gauge Class 122.

Below: First sample of Dapol's new 'N' gauge BR Mk 3 'sleeper'.



SEPTEMBER was a busy month for Dapol with product updates and new announcements including the news that it is to produce the Bogie Bolster 'E' wagon for 'OO', joining the manufacturer's previously announced – and imminent – 'OO' YCV 'Turbot' bogie ballast wagon (HM136).

This latest addition to the 'OO' gauge range will incorporate a die-cast chassis, finely detailed underframe, removable NEM coupler pocket, sprung buffers and working instant couplings. Six bauxite-liveried examples are planned initially. Prices are set at £29.95 each, with delivery due in early 2019.

For 'N' gauge modellers, Dapol unveiled its next project, the BR Mk 3

TER'E'

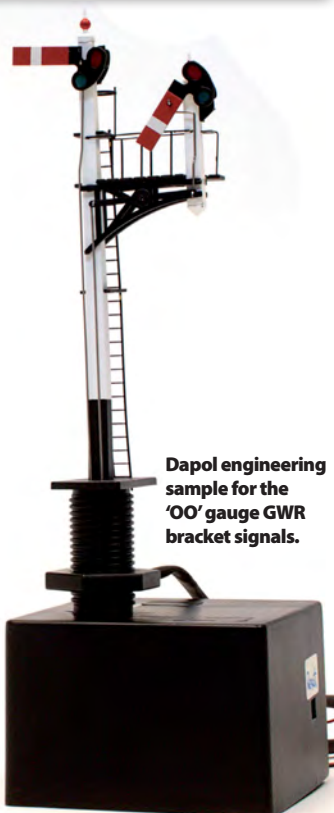


The first engineering sample for Dapol's new 'O' gauge YCV 'Turbot' (HM136)

sleeping car, at the International N Gauge Show on September 8/9, displaying an engineering prototype (EP) sample during the weekend. Five models are planned covering BR blue and grey, BR InterCity, GWR green, Jarvis (mess coach) and the latest Caledonian Sleeper colour schemes. Although prices are not yet confirmed, delivery is anticipated during the second quarter of 2019.

Dapol has also released images of forthcoming models including decorated samples of its 'O' gauge Class 121/122 diesel railcars, 'Y1'/'Y3' Sentinel 4wVBT shunters, engineering prototype (EP) samples of its 'O' gauge YCV 'Turbot' bogie ballast wagons and first engineering prototype samples of the 'N' gauge HIA limestone hoppers. Decorated samples of new liveries for its Class 68 diesel in 'N' and 'OO' and working GWR bracket semaphore signals for 'OO' have also been received, together with the first shots of its 'O' gauge GWR working semaphore signal.

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



Dapol engineering sample for the 'OO' gauge GWR bracket signals.

FINAL CALL FOR



Doors open to the 2018 Great Electric Train Show at 10am on October 13/14 (9.30am for advance ticket holders) at its brand new venue of the Arena MK in Milton Keynes. The two day show features 32 layouts, 45 traders and eight demonstrations and offers free parking, a free shuttle bus from Milton Keynes Central railway station, disabled access, refreshments and more.

Highlights include layouts featured in past issues of *Hornby Magazine* such as Whitby West Cliff (HM111), Dubmill Sidings (HM78), Glenfinnan (HM118), Vale of Oxbury (HM133), Southwick (HM131) and the magazine's own extended version of Grosvenor Square

(HM136). The full line-up covers 'N', 'OO' and 'O' gauge as well as a broad spectrum of eras stretching from the 1920s through to the present day.

Trade includes support from manufacturers Hornby, Accurascale, Hattton's, Kernow Model Rail Centre and Little Loco Company plus extensive shopping opportunities including ready-to-run locomotives and rolling stock, track components, detailing, spares, digital equipment, sound decoders, accessories and much more.

Prices on the day are £12 for adults, £9 for children (under 5s go free) and £34 for a family ticket (2+3).

● For full details visit www.greatictraintainshow.com

ACCURASCALE UPDATES ON CEMFLO PROGRESS

Progress on Accurascale's forthcoming 'OO' gauge Cemflo/PCV powder cement wagon (HM134) has been delayed, following reduced capacity at its production facility in China due to the sudden closure of another factory. While Accurascale didn't use this factory directly, an agreement to share production with some companies that were affected has added a delay to the delivery schedule at its facility, with a revised arrival for the Cemflo slated for April 2019.

As a result, a new lower price has been negotiated, with single

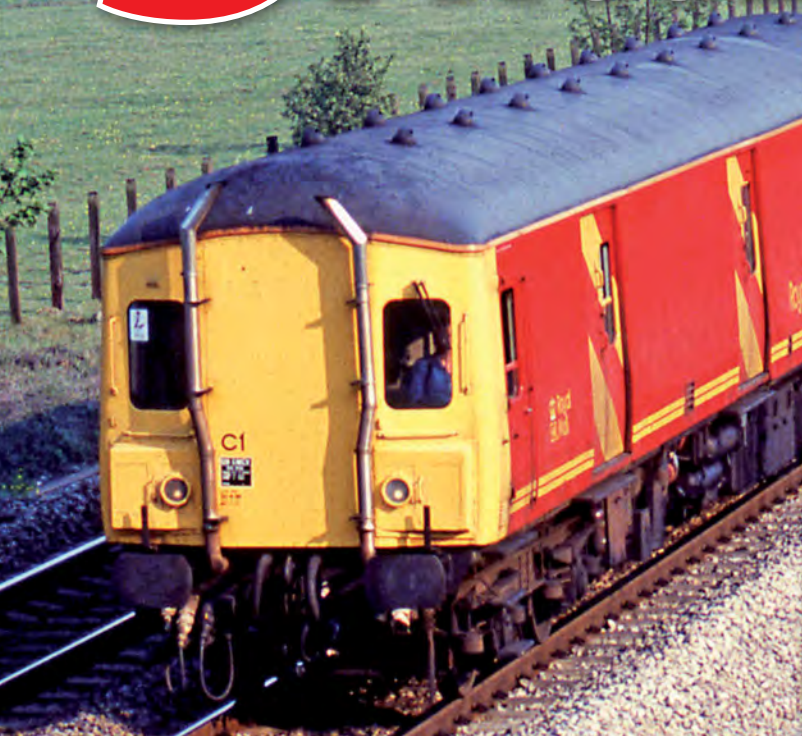
wagons now priced at £24.95 (saving £1 per wagon) and triple packs reduced by £4 to £69.95, while the TOPS bundle of 19 wagons is now priced at £399.95 and the pre-TOPS bundle of 22 wagons at £459.95, saving £35.05 and £40.05 respectively.

The manufacturer hopes to display a sample of the new wagon at The Great Electric Train Show in Milton Keynes on October 13/14, as well as announce details of its next 4mm scale project.

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



Revolution Trains unveils **5 NEW 'N' GAUGE PROJECTS**



Left: The Class 128 has been selected as Revolution Trains next crowd-funded 'N' gauge powered model. On May 3 1990 Class 128 W55994 rumbles along the relief line at Moreton forming a Paddington-Oxford mail working.
John Chalcraft/Railphotoprints.uk.

Below: The first samples of Sonic Models 'N' gauge VEA van have been received. They will cost £19.50 each.



FIVE new 'N' gauge ready-to-run projects were unveiled by Revolution Trains in early September, including the company's first non-crowdfunded model.

Heading the new announcements is a Class 128 Diesel Parcel Unit (DPU), as operated on BR's Midland and Western Regions from the 1960s to the 1990s. RT's proposed model will reflect the different external appearance between units utilising a low-profile chassis and featuring directional lighting with a guide price of around £125 each. Digital Command Control (DCC) sound-fitted models may be offered too.

Also planned for 'N' gauge is a 20ft tank container, the long-lived IPA twin car-carrying wagons with flat deck and covered

examples planned, Cemflo PCV cement wagons in pre and post-TOPS condition (a joint venture with Accurascale) and a VEA short wheelbase van in BR Railfreight maroon, BR Railfreight red and grey and BR Railfreight Distribution dark grey and yellow.

Of these, the VEA van will not be crowd-funded, but is being produced by a new company looking to enter the British market – Sonic Models.

Pre-production samples of the VEA were on display at the recent International N Gauge Show. Prices are set at £19.50 for the VEAs, while the Cemflos are expected to be around £25 each and the IPA car-carrying wagons approximately £40 each.

The 20ft tank container will be produced in conjunction with C-Rail

and will be offered in Bulkhaul, Stolt, Hoyer and Nichicon liveries. Priced at £9 each, they have already been approved for production with models due to arrive in early 2019.

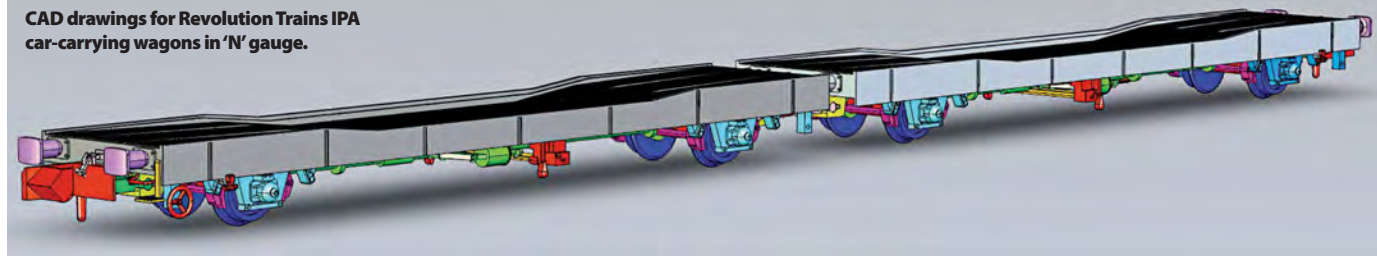
In addition, a new batch of 'N' gauge Pendolinos, produced by Rapido Trains, is proposed in Virgin Trains' new white/red silk livery, with four 11-car trains planned, together with an example in the colourful rainbow Pride livery carried by 390045. Two original Virgin Trains Pendolinos with grey doors are also planned along with a

nine-car model in original livery but with later style coach designation letters on the doors. Limited numbers of each will be available.

Finally, a second run of 'N' gauge 100tonne TEA tanker wagons is also proposed with new versions of the VTG red, EWS grey and Greenery green and blue models, along with three new liveries in Carless grey, VTG aviation fuel pale grey and VTG green. Each is expected to be around £30.

● Visit www.revolutiontrains.com for more information.

CAD drawings for Revolution Trains IPA car-carrying wagons in 'N' gauge.



Heljan unveils decorated Class 25/3



The first full factory decorated sample of the BR Class 25/3 for 'O' gauge by Heljan has been revealed ahead of the models expected release in the first quarter of 2019. Painted in BR two-tone green with small yellow warning panels the sample has now been

approved for production.

Four further versions will be available on release covering BR two-tone green with full yellow ends, pre-TOPS BR blue, TOPS era BR blue and weathered BR blue with TOPS era logo positions. Each will have directional lighting, twin motors, twin flywheels

and a heavy die-cast chassis.

Prices are set at £525 per locomotive.

● Visit www.heljan.dk for more information and visit www.hornbymagazine.com to see the sample running on our test track and more images.

NEWS IN BRIEF

■ Hatton's Model Railways is celebrating being ranked one of the Top 500 internet retailers in the UK, according to Internet Retailing UK's (IRUK) latest annual report.

On receiving the news, Richard Davies, Hatton's Managing Director commented, "Seeing our name amongst and above so many household names demonstrates just how far we've come in the last few years. We have no shortage of plans for pushing on and are looking forward to rising into the Top 150 in 2019." Hatton's processes more than 200,000 orders every year.

● www.hattons.co.uk

■ High Wycombe and District Model Railway Club's annual Wycrail Model Railway exhibition returns to the Cressex Community School, Holmers Lane, High Wycombe on Saturday November 3, between 10am and 5pm. More than 30 layouts are booked to attend, together with a host of demonstrations and traders. A free vintage bus service will be operating between the venue and Wycombe railway station, via the town centre and Handy Cross Hub Park and Ride, located close to the M40.

● www.hwdmrs.org.uk

■ Four new 'N' gauge water crane kits have been added to Peedie Models 3D-printed range covering London & South Western Railway (LSWR) trackside style (Cat No. PM3D86050), LSWR platform style with 'fire devil' (PM3D86051), Great Western platform style with fire devil (PM3D86052) and a Midland Region variant (PM3D86053).

3D-printed in resin, the LSWR water cranes are supplied in packs of two, priced at £5.95, while the Great Western and Midland versions are supplied singly, priced at £4.95 each.

● www.peediemodels.com

OXFORD RAIL STOBART MK 3A

Oxford Rail has received the latest decorated sample of its forthcoming 'OO' gauge BR Mk 3a

First Open (FO) in Stobart Pullman livery for approval. Just one vehicle is planned currently as BR Mk 3a FO

11013 with Stobart branding and Direct Rail Services lettering and logos. Priced at £34.95, a delivery date has yet to be confirmed.



● Visit www.oxfordrail.com for more information.

DECORATED OXFORD RAIL 'BOCHEBUSTER'



Oxford Rail has released images of its new 'OO' gauge BL 18in Howitzer rail gun in decorated form.

First announced earlier this year (HM129), the 'Bochebuster' is set to be available in a special First World War pack containing camouflaged rail gun and a

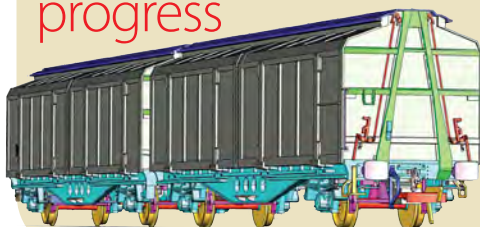
Railway Operating Department (ROD) 'Dean Goods' 0-6-0 (Cat No. OR76BOOM01), together with a solo model in Second World War condition (OR76BOOM02).

Prices are set at £49.95 for solo models and £169.95 for the First World War pack. The pack will

also be available containing a DCC sound-fitted ROD 'Dean Goods' 0-6-0 (OR76BOOM01XS), priced at £279.95.

● Visit www.oxfordrail.com for further information.

Kernow IZA 'Twins' progress



Kernow Model Rail Centre has received the first Computer Aided Design (CAD) drawings for its 'OO' gauge IZA Cargowagon twin vans for assessment.

Ten variants are planned with five in the original Cargowagon colour scheme (Cat No. SB008A-E) and five in revised Cargowagon livery (SB008G-K), with bulk packs of four 'twins' in each scheme also offered (SB008F/SB008L). Two models (SB008E/SB008K) will additionally feature battery-operated flashing red tail lamps.

Produced in collaboration with Revolution Trains, the project has benefitted from research already undertaken for Revolution's recently-released 'N' gauge models. Tooling is expected to commence once the CADs have been approved, with delivery anticipated for late 2019.

Prices are set at £99.95 for single models, £104.99 for tail lamp fitted examples and £399.96 for the bulk packs. A pre-order discount is currently available.

● Visit www.kernowmodelrailcentre.com.

PREVIEW

SPALDING MODEL RAILWAY EXHIBITION 2018

Dentdale is one of the layouts which will be located in the *Hornby Magazine* aisle at the Spalding exhibition. It models the Settle and Carlisle line in 'N' gauge and featured in HM95.

BILLED as the East of England's premier show, the Spalding Model Railway Exhibition, sponsored by *Hornby Magazine*, returns to the Springfields Events Centre in the town on the weekend of November 3/4 2018.

Hosted by Spalding Model Railway Club, this year's event boasts more than 30 layouts and sees the return of the *Hornby Magazine* aisle within the main exhibition arena, showcasing a selection of layouts that have appeared within the magazine



The stunning 'O' gauge locomotive fleet of the 82G Model Railway Group will be in action and on display on 82G at the Spalding show. It featured in HM74.



including Warley Model Railway Club's Broadwater Junction (HM89), Wayne Webb, Tony Frazer and Bob Taylor's Dentdale (HM95), Neil Woodbine's Franwood TMD (HM117), Simon and Hannah Denham's Goathland (HM99), Shipley Model Railway Society's Leicester South (GC) (HM79), Nick Skelton's Rumbling Bridge (HM94) and *Hornby Magazine's* 'OO' gauge BR Southern Region layout Twelve Trees Junction (HM Yearbook No. 6 and 10/HM97). Also set to appear at the two-day show are the 82G Group's superb



The *Hornby Magazine* team will be exhibiting Twelve Trees Junction at Spalding with its extensive roster of Southern Region multiple units and digital sound equipped locomotives.



'O' gauge motive power depot 82G (HM74), Lincoln and District Model Railway Club's Aisthorpe (HM95), Allan Cromarty's Oulton TMD (HM107) and Carl Woodward's Vale of Oxbury (HM133).

Renowned for covering a wide sphere of scales and gauges, the show also features Phillip Hutchings' 3mm scale Addison Park representing London Transport territory in the 1950s, Western Model Railway Society's 'O' gauge layout Belbroughton set on a North Worcestershire branch line in the late 1950s, Graham Morfoot's 'O-16.5' Caroline Concrete Works, Doug Kightley's 'T' gauge model of the Forth Rail Bridge, Mark Tatlow's 'P4' scale Portchullin and many more. Catering for Continental and European interests, David George's 'O' gauge 29th Street Wharf, Chelmsford Model Railway Club's 'On30' Chelma Canyon, Raven Miniatures' Eisengebrau, Alan Hancock's Gila Canyon and Peter Kirmon's 'O' gauge Laramie Engine Terminal, will also be present.

Hornby Magazine's editorial team will be there all weekend to field any questions or queries you may have, as will the *Hornby Magazine* stand with special show-only offers on subscriptions and a selection of accessories, models and scenic items, while practical demonstrations are also planned from Paul Bason, Richard Dockerill, John Emerson, Tony Wright and Waveney 'O' gauge group.

Bachmann Europe will be in attendance once again, displaying examples of its recent releases and latest in-development prototype

SPALDING EXHIBITION LAYOUTS 2018

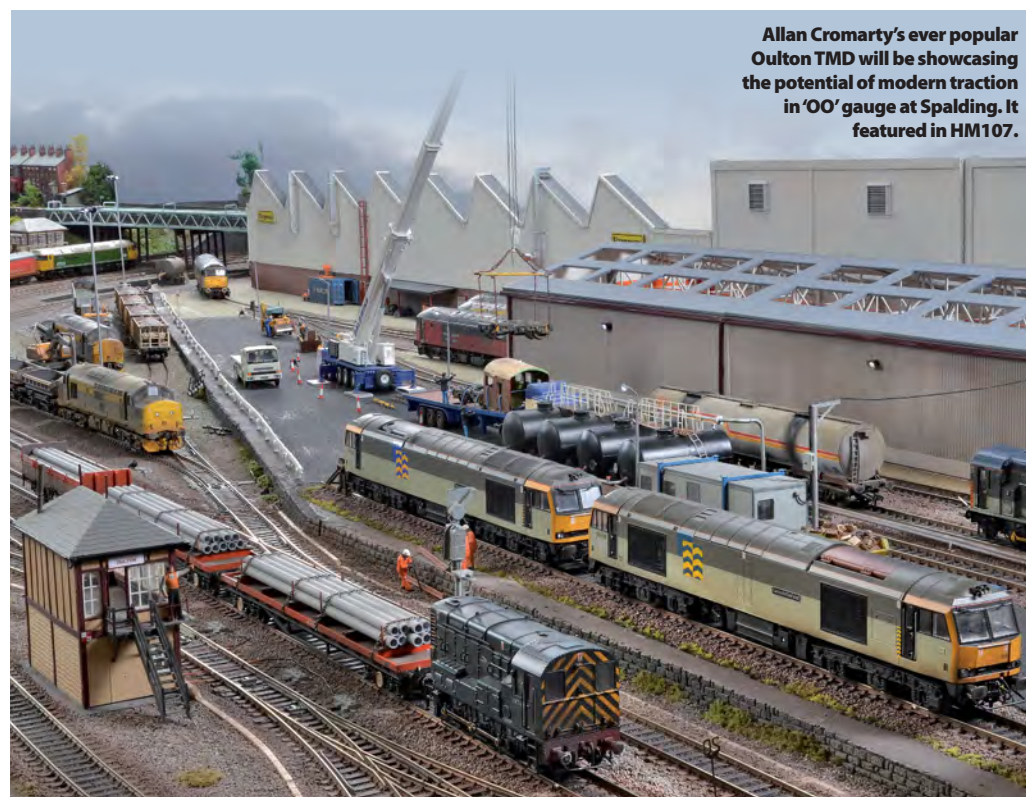
LAYOUT NAME	OWNER	SCALE
29 th Street Wharf	David George	'HO'
82G	82G Group	'O'
Abhainn an Scail	Paul Titmuss	'OO _{n3} '
Addison Park	Phillip Hutchings	3mm
Aisthorpe	Lincoln and District Model Railway Club	'O'
Belbroughton	Western Model Railway Society	'O'
Bluebell Cutting	John Cox	'N'
Broadwater Junction	Warley Model Railway Club	'N'
Caroline Concrete Works	Graham Morfoot	'O-16.5'
Chelma Canyon	Chelmsford Model Railway Club	'On30'
Dentdale	Wayne Webb, Tony Frazer and Bob Taylor	'N'
Eisengebrau	Raven Miniatures	'HO'
Franwood TMD	Neil Woodbine and Sue Farmer	'OO'
Gila Canyon	Alan Hancock	'N/Nn3'
Goathland	Hannah and Simon Denham	'OO'
Gosberton	Spalding Model Railway Club	'OO'
Heanor South	Ilkeston (Woodside) Model Railway Club	'OO'
Illie Town	Keith and Aaron Smith	'OO'
Kings Park	Andy Stephney	'N'
Laramie Engine Terminal	Peter Kirmond	'O'
Leicester South (GC)	Shipley Model Railway Society	4mm
Silver Hill TMD	Little Layout Company	'OO'
Mirkwood	Tony Clarke	'OO9'
Nearly Done	Matthew Upsall	'N'
Oulton TMD	Allan Cromarty	'OO'
Portchullin	Mark Tatlow	'P4'
Rumbling Bridge	Nick Skelton	'OO'
The Bridge	Doug Kightley	'T'
Trowland	Trevor Nunn	'S'
Twelve Trees Junction	<i>Hornby Magazine</i>	'OO'
Vale of Oxbury	Carl Woodward	'N'

samples, together with more than 25 traders including ADM Turntables, Cheltenham Model Centre, D&E Videos, Digitrains, Green Scene, Megapoints Controllers, P&D Marsh, Petite Properties, Squires Tools, Ten Commandments and Train-Tech.

The show opens at 10am both days, while disabled visitors can

gain access 30 minutes earlier from 9.30am. Tickets are priced at £8 for adults, £7 for concessions with accompanied children admitted free. Refreshments, including hot food, will also be available from the restaurant throughout the weekend.

● Visit www.spaldingmrc.co.uk for further information.



Allan Cromarty's ever popular Oulton TMD will be showcasing the potential of modern traction in 'OO' gauge at Spalding. It featured in HM107.

WIN AN UPGRADED TWIN TRACK SOUND FITTED HORNBY CLASS 67

WORTH OVER
£200



HORNBY MAGAZINE has joined forces with Hornby Hobbies to offer a unique prize for this issue consisting of a Hornby Class 67 fitted with a Twin Track Sound (TTS) decoder. But, this is no standard TTS installation – the *Hornby Magazine* team have carried out the work to take this decoder to the next level with the addition of a Zimo 3D printed 40mm x 20mm speaker to allow the full potential of the sound file to be unleashed.

The locomotive of choice is 67013 in DB Schenker red and grey, one of 30 built by Alstom for EWS, which we have then modified as per the step by step guide on pages 96-101 to create this special one-off prize. The locomotive now features directional lighting, a highly detailed exterior with see-through grilles, cab interior detail, a powerful five-pole motor with twin flywheels, 24 sound functions plus lighting control through the decoder and a highly realistic audio track from the new speaker installed in the fuel tanks. Look out for a video of our project locomotive from this issue's Digital Sound feature on www.hornbymagazine.com

To enter the competition all you have to do is answer the following simple question by November 25 2018. Even if you don't win, the locomotive and decoder are available from Hornby retailers while Zimo UK stockists supply the 40mm x 20mm 3D printed speaker. 

How many Class 67s were built?

- a. 20
- b. 25
- c. 30



● Visit www.hornby.com and www.zimo-digital.co.uk for more information.

SUPPORTED BY



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 Hornby Sound Class 67 Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. UK. Closing date for entries is

November 25 2018 at 12:00 GMT and the winner will be notified no later than December 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.

EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY

DIGITRAINS

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

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

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

We stock a wide range of products as well as offering free advice, a decoder installation service and the best DCC 'test drive' facility around.

Don't leave that major purchase to chance!

Why not visit our shop? Our comprehensive library of loco sounds can be demonstrated.

We stock 1,000s of products from more than 30 leading manufacturers. And don't worry if you're not digital. We're also a traditional model shop, holding all the major ready-to-run lines



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GAUGEMASTER *Spotlight* Prodigy Digital Control



Controller Types

Which Prodigy Controller?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

Prodigy Express consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

Prodigy Advance2 is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

Prodigy Wireless offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its rechargeable handset and radio transmission ensures easy and reliable performance.

DCC Controller Starter Packages

DCC01 Prodigy Express Starter Package *Most Suited for HO/OO/N Scale Layouts*



- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
Beginners

DCC02 Prodigy Advance2 Starter Package *Most Suited to HO/OO/N Scale Layouts*



- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
General Layouts

DCC04 Prodigy Advance Wireless Starter Package *Most Suited to OO/HO/N Scale Layouts*



- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGEABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

BEST FOR
Large Layouts

Accessories

NEW! GO WIRELESS with the Prodigy WiFi



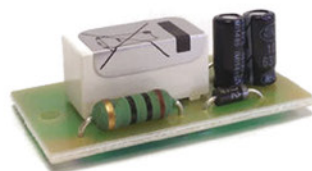
DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or iOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

Full details of our Digital Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Analogue Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue **£3.95**



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match.

The DCC Autofrog is available as a single item, and also as a handy pack of three.

DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.

There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (DCC65) or your DCC Main Track output.



DCC40 Auto Reverse Module

This useful module allows you to operate a reverse loop or turntable without needing to change the polarity of the track, a common situation that faces modellers with analogue control model railways.

PRICES

Controllers & Handsets

DCC01	Prodigy Express Package	£179.95
DCC02	Prodigy Advance2 Starter Package	£309.95
DCC04	Prodigy Advance2 Wireless Starter Package	£499.95
DCC05	NEW Prodigy Wifi	£99.95
DCC13	Prodigy Advance2 Wireless Walkaround	£199.95
DCC14	Prodigy Advance2 Backlit Walkaround	£149.95
DCC15	Prodigy Decoder Doctor	£94.95
DCC51	Prodigy Wireless Conversion Set	£279.95

Accessories

DCC11	Prodigy Extension Plate	£44.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£209.95
DCC55	Prodigy Advance Wired Computer Interface	£64.95
DCC60	Spare Plug for Gaugemaster Prodigy	£4.15
DCC62	Prodigy Universal Lead (2m)	£6.25
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.75
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£7.35
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£10.95
DCC77	Prodigy Walkaround Adaptor	£10.95
DCC80	DCC Autofrog	£6.25
BPDC80	DCC Autofrog (Pack of 3)	£15.95

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com

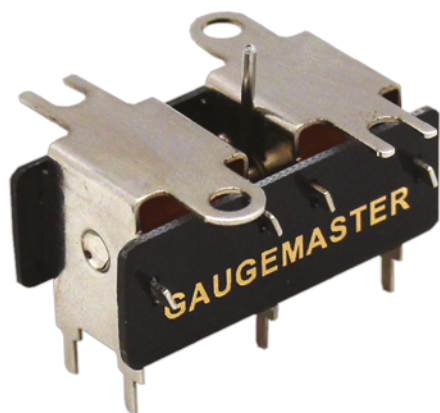


GAUGEMASTER *Spotlight*

SEEP Point Motors



SEEP GMC-PM10 *Classic* Solenoid Point Motor



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



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

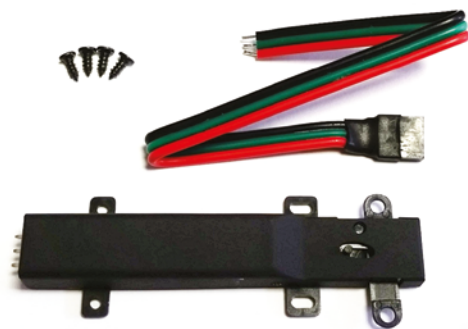
The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards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

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

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



SEEP GMC-PM20 *Surface Mounted* Point Motor



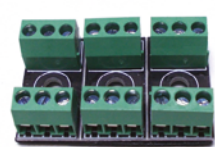
- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO,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

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

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

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

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



GMC-PM50 Connection Boxes (3)

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



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

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



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

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.



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

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



GM612 45mm Hole Saw & Arbor for Point Motor Fitting

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

PRICES

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

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Bewdley

*Better known these days as one of Britain's most loved preserved stations, Bewdley in the 1960s was the inspiration for **GRAHAM HEALD'S** 'OO' gauge layout, as **ALISDAIR MACDONALD** reveals.*

PHOTOGRAPHY, MIKE WILD



1 Right: The station buildings were meticulously researched using the preserved station for reference. Fortunately Bewdley retained all of its original railway buildings through closure and the subsequent preservation as part of the Severn Valley Railway.

2 Below: A pair of Stanier '8F' 2-8-0s pass on the viaduct to the north of Bewdley station with empty and loaded coal trains. All of the buildings have been scratchbuilt based on the real structures from around the railway.



GRAHAM HEALD loves everything about the Great Western Railway. Standing on the island platform at Bewdley station on the Severn Valley Railway (SVR) some years ago, he was reminded of many happy memories from his younger days trainspotting in Hereford. There and then he decided that his next layout must be based on a real location, and of course it had to be somewhere on the Great Western.

He realised his ideal prototype for the new layout was right there under his feet. On a long narrow site, with an existing embankment forming a natural backscene it was an ideal configuration for a model railway. Bewdley had the advantage that all the buildings on the station site were original, little changed from their original construction. And of course, Bewdley had its origins in the Great Western Railway (GWR).

The era for the new layout was to be set in the period 1958 to 1969 when steam was still the main motive power provider on the line, although green Diesel Multiple Units (DMUs) were beginning to appear. The GWR diesel 'Flying Banana' railcars were also in evidence.

There was quite a mixture of traffic through Bewdley station in the sixties. As well as regular passenger traffic, there were also local goods services, and LMS '8F' 2-8-0s could be seen on a regular basis, with their long coal trains and their return empties.

Graham began his research and found a great number of contemporary photographs of the area around Bewdley station. These had been taken before the days of the present Severn Valley Railway. It was fortunate that Bewdley had been a regular destination of the many day trips for railway enthusiasts from the Birmingham area back in the 1960s.

The market town of Bewdley is in the West Midlands not too far away from Birmingham. Before the rationalisation of the railways in the 1960s by Beeching, Bewdley was a busy junction of four principal railway routes. To the north west one route ran to Bridgnorth and onward »

to Coalport and Shrewsbury, while the second route headed westwards to Cleobury Mortimer, Tenbury Wells, Woofferton Junction and onward to Ludlow and Hereford. In the opposite south easterly direction, only one line remains. This is the present SVR route to Kidderminster. There was previously a second route for Stourport on Severn, Hartlebury and onwards to Droitwich and Worcester. This line has long since been closed.

Today Bewdley is an intermediate station on the SVR between Kidderminster and Bridgnorth and it has gained a motive power servicing point as well as the goods yard being home to the wagon restoration team. None of the other branch lines remain, though the junction to Stourport on Severn to the south and Tenbury Wells to the north of the station can still be seen.

THE MODEL

This model of Bewdley station is set in the 1960s, in the period when the branch lines still radiated from the station. The station track plan has three platform faces, and long loops to accommodate trains awaiting permission to run over the single line routes.

The double track over the viaduct on the model is in fact two single lines which run parallel, one heading for Shrewsbury, and the other to Tenbury Wells and Woofferton Junction. It is possible to see two trains running in parallel over the viaduct in the same direction.

Local passenger trains have steam



This bungalow is one of the most modern houses on the layout being a new build property in the 1960s.

locomotives in charge, this being the time before the arrival of diesel hauled services. From photographic evidence a regular passenger train of this period can be seen on the layout which consisted of a steam-hauled Mk 1 coach, a non-corridor brake coach and a four wheeled parcels van. GWR railcars are also in evidence, and

even some of the newly introduced DMUs.

Goods traffic is the usual mix of four wheel wagons and vans, serving the local agricultural needs of the area. '8F' 2-8-0s haul the long coal trains with their unfitted 16T mineral wagons, with balanced workings of empties in the other direction through the station.



BR '3MT' 2-6-2T 82008 departs Bewdley with a service for Tenbury Wells. The train formation is typical of the period and consists of a 57ft suburban brake, a Mk 1 Second Corridor and a Southern Region PMV four-wheel van.

BUILDING THE FOUNDATIONS

An early decision was taken that the layout would be a continuous run through the station and storage yard at the rear. The overall size of the layout (18ft x 8ft 6in) was dictated by the space available in Graham's railway room.

A start was made with the track plan which was drawn out full size for 'OO' gauge on a roll of backing paper. With the basics of the trackplan finalised, work on the baseboards commenced. At an early stage of the initial design process, the decision was taken that Bewdley would go out on the exhibition circuit, so the baseboard sections were divided into easily transportable units. Construction of the baseboards was by the long established method of plywood decking on timber sub-frames.

Although a skilled woodworker in the manufacture and construction of the baseboards and lighting pelmets, Graham's personal preference is to scratch build model buildings. From his researches of the buildings in the area around Bewdley station, which included the prominent railway viaduct, he had completed the construction of the majority of these structures well before even a yard of track had been laid. The buildings are all scratchbuilt in plasticard, and great use has been made of Woodland Scenics and similar products for the greenery of the landscaping.

Construction was assisted by members of Wirral and North Wales Model Railway Club. The initial help was provided by club member Chris Manners with



McNicholas' Seddon Atkinson is unloaded at the provender store. Graham has gone to great lengths to ensure vehicles are all modelled and posed in suitable and interesting ways.

the laying of the track. For the scenic section SMP Track has been used. This proprietary track gives a more accurate and convincing sleeper spacing. The setting out details of the crossings and points on the scenic side were given to Marcway of Sheffield for construction, which included the complicated crossover

at the south end of the station. Peco Streamline code 75 track and points have been used in the off-scene storage yard.

OPERATION

Bewdley has been wired for Digital Command Control (DCC) operation using the NCE control system, the points and signals »





Holiday makers pass beneath the railway in a Burlingham Seagull as a BR '4MT' 2-6-4T rumbles overhead with a mixed goods. All of the road vehicles have been detailed with passengers, light weathering and suitably posed front wheels.





Outside the goods shed a Karrier Bantam is loaded from the daily pick up goods while in the background a Class 108 DMU has just arrived from Bridgnorth.

being operated by servos and switches. On its first exhibition outing the layout builders and operators had concerns if they had set the correct route from the control panel and some problems were found.

Steve Littlejohn, a club member with a particular interest in model railway electronics, sought the advice of Terry Chamberlain of A-Track in Macclesfield. The outcome of their discussions was that all the original wiring and electrical configurations were stripped out, and a new method of route setting was installed. This new method, which has since been further developed by Steve, uses a unique three digit code macro for each route setting, all operated from the NCE Powercab handsets. DCC Concepts Cobalt point motors have replaced the servos. Route settings can now be set up with confidence by the operators.

Experience has since taught the club members that to operate Bewdley successfully it requires one operator to run the northbound trains, a second operator to control the southbound trains, with a third operator acting as signalman who sets the routes for each train movement. The single line routes to and from the station demand this method of operating discipline which avoids two trains meeting head-on on the same single line.

The signals are all to the GWR pattern and have been supplied by Stephen Freeman of Borg Rail using MSE kits. They are in the correct configurations of

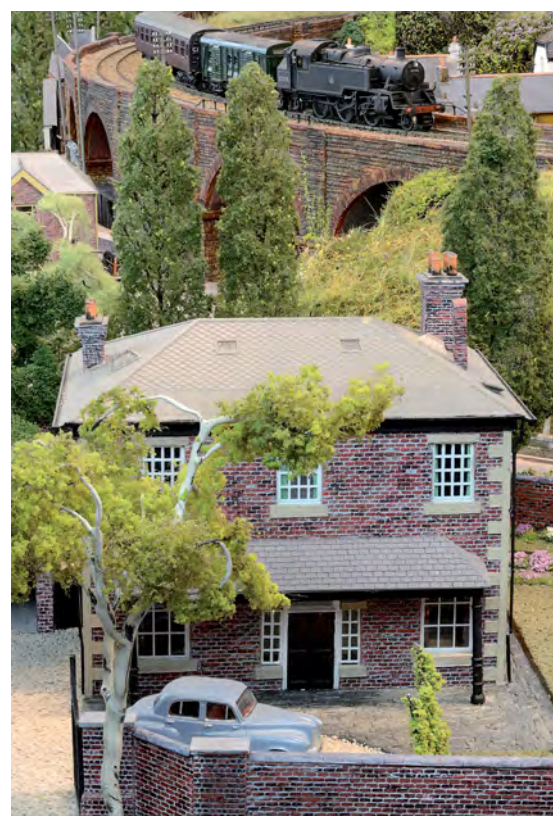
the originals, and in the correct locations of the original station. In due course the signals will be connected into the macro system so that a fully functional prototypical railway can be run on the layout.

To increase the operating fun a full 24-hour timetable has been prepared using flip cards. This timetable is based upon the original 1960s Bewdley working timetable. It allows for the correct train services and sequences to be operated through the station, using the correct locomotives and rolling stock of the period.

The locomotives and rolling stock are principally proprietary products from Bachmann, Hornby, and Airfix with a few scratchbuilt items, suitably weathered. All the locomotives have been fitted with a variety of sound chips and speakers which increases the enjoyment of operating the layout. The principal steam classes are GWR '57XX' 0-6-0PT, LMS '8F' 2-8-0, BR '3MT' 2-6-2T and BR '4MT' 2-6-4T together with a pair of GWR AEC railcars and a Class 108 two-car Diesel Multiple Unit (DMU).

DREAM COME TRUE


The construction of Bewdley began as a dream for Graham Heald. He probably did not realise the scale of the venture when he started out on its initial planning. However, he has appreciated the benefit of involving his fellow club members of the Wirral and North Wales Model Railway Club in his project. »



Houses have been detailed with driveways and gardens. The railway is nestled into its surroundings from this angle with a BR '3MT' 2-6-2T heading towards the station with a passenger working.

Chris Manners has already been noted in assisting with trackwork. He has also contributed to the layout electrics and scenics. Ray Reed has attended to various track refinements and has given advice on the DCC installation. Steve Littlejohn has been invaluable with his understanding of the intricacies of DCC and macros, while John Roberts, Paul Evans, Chris Channon and Alisdair Macdonald have assisted with the scenery. John Rutter, one of the original club members, also provided his support.

The construction and operation of Bewdley has benefited from the shared knowledge of all the members of the club. This has been proved to be invaluable. The added bonus is that the club regulars have a working knowledge of the layout and operation of Bewdley station. As a team, they can all enjoy going back to the 1960s and operate a busy branch line station in the West Midlands - all from the comfort of the clubroom - complete with added banter, and of course tea and biscuits.

Eagle-eyed readers will have spotted that the layout and track plan of Bewdley has changed little from the 1960s to the present day under the auspices of the Severn Valley Railway. The only change is the removal of the crossover at the south end of the station. This has given rise to some club members suggesting replacing the 1960s road vehicles with something more contemporary, and then operating Bewdley as a heritage line in the manner of the SVR. It has to be recorded that a Class 66 has already been seen on the layout - and there are rumours that a Voyager is lurking somewhere - but all this 'modern image' thinking is for another time! 



 An ex-GWR AEC railcar approaches Bewdley from the south on a working from Stourport on Severn.



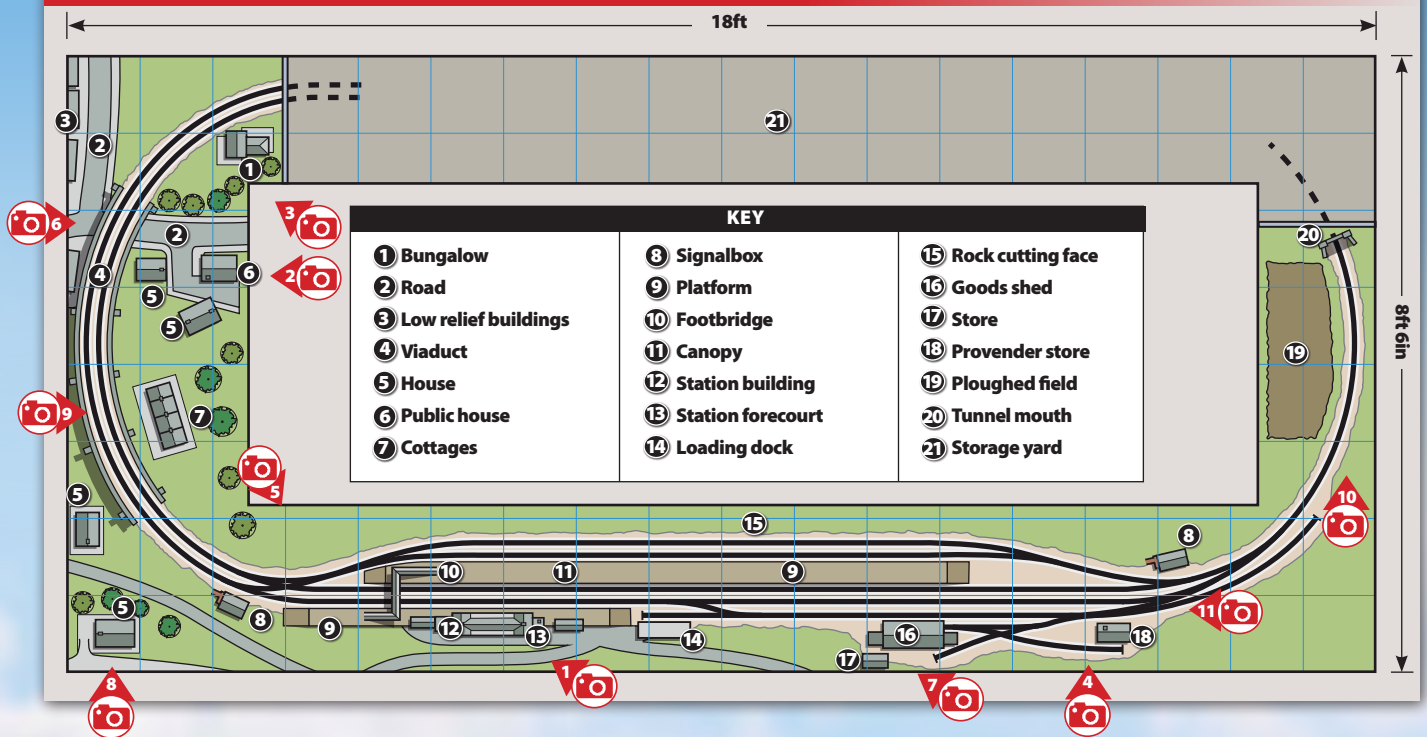
The stone cottages below the viaduct are wonderfully detailed even down to the outhouses and chicken coop.




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BEWDLEY TRACK DIAGRAM (Not to scale)



 Like many branch line stations in the 1960s, Bewdley was a quiet place between passenger services. Stanier '8F' 2-8-0 48739 passes through the deserted station with loaded 16ton mineral wagons.

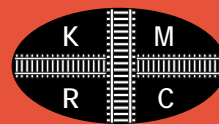




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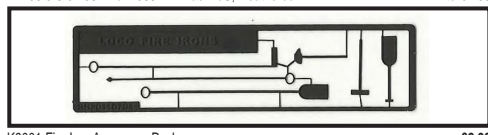
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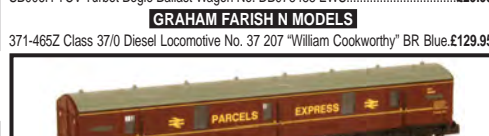
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DONKEYS among the THOROUGHBREDS




The Eastern Region had a large range of heavy freight 2-8-0s, several of which have been produced as ready-to-run models, but there is still scope to model the more unusual. In the first of a two part feature **TIM SHACKLETON** looks at the less glamorous side of the East Coast route in steam days.

A scene that could have been replicated many times a day across South Yorkshire or the East Midlands – AWS-fitted ‘O1’ 2-8-0 63868 clanks past ‘O4/8’ 63858. The similarity in numbers only dawned on me at a late stage – I always try and model locomotives I’ve seen and, preferably, photographed. The extensive lime streaking caused by priming was a common feature of locomotives working in hard-water areas. More on this kind of heavy weathering in the next issue.



DONCASTER in steam’s final decade was like nowhere else on Earth. You went there, of course, for the steady trickle of ‘Pacific’-hailed expresses that towards midday became a torrent, with expresses that had set off earlier that morning from King’s Cross and Newcastle meeting in the middle after a mad dash towards each other down the East Coast Main Line (ECML). After lunch, however, everything seemed to go flat and for an hour or more, very little stirred.

Doncaster was a mass of avoiding lines and junctions, so between times there was always a steady procession of slow-moving goods traffic to observe – coal and steel especially, as often as not with a muscular 2-8-0 plodding away up front. Only the fastest, heaviest and most important workings merited a ‘9F’ ‘Spaceship’ – almost as thrilling a sight to spotters as a ‘Streak’ – and the rest of the freight power was infinitely less glamorous. Easily outnumbering the ubiquitous ‘WDs’ were the Robinson, Gresley and Thompson heavy goods engines of classes ‘O4’, ‘O2’ and ‘O1’, fascinatingly individual in their detail differences, distinctly regional in their accents and always filthy beyond measure. In time these begrimed, limescaled veterans became almost as strong an attraction as the green-liveried ‘namers’ I’d originally come to see. There was little choice – the last time I saw an ‘A3’ on an express working was in May 1964 and by then the disappearance of such things south of York was an irreversible fact. Initially the ‘Deltics’ had seemed an acceptable substitute, but as there were only 22 of them it didn’t take long to clear them all. To my eye the loss of the clanking 2-8-0s had an equally massive impact on the character of the railways of South Yorkshire and the East Midlands, and at weekends I’d enjoyed seeking them out at outlying depots such as Langwith, Retford and Frodingham. The last time I went to Doncaster for the day, in July 1965, a few active ‘B1s’ still flew the flag for steam but the only 2-8-0s we saw were dead on shed, out of use.

This two-part feature is a celebration of those unsung heroes of the East Coast route. The first instalment involves a fair bit of surgery, beginning with a straightforward adaptation of Hornby’s excellent ‘O1’ 2-8-0 to represent one of just a handful of the class (63687/712/80/838/68/90) that very late in their careers were fitted with vacuum ejectors and Automatic Warning System. More ambitious – but still perfectly achievable – is the fusion of a Bachmann ‘O4/1’ with a ‘B1’ cab and boiler to create one of the distinctive ‘O4/8s’ that were rebuilt by Thompson between 1944 and 1958. I like taking ready-to-run models to places that manufacturers are unlikely to go and the work I did on this pair of heavy freight locomotives is typical of what can be done with determination and a few simple hand tools. Let’s hope the results fire your imagination! 

USEFUL LINKS

Wizard Models	www.wizardmodels.ltd
HMRS	www.hmrs.org.uk
Bachmann	www.bachmann.co.uk
Hornby	www.hornby.com



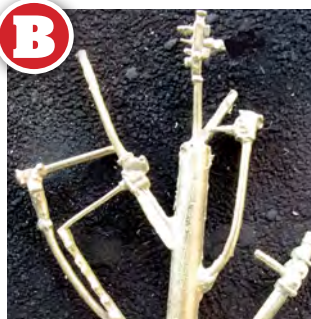
Hornby's 'O1' is, I feel, a seriously underrated model that captures the hybrid nature of Thompson's wartime rebuild of the earlier 'O4'. Ironically the latter class of locomotives – seen here in the Bachmann version – would outlive them by several years. I decided to upgrade my 'O1' to one of the vacuum-braked, AWS-fitted engines while the 'O4/1' would be more drastically rebuilt into an 'O4/8'.



STEP BY STEP A SIMPLE 'O1' CONVERSION WITH HORNBY'S 'OO' MODEL



The renewal programme initiated by Edward Thompson following Gresley's death in 1941 included the rebuilding of many 'O4' 2-8-0s with 'B1'-type 100A boilers and cylinders, with outside Walschaerts valve gear but retaining the original frames, wheels and tenders. These became class 'O1' and a total of 58 were delivered between 1944 and 1949. Near the end of their working lives six were given AWS equipment, which necessitated them being fitted with vacuum brakes (the rest of the class was steam-brake only). 63868, one of those so modified – note the screw coupling, AWS bang plate and vacuum reservoir mounted in front of the cab – is seen in typically filthy condition at Staveley GC shed. KJ Martindale.



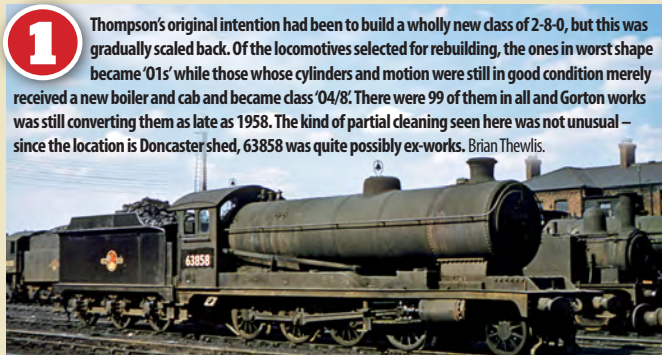
The BR-pattern vacuum ejector and related fittings came from lost-wax castings. Originally mastered by John Brighton, they were supplied by Comet (now available from Wizard Models) in the form of sets to suit individual BR 'Standard' classes. Alan Gibson does something very similar where the fittings are available separately.



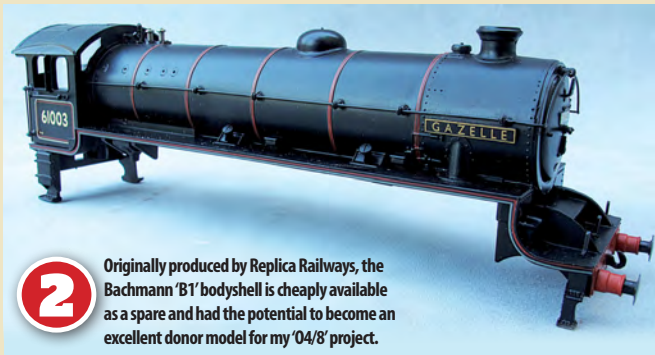
C The vacuum ejector and steam valve have locating pegs on their rear faces, so they can be glued to holes drilled in the moulded boiler. The related pipework is still to be added, made from different thicknesses of hard brass wire. Normally I'd solder it in place but with all that plastic around me I chickened out and used cyanoacrylate adhesive instead. Somewhere along the line I lost the reversing rod, so I made a new one out of fret waste.

D Pipework now in place and awaiting final tweaks. On the prototype it's not always especially neat but you still need to take a lot of care when bending it to shape when it comes to fitting such parts on a model. The battery box under the cab is a styrene laminate built up to represent the part without the need to buy in more cast metal pieces. On the other side of the model, I made a vacuum reservoir out of 5mm diameter brass tube. Making small items like these yourself is a good means of developing your skills in the basics of model detailing.

STEP BY STEP CREATING AN 'O4/8' IN 'OO' GAUGE



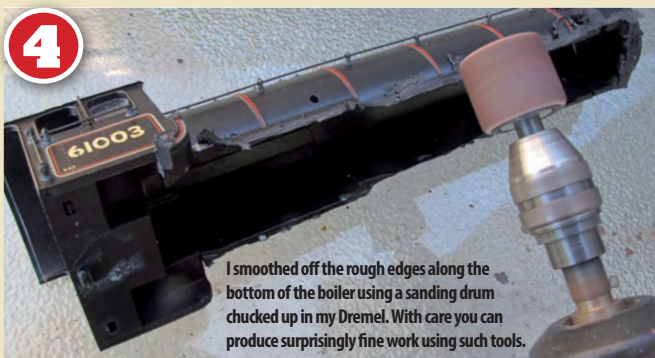
1 Thompson's original intention had been to build a wholly new class of 2-8-0, but this was gradually scaled back. Of the locomotives selected for rebuilding, the ones in worst shape became '01s' while those whose cylinders and motion were still in good condition merely received a new boiler and cab and became class '04/8'. There were 99 of them in all and Gorton works was still converting them as late as 1958. The kind of partial cleaning seen here was not unusual – since the location is Doncaster shed, 63858 was quite possibly ex-works. Brian Thewlis.



2 Originally produced by Replica Railways, the Bachmann 'B1' bodysell is cheaply available as a spare and had the potential to become an excellent donor model for my '04/8' project.



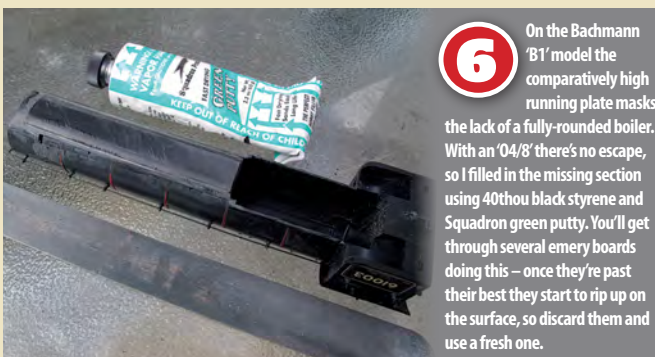
3 All I need from the 'B1' is the boiler and the cab. Everything else – footplate, buffer beam, front frames – is chopped off using a variety of hand tools. With other projects in mind, I suppose I should have kept details such as the sandbox fillers and mechanical lubricators but I just wanted to get on with things.



I smoothed off the rough edges along the bottom of the boiler using a sanding drum chucked up in my Dremel. With care you can produce surprisingly fine work using such tools.



5 Finish off using emery boards and scalpel blades. We don't need anything too perfect at this stage but it's as well to deal promptly with obvious rough areas such as the marks where the steam pipes used to be.



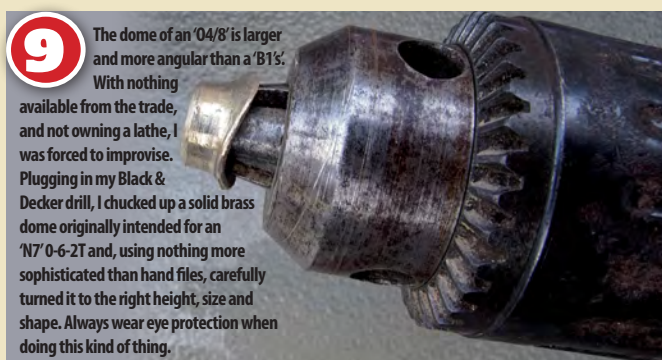
6 On the Bachmann 'B1' model the comparatively high running plate masks the lack of a fully-rounded boiler. With an '04/8' there's no escape, so I filled in the missing section using 40thou black styrene and Squadron green putty. You'll get through several emery boards doing this – once they're past their best they start to rip up on the surface, so discard them and use a fresh one.



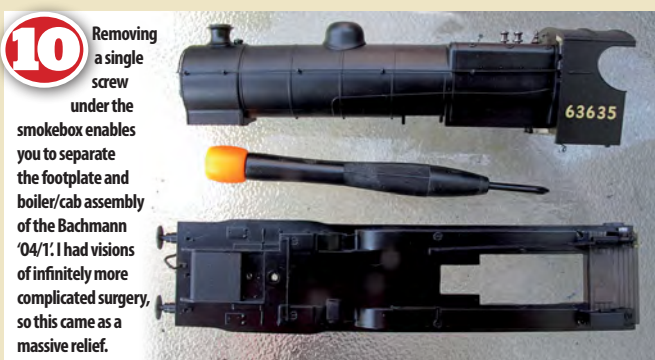
7 Several more layers of styrene and repeated applications of filler have given us a fully rounded boiler of the correct profile.



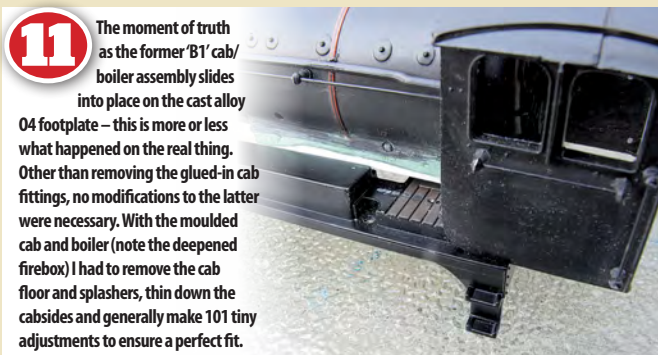
8 I took the opportunity to replace Bachmann's smokebox door with a much more accurate lost-wax casting from Dave Bradwell. Priming the styrene with black Stynylrez – the best model primer you can buy – shows up a few imperfections.



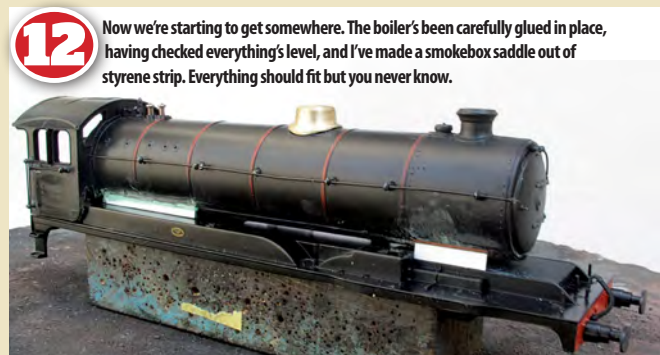
9 The dome of an '04/8' is larger and more angular than a 'B1's'. With nothing available from the trade, and not owning a lathe, I was forced to improvise. Plugging in my Black & Decker drill, I chucked up a solid brass dome originally intended for an 'N7' 0-6-2T and, using nothing more sophisticated than hand files, carefully turned it to the right height, size and shape. Always wear eye protection when doing this kind of thing.



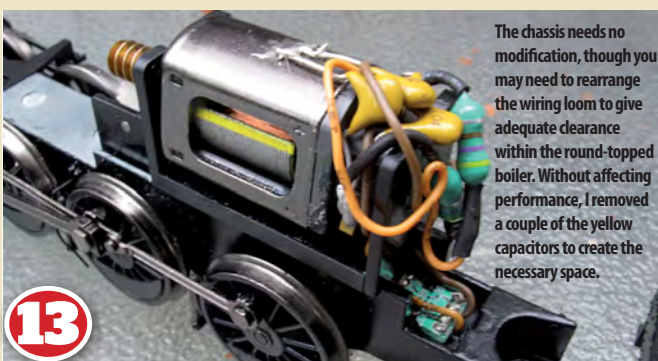
10 Removing a single screw under the smokebox enables you to separate the footplate and boiler/cab assembly of the Bachmann '04/1'. I had visions of infinitely more complicated surgery, so this came as a massive relief.



11 The moment of truth as the former 'B1' cab/boiler assembly slides into place on the cast alloy 04 footplate – this is more or less what happened on the real thing. Other than removing the glued-in cab fittings, no modifications to the latter were necessary. With the moulded cab and boiler (note the deepened firebox) I had to remove the cab floor and splashers, thin down the cabsides and generally make 101 tiny adjustments to ensure a perfect fit.



12 Now we're starting to get somewhere. The boiler's been carefully glued in place, having checked everything's level, and I've made a smokebox saddle out of styrene strip. Everything should fit but you never know.

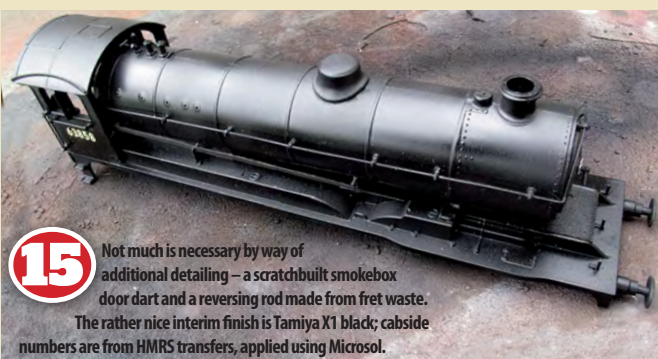


The chassis needs no modification, though you may need to rearrange the wiring loom to give adequate clearance within the round-topped boiler. Without affecting performance, I removed a couple of the yellow capacitors to create the necessary space.

13



14 Body and chassis united for the first time. Gratifyingly, it looks exactly like an '04/8' and not something from a seaside miniature railway. Thanks to care taken earlier in the build, everything sits square and level.



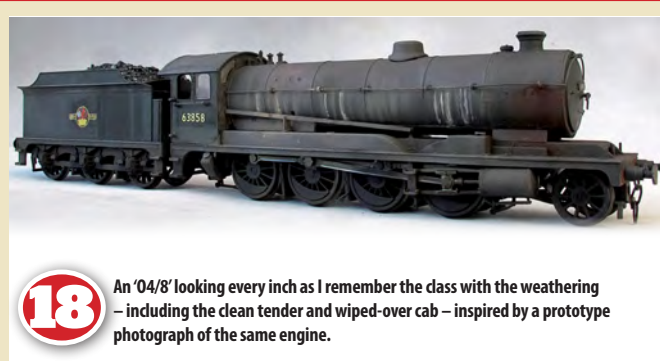
15 Not much is necessary by way of additional detailing – a scratchbuilt smokebox door dart and a reversing rod made from fret waste. The rather nice interim finish is Tamiya X1 black; cabside numbers are from HMRS transfers, applied using Microsol.



16 '04/8's, like '01's, had massive sandboxes under the cab. I made them from a laminate of 60thou styrene trimmed to shape, with pipes from 0.7mm brass wire that could be added once the body was mounted on the chassis.



17 Now we're much closer to an '04/8'. It always amazes me, even at this stage, just how many little things remain to be done but the end is well and truly in sight.



18 An '04/8' looking every inch as I remember the class with the weathering – including the clean tender and wiped-over cab – inspired by a prototype photograph of the same engine.



19 The companion piece '01', again showing characteristic weathering patterns. In the second part of this feature we'll look more closely at how to reproduce the accumulation of filth on these and other hard-working Eastern Region 2-8-0s.

Simple soldered Turnouts

Sometimes, ready-made points just aren't suitable for a layout, but it isn't as difficult as you might think to build your own. **NIGEL BURKIN** shows how to build bespoke points for any situation offering hints, tips and more along the way.

Traditional track building which uses soldered construction methods are still valid today. Whilst not highly detailed, turnouts built using traditional methods are strong, reliable and inexpensive. Perfect for hidden areas and train staging yards.



TOOLS

- » Frog helper
- » Point former
- » Xuron track cutters
- » Fine black marker pen
- » Double sided tape
- » Roller gauges

Unlike bullhead rail, flat-bottom rail has a distinct flange at the base which makes turnout building a little trickier. Jigs were used to correctly file point blades and common crossing rails to the desired angle to suit the turnout. A jig is also used to help solder the common crossing nose rails easily and accurately. Don't disregard the importance of track gauges too.



FROM TIME TO TIME, THE NEED FOR A strong and reliable hand-built turnout arises – one in which you can have total confidence. It may be needed in a difficult to reach area of the layout or be located with others of its type in a train staging yard where detailing is not required. Experience has shown that soldered turnouts fit the bill perfectly. Usually simple to construct and adjust, soldered turnouts open up a world of different track formations which may not be possible to achieve with ready to use track.

Sometimes, a soldered turnout is the easiest to build for a particular location on a layout or cost may be a factor – soldered turnouts are relatively cheap when compared to those constructed from kits or laser-cut wooden sleeper bases. Alternatively, as with my Loch Dhu Distillery project, a point might need to be laid under paving which is where copper-clad sleepers come into their own as the point can be installed without worrying about full detail. After all, there is little point in using beautifully detailed turnouts when all but the rails will be covered in Woodland Scenics Hydrocal.

However, soldered construction does not mean that you cannot detail them. Control the flow of solder carefully and ensure that individual copper clad sleepers are cut accurately and neatly with squared-off ends and there is no reason why they cannot be decorated with cosmetic chairs and slide rail fittings followed by painting.

Having built turnouts from plastic turnout kits by C&L Finescale, laser-cut bases by Timber Tracks and soldered sleepers too, I find that the time saved in their swift and solid assembly means that they have a place on almost any layout – even those where the intention is to use off-the-shelf track products. Just think of the custom track formations that can be put together which may not be possible with off-the-shelf turnouts.

TERMINOLOGY

Before starting work, a reminder of some terms used to describe turnouts may be needed as they are referred to on a frequent basis in this article.

When writing about the process of building turnouts, I use the terms 'switch' and 'points' interchangeably to refer to the moving »

parts at the toe of the turnout. 'Turnout' refers to the whole diverging track assembly (rather than using the term 'points').

I refer to diverging angle terminology to describe the sharpness (or otherwise) at which the diverging route leaves the straight line. It is expressed as a ratio where the branching line diverges at one unit for any number units of straight line e.g. 1:7. The greater the diverging angle, say 1:10, the longer the turnout and the gentler the diverging line leaves the main line. A 1:7 turnout would also be referred to as a No. 7 or an A7 or B7 (and so on) depending on the length of the point blades. The diverging angles affect the common crossing and how severe an angle that the crossing lines meet. Logically, a turnout with a steep angle such as 1:3 will be short in length, with sharp divergence and a sharp angle at the common crossing. High speed turnouts will have long closure rails and a shallow diverging angle (1:25 is not uncommon) easing the transition of trains from the main to the diverging route particularly at higher line speeds. However, they are much longer and take up more room on the layout.

Diverging angles become important when jigs and tools designed to make track components are used. In this article, I show how to make your own point blades and common crossing components using jigs designed for filing precise angles in the rails. The angle at which the rails are filed will correspond to the diverging angle of the turnout.

CHOICE OF RAIL

British outline modellers can choose between bullhead or flat bottom rail (or use both) depending on the era being modelled. Some railways have a mixture of both even to this day. Yards and sidings may still have large amounts of steam-era bullhead rail instead of heavier flat bottom rail associated with modern track.

The bulk of ready to use track is produced with flat bottom rail, either code 100 or code 75 (Peco Streamline track). C&L Finescale offers flexible track with bullhead rail to match its turnout products while DCC Concepts and Peco both now produce yard lengths of plain track with bullhead rail which will meet the needs of steam era and transition era modellers or those modelling yards and secondary lines in BR diesel days. It is logical to select the same type of rail for hand-built turnouts as fitted to the flexible track products being used on the layout.

Anyone who has modelled their own 4mm scale turnouts with flat bottom rail will know that it is much harder to work with than bullhead rail, particularly the heavy code 100 rail which is favoured with most ready to use track systems in the UK (turnout construction in 'N' gauge is actually easier I find). Flat bottom rail has a wide, flat web at the base of the rail which gives it its strength but adds some complexity to turnout construction. When working with flat bottom rail, be aware that the web can cause problems with check rails, crossing vees and wing rails because it can prevent rails from being placed close enough together to achieve correct flangeway spacing and point blades from meeting the stock rail for a correct closure of the points. The result will be derailments and considerable dissatisfaction with hand-built turnouts. Attention has to be paid to filing away at least part of the rail web where there will be close contact with other rails, particularly at the points of the turnout.

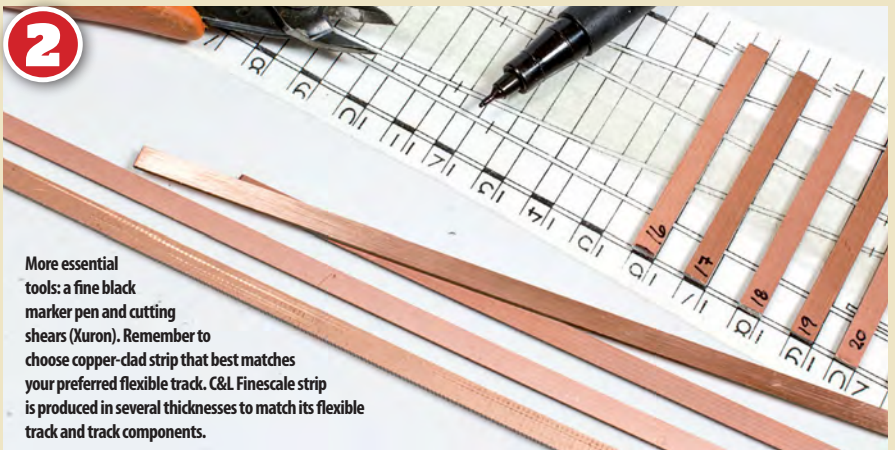
STEP BY STEP BUILDING A SIMPLE NO.5 TURNOUT IN 'OO' GAUGE

1



Work commences by preparing a reusable template by attaching the paper template to the underside of clear rigid acetate sheet and applying thin strips of double-sided adhesive tape on the top to hold the sleepers in place.

2



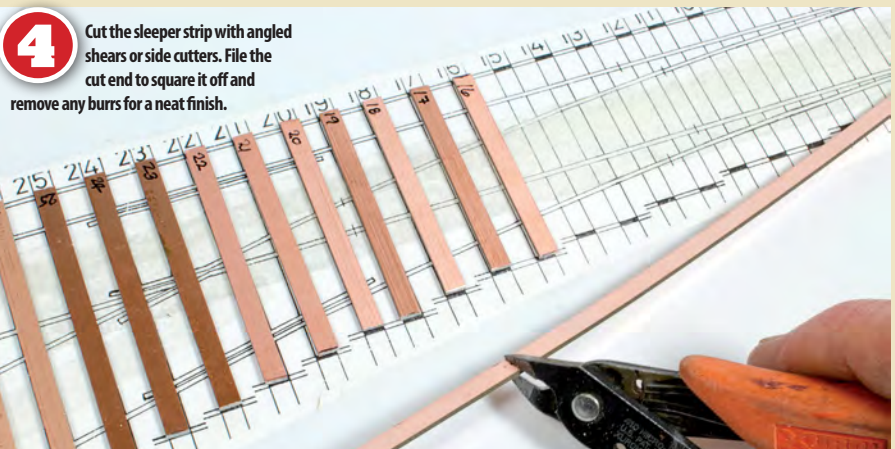
More essential tools: a fine black marker pen and cutting shears (Xuron). Remember to choose copper-clad strip that best matches your preferred flexible track. C&L Finescale strip is produced in several thicknesses to match its flexible track and track components.

3

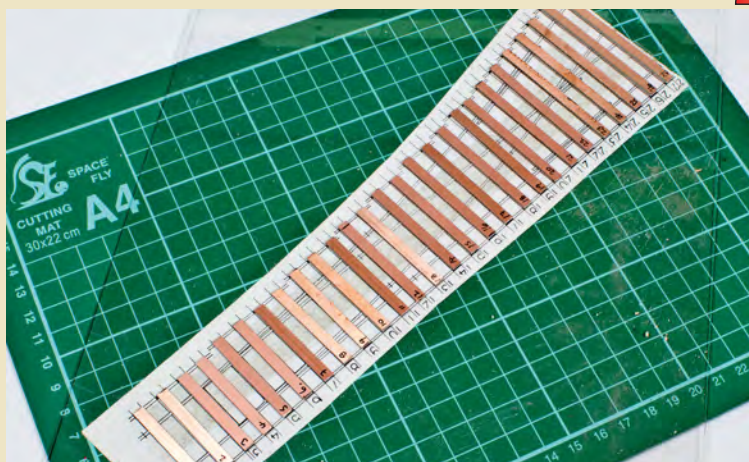


Sleeper strip is carefully measured for length using the paper template as a guide. When modelling conductor rail railways, cut the sleepers slightly over-length because most templates do not allow for third rail electrification.

4



Cut the sleeper strip with angled shears or side cutters. File the cut end to square it off and remove any burrs for a neat finish.



5

That's the sleepers cut and secured to the template. Give them a rub with a glass fibre pencil to remove tarnish and number them just in case they come adrift.



6

Whilst not strictly prototypical, a slight rebate can be filed into the stock rails where the point blades meet it for a snug fit. If you do not plan to use jigs, make up a filing board by cutting a groove in a piece of plywood to hold the rail flat for filing point blades and crossing nose rails.

7 The Fast Tracks Point Form tool is a filing jig which holds the rail in the correct position to file accurate angles in track components for a turnout of a given diverging angle.



8 Filing code 82 flat-bottom rail in a Fast Tracks Point Form filing jig. Note that the jig is for No.5 or 1:5 turnout components and is used for filing both common crossing (frog) rails and point blades.



9 The Frog Helper used for the easy assembly and soldering of common crossing (frog) nose rails. The rails must be completely upright when soldered or the track assembly will not work.

JIGS

For those of you contemplating a large layout project, a lot of time can be saved by using specialist jigs. Track building jigs will make the task of producing large numbers of accurate and consistent flat bottom and bullhead rail components so much easier. I regularly use jigs produced by Fast Tracks, a Canadian track components company. The range includes filing jigs composed of hard steel which are beautifully designed and manufactured enabling the accurate filing of turnout rails to the correct angles together with assembly jigs which are designed for north American track. Those designed for 'HO' scale (which will suit finescale 'OO' gauge) will accept a variety of rail sizes from code 70 to code 100. Despite being designed for the North American market, they are invaluable for building UK track too.

Fast Tracks filing jigs are called Point Form tools and include a point blade and common crossing jig (in one tool). An assembly jig called a Frog Helper helps with the soldering of common crossings once you have filed the rails to shape in the Point Form tool.

I have used all of these tools in the construction of a large number of turnouts for several British outline themed layouts using flat-bottom rail. The jigs use the simplest filing technique for shaping rail by filing off one side of common crossing nose rails and point blades. The truly dedicated track builder will shape the same rails by filing one side, straightening the filed side to match the edge of the rail and further profiling the opposite side – the double-filing technique. Whilst this may also be done using the fast tracks jigs, it is outside the scope of this article.

The jigs worked perfectly well for 'EM' (18mm) gauge track building and I discovered that they could be used to shape bullhead rail components too. The rail is simply slid into the tool, the hex bolts tightened up and a file run across the face of the tool until the desired angle is achieved. It is much easier and quicker than struggling with a vice and with a greater level of accuracy. Some of the finished rail components may be sharp, so take care with the point blades.

TRACK GAUGES

All track is built with a consistent gauge – the distance between the running rails. To construct your own track and turnouts accurately so trains will be able to run smoothly through flange ways and common crossing assemblies without derailing, your turnouts should be constructed using track gauges. They come in various different forms including roller gauges, flangeway gauges and triangular gauges to prevent gauge narrowing on curves. Use them constantly during construction of turnouts and crossings. When testing new track assemblies with rolling stock, be sure the wheel back-to-back gauge is also correct. A wagon with incorrectly adjusted wheelsets will not run through your perfectly built turnouts and may lead one to believe that the track is to blame. The most common gauge is 'OO' which is 16.5mm gauge between the rails.

The step by step guide with this feature explains the process of building a soldered turnout from start to finish.

Read on to learn more. [View](#)

For detailed track, it is worth considering the use of laser-cut sleeper bases and plastic track components. This is a 1:6 turnout fitted with code 82 flat-bottom rail and modern fixings. The rail components were made up using Fast Tracks jigs.

10

A close-up view of the nose rail assembly destined for the 1:5 turnout featured in this article. It has to be strong and soldering is the only way of joining the two rails together, so they will cope with the constant passage of wheels.

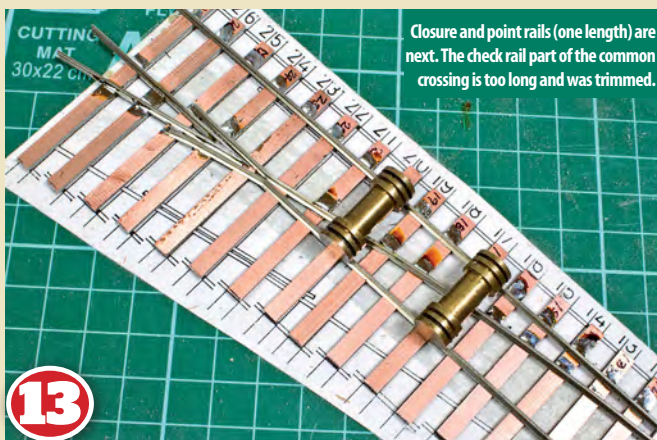


TIP

Track building jigs and roller gauges are essential tools for track construction and take all the guess work out of creating angles and setting the rails at the correct gauge. It will take a few pounds of investment, but they will pay for themselves in time.

11

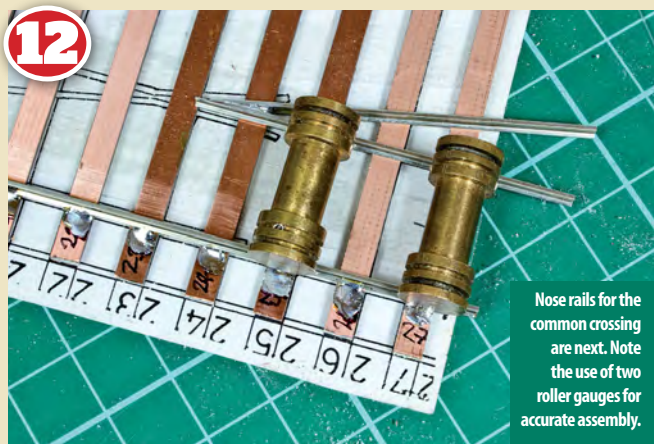
At this point, the approach to soldering rails to the sleepers will vary from builder to builder. Some start with the nose rail assembly and I usually do too. For newcomers to track components, a good point of reference is to fit the long straight stock rail first – a slightly slower approach to track building – until you have built up experience with this type of turnout construction.



Closure and point rails (one length) are next. The check rail part of the common crossing is too long and was trimmed.

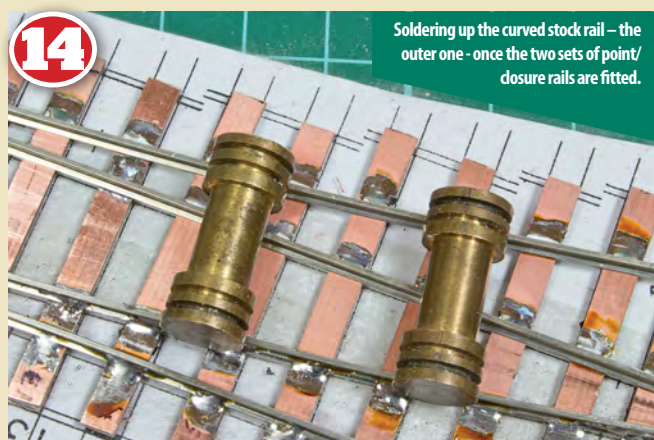
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12



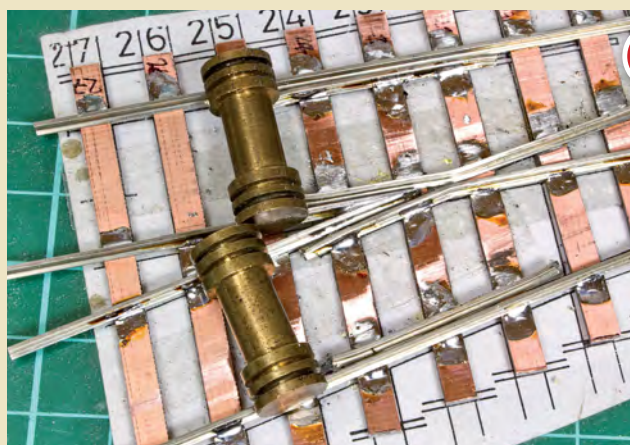
Nose rails for the common crossing are next. Note the use of two roller gauges for accurate assembly.

14



Soldering up the curved stock rail – the outer one – once the two sets of point/closure rails are fitted.

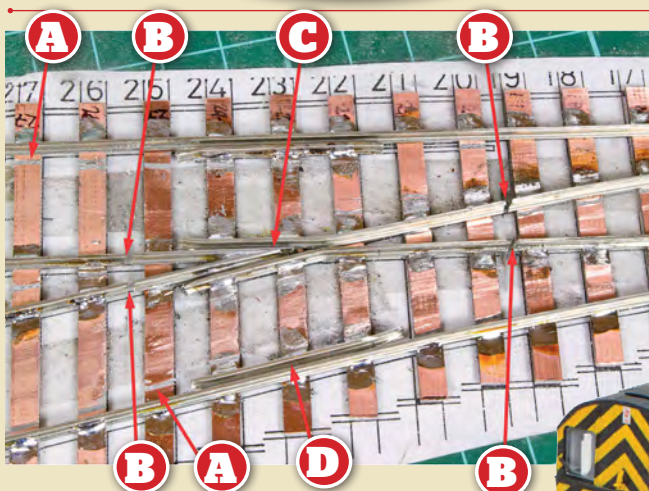
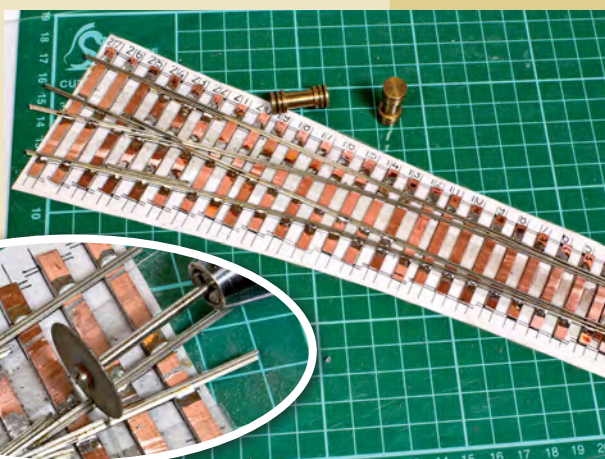
Intermediate
Beginner SKILL LEVEL Advanced



15 Note that the pair of roller gauges have two grooves at each end. The inner groove assists with fitting check rails with the correct flangeway clearances.

16 The complete turnout prior to cutting insulation gaps in the rails and sleepers. Excess solder will be removed with wet and dry paper and some cleaning up done in the kitchen sink once removed from the template.

17 Gaps are cut in the rails to isolate the common crossing from the rest of the turnout. This will be fed with power from a polarity change switch so the current matches the throw of the turnout. Shallow slots are cut through the copper of the sleepers to insulate them too. The slots can be filled or cut close to the rails so they are hidden by cosmetic rail chairs.



18 Important features of a traditional turnout include:
A: Insulation gaps cut through the copper;
B: Common crossing isolated from diverging rails and closure rails;
C: Common crossing nose rail assembly and
D: Check rails (directly opposite common crossing).

19 The completed turnout is carefully peeled off the template base (test it first and adjust whilst on the template) There you have it – a traditionally built turnout using solder and copper-clad sleepers. The satisfaction of building your own working track cannot be underestimated. This 1:5 turnout could be detailed and painted for a scenic part of the layout but, as this turnout is destined for a train stabling yard, it will not be detailed.



TIP

A soldered turnout is an economical way of building points for storage yards and allows bespoke angles to be created. If you can solder wires and you are prepared to take your time it is within the skills of any modeller to build this type of point.

SOLDERING TECHNIQUE

Using solder for track building offers many benefits to the modeller including a huge level of satisfaction in being able to build something for the layout that is all one's own work. Despite the ease of building soldered turnouts, many modellers are reluctant to have a go at soldering beyond the basics of layout wiring. Yet, the techniques are very easy to apply, especially when it comes to building track. The following tips should assist with making a start in soldered turnout construction. Let's assume you have prepared the rails ready to fit to the sleepers.

- If you are buying a new soldering iron, go for one with at least 25W of power
- Buy some spare tips of varying sizes
- Have a stand to hold the hot iron safely at the workbench
- A soldering sponge is perfect for cleaning excess flux and solder from the tip of an iron when it is hot and in use. The sponge should be kept damp at all times
- Solder for electrical use with a flux core can be used in turnout construction. Have a pot of flux paste to hand to assist the flow of solder too. When planning to use modellers solder, select one that melts at around 180 degrees Centigrade and use with an appropriate flux
- Always ensure that the iron is at maximum temperature before applying solder to a join – you must give it time to recover heat levels between solder applications if large metal components are being soldered
- Use minimal amounts of solder and allow it to flow into the join (say between the rail and copper-clad sleeper) when heated. Do not move the work piece after soldering until it has completely hardened
- Dry joints are the consequence of inadequate heating, tarnished components or movement of the work piece after soldering. The soldered joint appears dull and rough in appearance
- Tarnish on the rails and copper-clad sleepers can make soldering more difficult to do. Burnish all metal parts with a glass fibre pencil before soldering
- A good joint will appear shiny and solid in appearance. If you do not achieve this first time round, apply heat and flux once again until you have a satisfactory join
- After soldering work on track or turnout is complete, clean the solder flux off using Isopropyl Alcohol (IPA) or if building turnouts off the layout, wash the complete track piece in the kitchen sink
- Excess solder can be rubbed down with wet and dry paper if required or the joint reheated and the excess wicked away using solder braid
- Clean tools after soldering to remove any traces of flux
- Practice on scrap material until you have the techniques perfected.

USEFUL LINKS

- **FAST TRACKS** (Canada) point forming tools www.handlaidtrack.com
- **C&L FINESCALE** (copper clad sleeper strip) www.finescale.org.uk

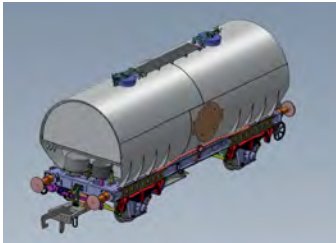
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Track & Accessories



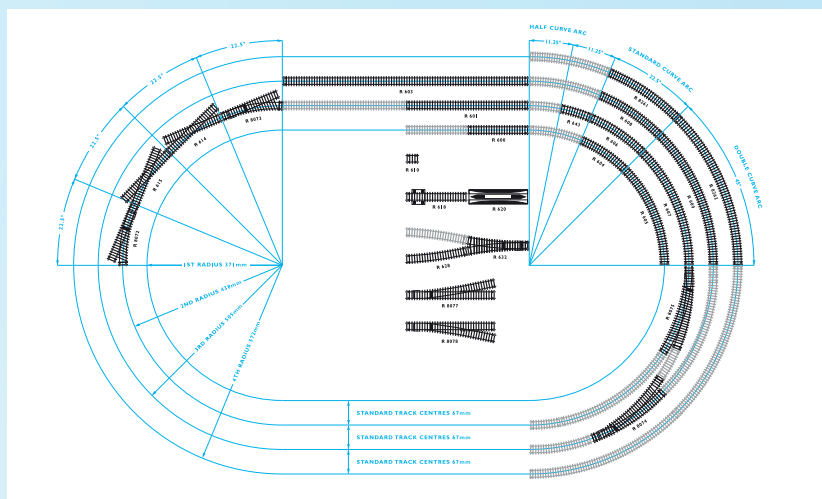
Straight Track

R600	Standard Straight	£2.19	£1.76
R601	Double Straight	£2.59	£2.08
R603	Long Straight	£4.99	£4.00
R610	Short Straight	£1.59	£1.28
R618	Isolating Track	£9.99	£8.00
R620	Re-railer & Uncoupler	£6.99	£5.60



Power

R602	Power Connecting Clip	£2.79	£2.38
R8242	Digital Connecting Kit	£5.99	£5.10
R8201	Track Link Wire Pack	£8.99	£7.65
R8206	Power Track	£8.99	£7.20
R8241	Digital Power Track	£8.99	£7.20



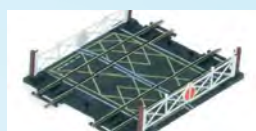
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R607	2nd Radius Double Curve	£3.29	£2.64
R643	2nd Radius Half Curve	£2.29	£1.84
R608	3rd Radius Curve	£2.59	£2.08
R609	3rd Radius Double Curve	£3.29	£2.64
R8261	4th Radius Curve	£2.79	£2.24
R8262	4th Radius Double Curve	£3.99	£3.20
R628	Curve for use with Y Point	£2.79	£2.24



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R207	Track Pins	£3.29	£2.64
R617	Uncoupling Ramp	£3.99	£3.20
R8244	Uncoupler Unit	£3.99	£3.20
R910	Fishplates (12)	£3.29	£2.64
R920	Insulated Fishplates (12)	£2.29	£1.84



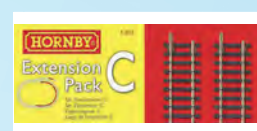
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R636	Double Level Crossing	£28.99	£23.20
R645	Single Level Crossing	£18.99	£15.20



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R626	Point Underlay Sheets (4)	£6.99	£5.60
R638	Underlay Roll (5m)	£15.99	£12.80



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Accessories

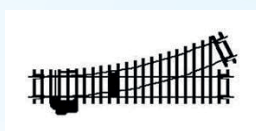
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R574	Trackside Accessories	£17.99	£14.40



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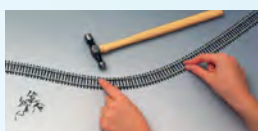


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R8073	Right Hand Point	£11.99	£9.60
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R8075	Right Hand Curved Point	£18.99	£15.20
R8076	Y Point	£13.99	£11.20
R8077	Left Hand Express Point	£18.99	£15.20
R8078	Right Hand Express Point	£18.99	£15.20
R614	Left Hand Diamond Crossing	£13.99	£11.20
R615	Right Hand Diamond Crossing	£13.99	£11.20



Flexible Track

R621	Flexible Track	£4.99	£4.00
R8090	Semi-Flexible Track	£4.99	£4.00

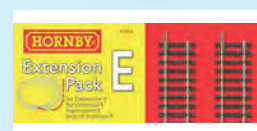


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R170	Distant Junction Signal	£16.99	£13.60
R171	Home Single Signal	£12.99	£10.40
R172	Distant Single Signal	£12.99	£10.40
R406	Colour Light Signal	£30.99	£24.80



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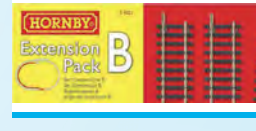


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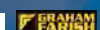
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ARP SIGNAL BOX

Hornby Magazine and Scalescenes present a brand new 4mm scale kit for 'OO' gauge layouts which models a 1940s' Air Raid Precaution (ARP) signalbox based on Greetland No. 2 'box.

JOHN WIFFEN explains how to build this useful lineside feature.



The completed kit builds into a model of a brick built ARP signalbox suitable for 'OO' gauge layouts.

AT THE END OF THE 1930s Britain was under constant attack during what became known as the Second World War. The railways were a vital lifeline for the country delivering goods to cities and transporting supplies to ports and military sites.

Signalling of the railway still relied heavily on timber built structures for signalboxes, or partial brick buildings at best, and these weren't robust enough to withstand the onslaught of air raids. From the beginning of the 1940s a new range of signalbox designs to the Air Raid Precaution standard were developed by each of the 'Big Four' railway companies to assist the railway in withstanding the impact of bombing raids. Some were built as a result of bomb damage, others were replaced strategically to prepare for

the threat of air raids at important locations.

The Air Raid Precaution (ARP) standard called for 14in thick brick walls and a flat roof made from reinforced 12in thick concrete. Metal window frames were used throughout and the use of timber was reduced wherever possible to starve the risk of fires.

The Great Western, Southern, London Midland and Scottish (LMS) and London North Eastern railways all built their own designs of ARP signalbox with some of the best known being the GWR style. The latter has been produced in kit form from 'N' to 'O' scale, but models of the other regions' ARP

signalboxes have been comparatively rare.

This brand new kit by Scalescenes.com – produced exclusively for *Hornby Magazine* – takes its design cues from Greetland No. 2 signalbox which opened in 1942 following construction by the LMS. It replaced a former Lancashire and Yorkshire Railway timber structure. It was last used in 2009.

The following step by step guide explains how to build the Scalescenes ARP signalbox kit from start to finish. [Click](#)

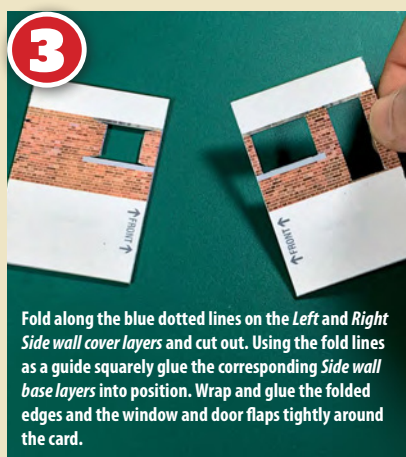
STEP BY STEP BUILDING SCALESCENES ARP SIGNALBOX



Glue the sheets to Heavy, Medium or Light weight card as labelled. With a sharp blade, carefully cut out the openings on the required *Window and Door overlays*. Apply a very thin even coat of glue to the back of the overlays and carefully position them over a sheet of clear film and set aside. Alternatively, compatible white screenprinted windows (Scaleglaze 13 x1 pack) are available from scalescenec.com/scaleglaze



Fold along the blue dotted lines on the *Front wall cover layer* and cut out. Using the fold lines as a guide squarely glue the *Front wall base layer* into position. Wrap and glue the window flaps tightly around the edges. A thin strip of card is useful to help work the flaps into the window openings.



Fold along the blue dotted lines on the *Left and Right Side wall cover layers* and cut out. Using the fold lines as a guide squarely glue the corresponding *Side wall base layers* into position. Wrap and glue the folded edges and the window and door flaps tightly around the card.



Using the light grey line as a guide, squarely glue the *Window sills (front)* into position. Wrap and glue the flaps over the bottom edges of the window openings.



Squarely glue the *Window sills (side)* into position. Wrap and glue the flaps over the bottom edges of the window openings. Wrap and glue the *Door sill* over the bottom edge of the door opening.














OPTIONAL WEATHERING

● Using a sharp knife scrape a small amount of black and brown artist pastels on to a scrap of card. With a soft brush work very small amounts of the pastel dust into the corners and surface of the structure as required. Build up thin layers slowly, don't overdo it!

TOOLS

- » Steel ruler
- » Modelling knife
- » Tweezers
- » Glue stick
- » 'All purpose' clear or PVA adhesive
- » CA or 'super glue'
- » Matt spray varnish
- » Felt tip pens
- » Cutting mat or sheet of thick card
- » Damp cloth
- » Fine sand paper
- » Small right angled square or block

ASSEMBLY

-  Spot or thin bead of glue
-  Coat well with glue stick
-  Cut along line
-  Fold along line
-  Lightly score and fold along line
-  Apply weight
-  Assembly tip
-  Roll and glue edge
-  **Wrap & glue** Wrap and glue printed sheet around edge
-  **Print only** Printed sheet around edge
-  **Light card** Glue printed sheet to:
00 approx 200gsm
N approx 80gsm
-  **Medium card** Glue printed sheet to:
00 approx 1mm
N approx 200gsm
-  **Heavy card** Glue printed sheet to:
00 approx 2mm
N approx 1mm

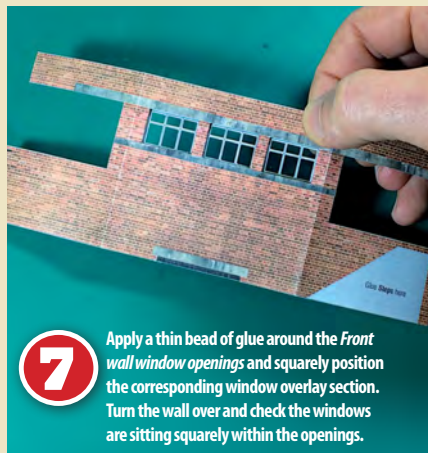
MORE TIPS ONLINE...

● For construction tips go to:
scalescenec.com/construction-tips-page

STEP BY STEP BUILDING SCALESCENES ARP SIGNALBOX



Cut out your required Door overlay and place it print side down. Carefully glue the Door back into position.



Apply a thin bead of glue around the Front wall window openings and squarely position the corresponding window overlay section. Turn the wall over and check the windows are sitting squarely within the openings.



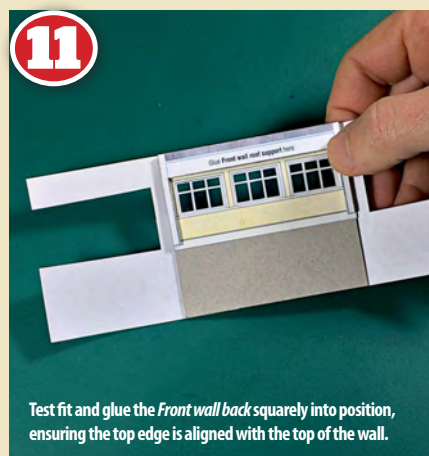
Repeat for the Side wall window and Door overlays.



Place the wall sections brick side down and squarely glue the Side and Front window surrounds into position.



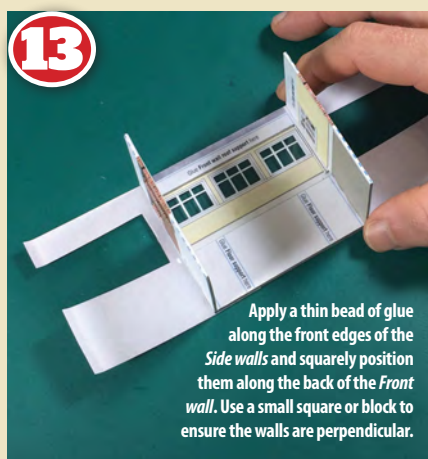
Carefully glue the Wall edges along the insides of the Front wall back.



Test fit and glue the Front wall back squarely into position, ensuring the top edge is aligned with the top of the wall.



Test fit and glue the Front wall floor support squarely into position. Ensure the bottom edge is aligned with the bottom of the wall.



Apply a thin bead of glue along the front edges of the Side walls and squarely position them along the back of the Front wall. Use a small square or block to ensure the walls are perpendicular.



Carefully wrap and glue the remaining front wall flaps squarely along the Side walls and around their back edges.



Sitting the structure on a level surface, squarely glue two of the Floor supports into position against the ends. Apply clamps to ensure good adhesion.



Squarely glue the Side wall backs into position, ensuring the edge is aligned with the top of the wall.



Test fit and glue the Floor into position.

18



Run a black marker pen around the edges of the *Lever frame* and glue into position. If you would like to install scratchbuilt or commercially available levers, now would be a good time.

19



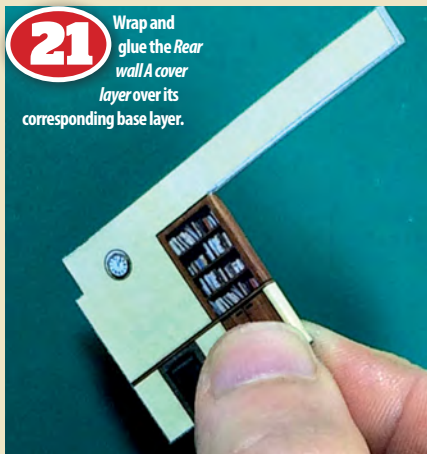
Using the light blue guidelines, test fit and glue the *Front wall roof support* into position.

20

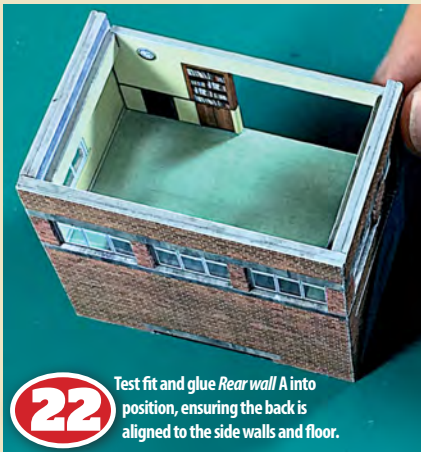


Squarely glue the *Side wall roof supports* into position.

21



Wrap and glue the *Rear wall A cover layer* over its corresponding base layer.



Test fit and glue *Rear wall A* into position, ensuring the back is aligned to the side walls and floor.

23



Squarely glue each of the *Roof panels* into position.

24



Flip the *Roof* over and squarely glue the *Roof underside* into position.

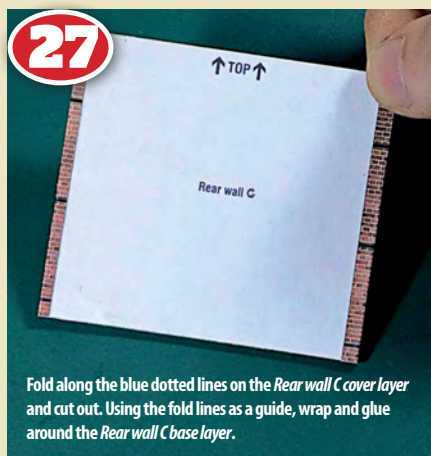


Test fit and glue the completed *roof* squarely into position.

26



Wrap and glue the *Downpipes* tightly around the outer edges of *Rear wall B*.



Fold along the blue dotted lines on the *Rear wall C* cover layer and cut out. Using the fold lines as a guide, wrap and glue around the *Rear wall C* base layer.



Place *Rear wall B* print side down and squarely glue *Rear wall C* over the top. Apply weight or damp to ensure good adhesion. Please note: the slight overhang each side is intentional to form the 'downpipes'.



Sitting the structure on a flat surface squarely glue the completed rear wall section into position.



Squarely glue the four remaining *Floor supports* together into two blocks of two. Apply weight or damp to ensure good adhesion.



Using the light blue guidelines, test fit and glue the *Floor supports* squarely into position.



Test fit and glue the *Leader* heads into position at the top of the downpipes.



Test fit and glue the *Wall coping* squarely into position.



Squarely glue the *Chimney base layers* into a block of three.



Test and glue the *Chimney cover layer* tightly around the chimney base layer block.



Test fit and glue the *Chimney* squarely into position.



Glue the *Chimney capping base layers* squarely into the centre of cover layers. Apply thin beads of glue to the overhanging flaps and gently fold them tightly around the edge of the base layer.



Glue the *Chimney capping* on top of the chimney. *Chimney pots* can easily be created by painting any tubing of a suitable diameter (such as brass or styrene) a red brown colour. Alternatively commercially available pots can be used.



39 Using the blue dotted line, fold along the *Step cover layers* and then cut out. Glue the *Step base layers* squarely into the fold of their corresponding *cover layers*.



40 Wrap and glue the remaining flaps tightly around the edges of the base layers.



41 On a flat surface, use the alphabetical labelling to squarely glue the steps one on top of the other. Start with A at the bottom. Use a small square or block of wood to check the alignment of the steps as you glue. Apply weight or clamp to ensure good adhesion.



42 Noting the top, place the *Stairwell side A* print side down. Glue one of the *Access door options* along the bottom edge. Glue the *Stairwell side B* into position.



43 Squarely glue the assembled *Stairwell side* along the back of the steps.



44 Glue the *Stairwell base layers* into a block of two.



45 Using the fold as a guide, glue the *Stairwell base layer* squarely into the centre of the cover layer. Apply thin beads of glue to the overhanging flaps and gently fold them tightly around the edge of the base layer.

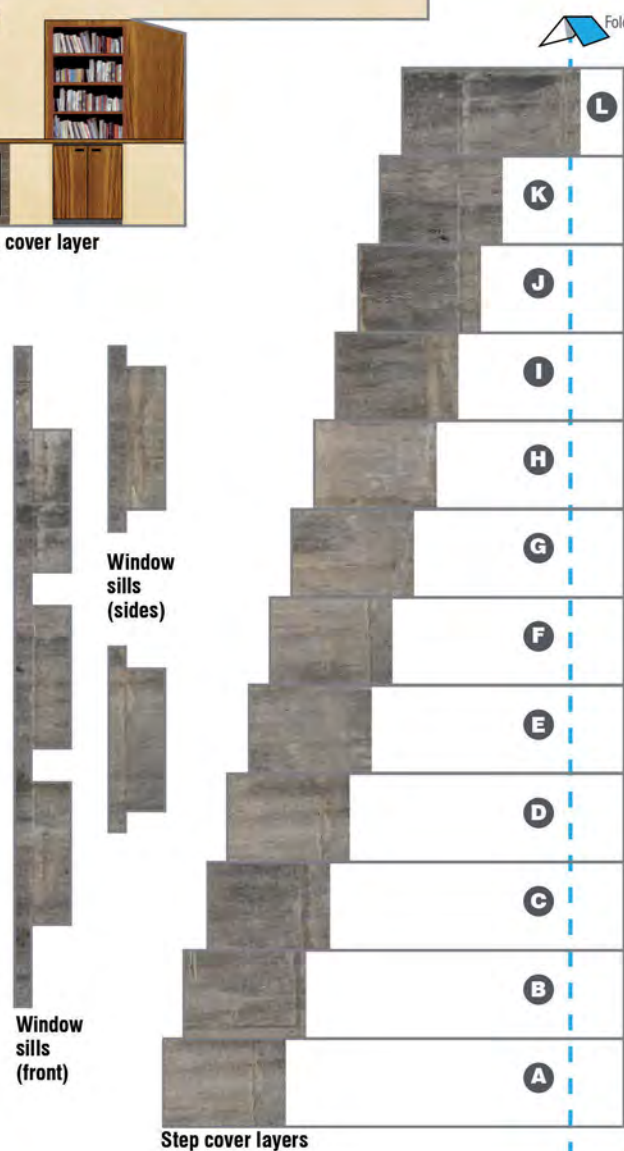
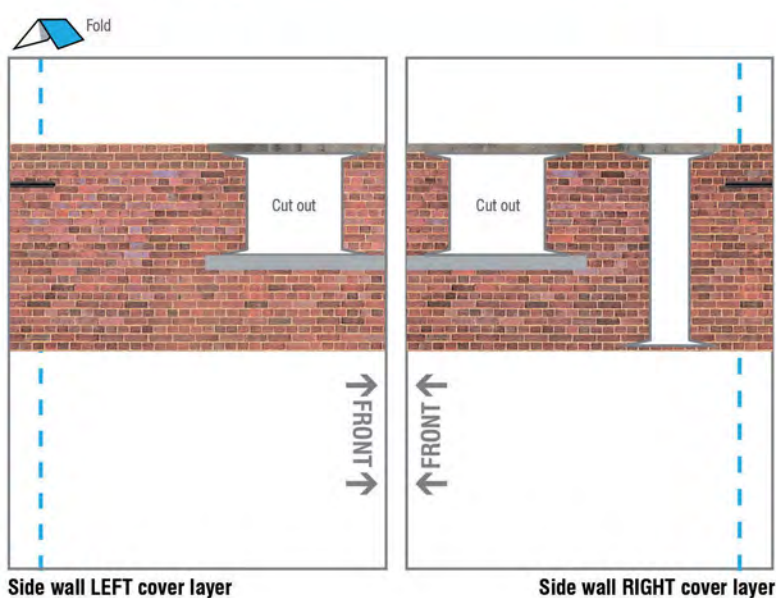
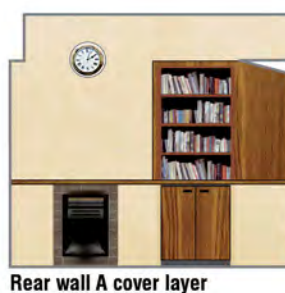
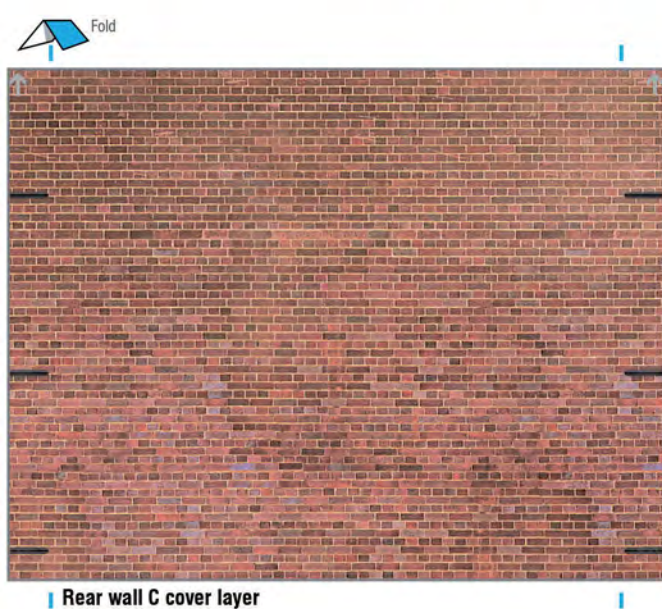
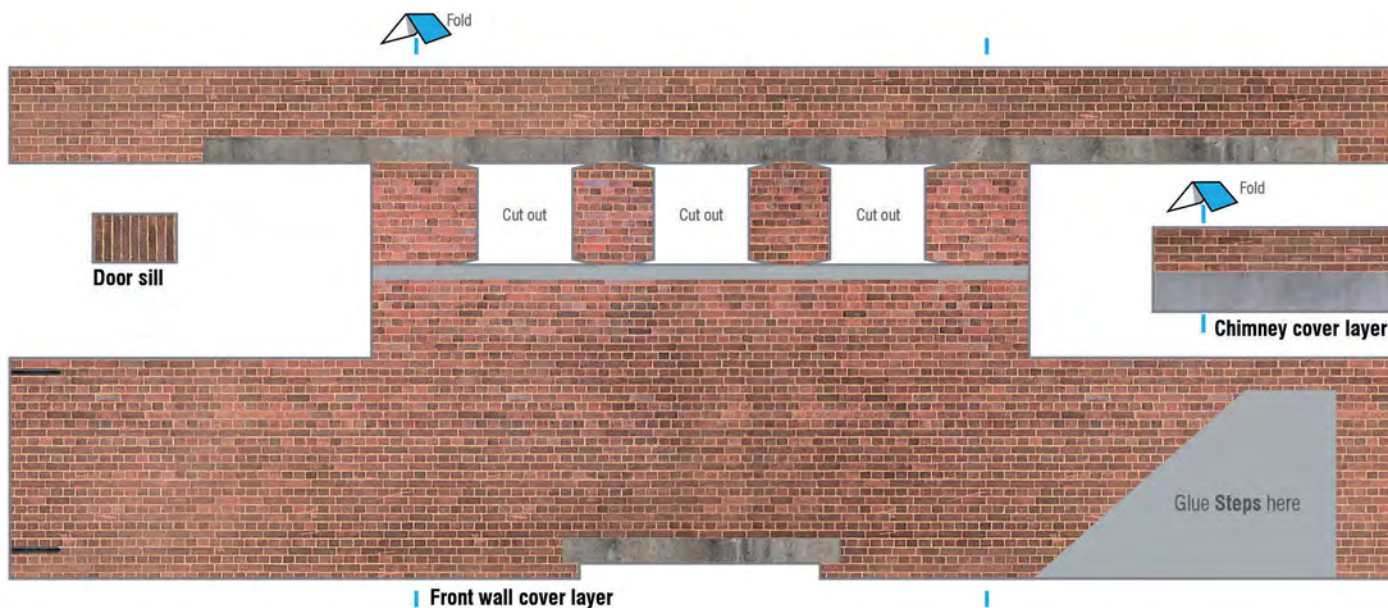


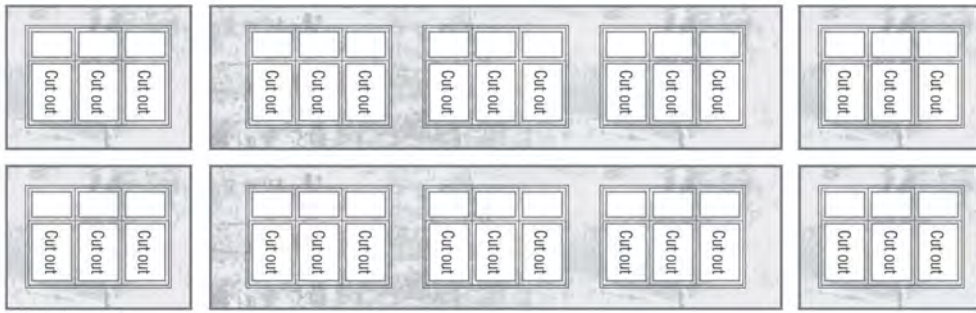
46 Test fit and glue the completed steps into position.



47 Sitting the structure on a flat surface, test fit and glue the completed stairwell into position. Test fit and glue the *Stairwell coping* into position.

● See the full Scalescenes range at www.scalescenes.com

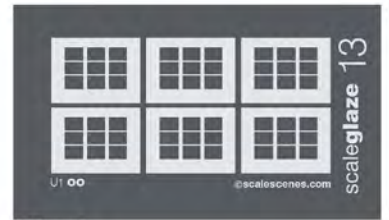




Spares



Alternative option:
White screenprinted windows available from:
scalescenescenes.com/scaleglaze
Scaleglaze 13 x1



Not to scale

Window overlays

Mount on to clear film



Door overlay options

Mount on to clear film



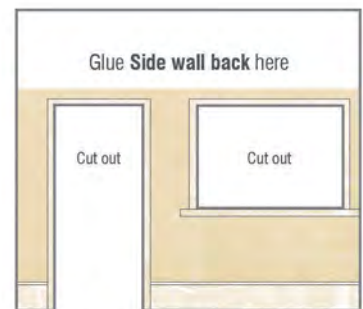
Access door options



Chimney capping
cover layer



Side window surround (left)



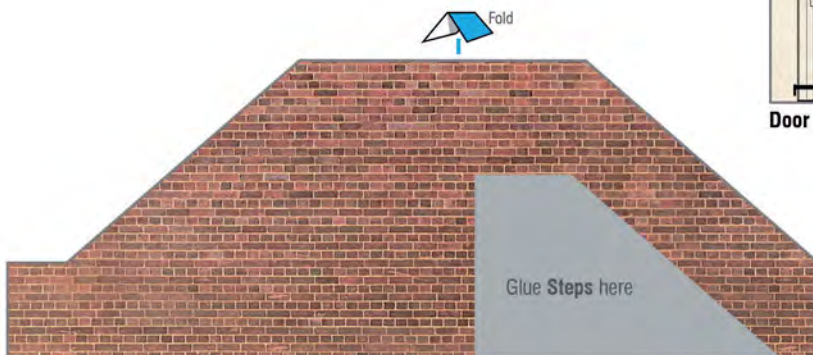
Side window surround (right)



Roof underside



Front window surround



Stairwell cover layer



Door back



Wall edges



Downpipes

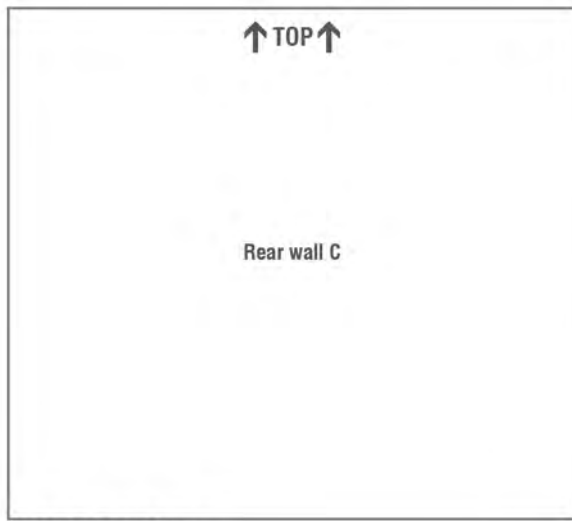


ARP Signalbox → HM10a

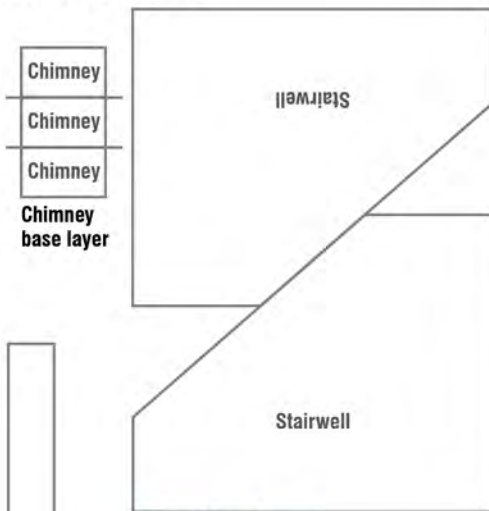


Cover layers

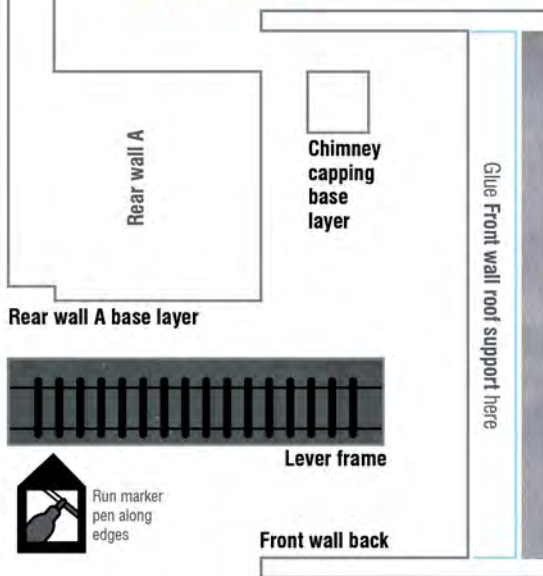
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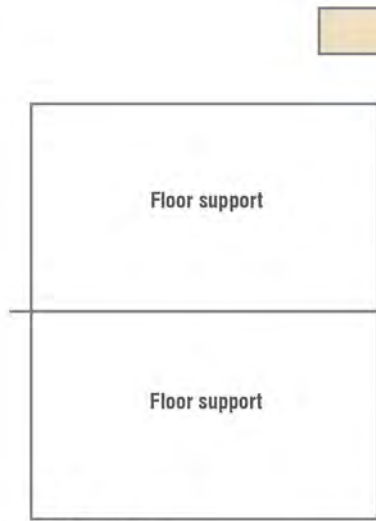
Rear wall C base layer



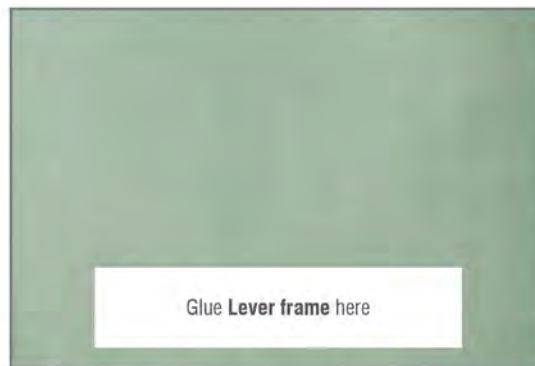
Stairwell base layers
Glue into block of two



Rear wall A base layer



Floor supports



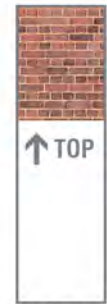
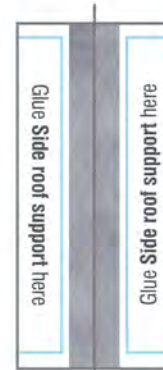
Floor



Roof



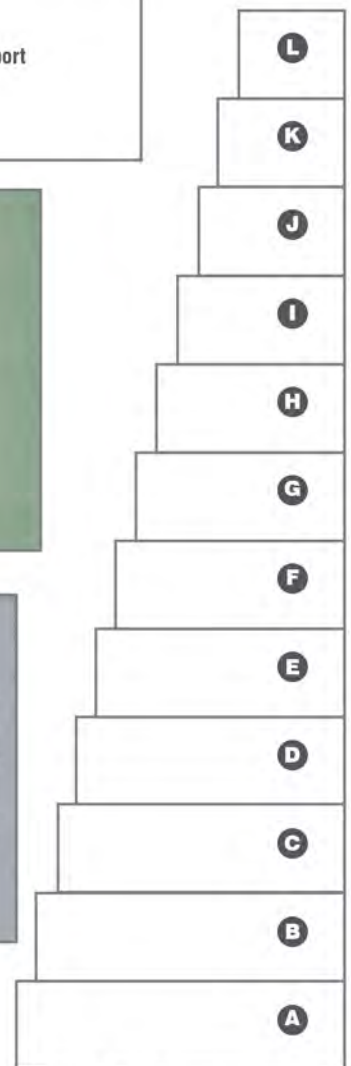
Front wall floor support



Stairwell side A



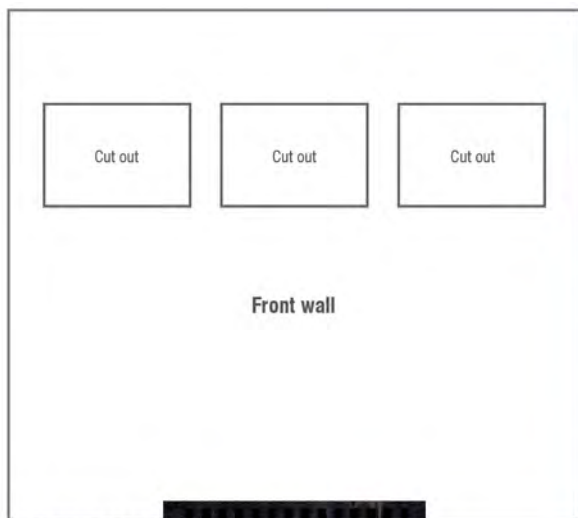
Stairwell side B



Step base layers



(2mm thick)



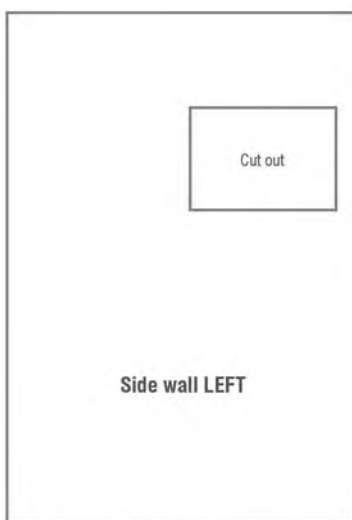
Front wall base layer



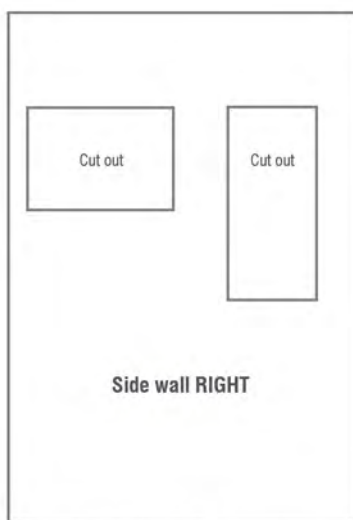
Plywood for
boarding up



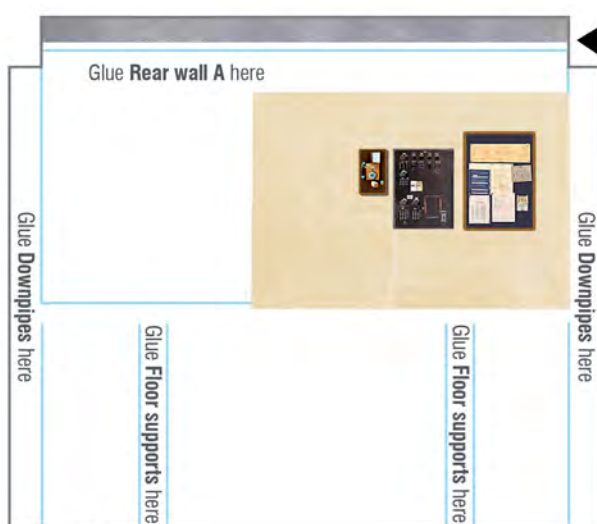
Cut along line before mounting on to card



Side wall LEFT base layer



Side wall RIGHT base layer



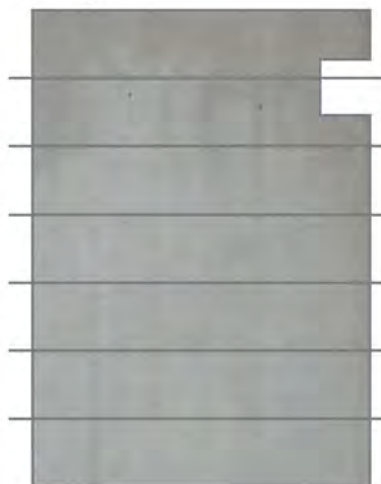
Rear wall B

Run marker pen
along edges

Medium card
(1mm thick)



Run marker pen along edges



Roof panels



Run marker pen
along edges



Run marker
pen along
edges



Wall coping



Stairwell coping



Light card
200gsm

Southern papers

READ WITH INTEREST Michael Lusher's letter (HM136) regarding the newspaper train from London Waterloo on the Southern Region. I may be able to furnish a few sketchy details as it is all a distant memory now. I was only aged around 10 at the time which would have made it the very early 1960s.

Our family was due to go and stay with relatives in Ilfracombe but due to unforeseen circumstances we had to travel down by train. My parents decided to travel overnight and had reserved seats on the newspaper train from Waterloo. We arrived at Waterloo at about midnight and we had about an hour to wait. If I remember rightly it left around 1.00am. The train was already in the platform but for some reason we did not get on board straight away. In the meantime, there was a constant stream of newspaper vans arriving from Fleet Street going down the platform and unloading their contents into the various utility vans.

The train appeared to be made up almost entirely of these with the odd passenger coach dotted here and there. When the time arrived

for us to board it was stressed to us that we make sure we got on the right coach. This entailed us having to walk nearly to the end of the platform before getting on and then walking through the utility vans stacked with newspapers until we got to our coach and seats. So I assume from this that the train went out beyond the end of the platform, how far I cannot remember and nor could I see what

type of locomotive was hauling the train or whether or not it was double-headed. However, I would imagine it got a welcome push from a station pilot which had been waiting at the end of the train.

On the way down, we made a number of stops where we were shunted about, Salisbury and Exeter (probably St David's) in particular, but as it was dark we could not see much of what was going on.

We arrived at Ilfracombe at about 6.30am and our portion of the train consisted of our coach and a utility van hauled by a Bulleid 'Pacific'. I would imagine this was probably an Exeter locomotive. From this, it would appear that the Ilfracombe portion was at the front as we left Waterloo. I just wish I had a camera!

John Pether, Bletchley.

NEWSPAPER TIMINGS...

In reply to the question asked in HM136, I offer the following information. The newspaper train left Waterloo at 1.10am, arriving at Salisbury at 2.57am and departing again at 3.00am. It arrived at Exeter Central at 4.57am to be split for the North Devon and Plymouth Lines. The Barnstaple train departed at 5.04am, arriving at 6.04am and arrived at Ilfracombe at 6.52am. Torrington was also served off the 6.19am departure from Barnstaple.

The Plymouth portion departed Exeter at 5.10am, arriving at 5.57am in Okehampton to split for Plymouth and Padstow, departing at 6.04am. The train arrived at Plymouth at 7.29am after dropping off at Tavistock at 6.39am.

The Padstow portion departed Okehampton at 6.30am as an all-station train arriving at 9.22am.

I hope this clears up the question raised by Michael Lusher.

Phil Newcombe, Tavistock

...AND THE FORMATION

Further to the enquiry from Michael Lusher (HM136) regarding the Waterloo to West of England paper train, I offer the following details

Torrington	One News Van B
Ilfracombe	One PMV
Okehampton	Two PMV
Plymouth	Three Set K
Ilfracombe	One PMV
Torrington	One News Van B
Yeovil Town	One PMV
Exeter Central	One PMV*
Yeovil Town	One BCK*, one News Van B*
Salisbury	One BG

* Detached at Salisbury and went forward on 3.25am ex-Salisbury

M. Pocknell, Horsham.



Odd one out

I have just received my model of the Hornby Maunsell Restaurant Kitchen (RK) – HM134. It is excellent, but I am concerned about the colour scheme. The body is unlined Maunsell green, the roof is grey, and this

does not match with previous releases by Hornby. This has the effect of making a train look 'odd' when paired with previous Maunsell carriages in Southern Railway colours.

I think the colour schemes for

MIRROR IMAGE

When reading the tracklaying article in HM136, I noticed that it doesn't include a tool I find very useful – a small mirror. This enables a view

along the track effectively at rail level giving a final check before fixing and ballasting takes place.

Dave Thornton, by e-mail.



Decoder fitting without a socket

If you are looking for a subject to cover in your decoder topics, I suggest the following. Many models now come with a printed circuit board to drive the on-board systems. Some have a decoder socket included in which case decoder fitting is

straightforward, but some do not. It is not immediately apparent as to what is the best solution for fitting the decoder. There may be lights as well as the motor drive. Perhaps your resident experts would like to write on this topic.

Gordon Bell, by e-mail.



these vehicles were lined Maunsell green with white roofs before the Second World War and unlined Bulleid green with Sunshine lettering and grey roofs after 1945. The SR made up coaches into numbered sets with a common

colour scheme, which further suggests to me that this restaurant car might not be as it should.

Mike Hillman, by e-mail.

Short-haul car-carrying trains

I found Railway Realism on car-carrying trains in HM136 most interesting. However, if you cannot model the London to Inverness workings or other long distance journeys, there are alternatives.

Before the M4 Severn Bridge was opened in 1966, motorists faced a long route via Gloucester or the Beachley to Aust ferry. There were often long queues and the crossing could be quite rough, even if short. The Great Western stationed a number of old carriage underframes and a coach on each side of the Severn Tunnel, and for the appropriate fare motorists could put their cars on the flats and travel in the coach. The usual locomotive was a 2-6-2T. A tarpaulin to cover the car was available to hire at an extra cost.

An even shorter journey was at Waterford Harbour in Ireland. Before road access was built to the ferry berths, cars were loaded onto flats for a short rail journey to the nearest road. I'm afraid I don't have any more detail than that.

Wayne Wills, Laleston.

Car carrying trains

Although road transport has dominated land travel for decades there have been many occasions when railways have offered a helping hand to the motor car, as EVAN GREEN-HUGHES discovered.

AT THE END OF THE 19th century when the first motor cars were introduced, they were not only a novelty but also a necessity. They were used to transport goods and passengers, and were often used to transport cars. The first motor cars were built in 1885, and were used to transport cars. The first motor cars were built in 1885, and were used to transport cars. The first motor cars were built in 1885, and were used to transport cars.



By 1911 there were no fewer than 200 different manufacturers of cars in the country, many of which were produced in the United States. The cars were used to transport goods and passengers, and were often used to transport cars. The first motor cars were built in 1885, and were used to transport cars. The first motor cars were built in 1885, and were used to transport cars.



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Limited Edition Plate Wagons

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Order yours now on our website or call us to place an order.



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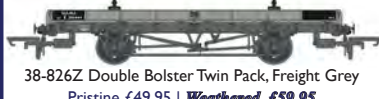
38-826Z Double Bolster Twin Pack, Freight Grey
Pristine £49.95 | **Weathered £59.95**



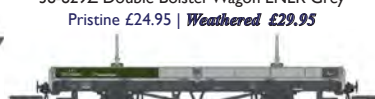
38-829Z Double Bolster Wagon LNER Grey
Pristine £24.95 | **Weathered £29.95**



38-852Z Engineers 'Winkle' Wagon Engineers Black
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38-827Z Double Bolster Twin Pack, Freight Grey
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38-830Z Double Bolster Wagon Green/Freight Grey
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38-853Z Barrier Wagon Olive Green livery
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38-850Z Plate Wagon ZDO Freight Grey
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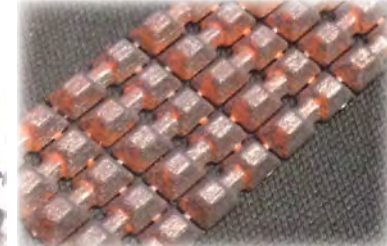
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Simulated Trestle Load
PWL4 fits on Plate Wagons - Please note plate load not included - Crafted by TMC
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Rebuilt Royal Observer Corps 34050
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Coal & Deluxe Weathering by TMC

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32-850A Bachmann Standard 9F
Evening Star 92220 Coal Plates Fitted
& Extra Detail Weathering by TMC

Was £234.95 **NOW £206.50**



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WEST COAST

SOUTHERN SECTION

*The spectacle of the West Coast Main Line in the 1970s uses 'N' gauge to brilliant effect, as builder and owner **ANDREW ARMITAGE** explains.*

PHOTOGRAPHY, TREVOR JONES





Right: A Research Department special passes headed by a Class 31, with Gas Turbine conversion E2001 behind. A number of diesel and electrics are visiting the shed including classes 20, 25, 81 and 86. The backscene has been made with photographs to try and create greater depth.



Below: At the north end of Harrow and Wealdstone a Class 87 heads a northbound express from Euston on the concrete sleepered fast lines as a Class 25 hauled cement train passes a Class 83 with a Freightliner working on the slow. In the background a Bakerloo Line tube arrives as a Class 501 EMU waits to leave for Watford.



THIS LAYOUT IS 'N' GAUGE, owned and built by myself, with some assistance of my wife who helped me position a lot of the timber framing. It is based on the southern area

of the West Coast Main Line (WCML) which gave the layout its name, covering Harrow, Watford, and Linslade, the period covered being the 1970s. Although the layout resides in Hastings on the South Coast, it was inspired by my formative railway career based at Euston during this time.

The layout has developed on from the exhibition layout Kings Park (based on Queens Park) of which I was one of the founder members. When it came to building my current layout, I chose to stick with the same general area so the same stock could be used on it. The overall size of the layout is about 32ft x 11ft in my loft, so it is unfortunately not available for exhibitions. As the layout is mostly for watching the trains go by I stayed with analogue control, and I have also used old track circuiting modules which are not Digital Command Control compatible. Although the layout is now seven years old, I did the initial planning and construction of many of the main buildings in the three years before I actually started on the layout itself.

The main framing of the layout was made of 4in x 2in timber set around waist height from the floor. The layout was then made up from individual baseboards of 5mm plywood on 2in x 1in timber. As the storage sidings are on the outer edges these were made first in five 6ft x 1ft sections. The track and points were laid and wired before being 'rolled' into place and fixed on the main framing. This avoided the problem of the sloping loft roof so I didn't have to squeeze under limited headroom to lay the track. This also meant I could do a lot of the wiring to the boards with them stood on their sides. The storage sidings are automated with Heathcote Electronic units and I made sure these were working correctly before moving onto the front scenic boards. ➤



Looking south from the depot towards Watford Junction, an early liveried Class 86 heads south as a mixed freight heads north behind a Class 83. HS4000 *Kestrel* has made an unexpected visit to the depot while a Cravens Class 105 can just be seen creeping out of platform 10 on its way to St Albans Abbey.



Near Linslade, the WCML runs alongside the Grand Union canal. A northbound freight has just emerged from Linslade tunnel. I had always wanted to model this scene, bringing back memories of summertime walks by the Grand Union near here. The narrow boats were converted from some old white metal coal barges.



The scenic section was made up in individual sections formed of 6ft x 2ft 6in 5mm plywood on 2in x 1in timber. A couple of these boards were tapered in closer to the access hatch so that the maximum amount of space was available for lifting materials, models and items for storage in and out without damaging the layout. As with the storage siding boards, the scenic boards were worked on as individual units before final fixing so that they could be worked on from all angles, and on their sides for wiring.

As the loft hatch was at the end of the room I 'pinched' another 2ft from the unconverted loft area to avoid running the lines over part of the loft hatch itself. This area was used for the section where the tracks were required to cross over each other. The main line gradients were kept to a generous 1-in-70, although the Watford 'New Lines' had gradients of 1-in-30. As the trains using these lines were lighter and shorter they are unaffected by these relatively steep gradients. Trains on the main lines sail over the other gradients with no difficulty.

TAILORED PLAN

Even with the space available I found that I had to trim down some of my original ideas on what I wanted to include. The four storage yards for the main lines had to shed two lines each bringing them down to ten each, although they will all hold 15-18 standard coach lengths each or their equivalent goods stock. The scenic boards lost about six inches at the front so that the main road at Harrow now runs along the edge of the boards instead of the planned shops and houses. On the Watford side a number of the goods yard sidings and the carriage shed had to be axed.

Testing of the track was carried out as the boards were completed and joined together, which meant that everything

ran well from day one. It was possible to run trains after about the first 18 months of building, although it was another 18 months before the trains could run around the entire layout. The layout consists of 10 individually controlled tracks. The four main lines consist of Up Fast, Up Slow, Down Fast and Down Slow. There are the two Watford 'New Lines' (Up and Down). All these lines are broken down into sections; the main lines have three 'controlled' areas, and the 'New Lines' have two, so multiple train running is possible on each line. At Watford there is a separate controller for the locomotive depot and the St Albans branch/yard. At Harrow the Stanmore branch has been retained with its own controller, as has the goods yard

with its own shunting panel. The Stanmore and St Albans Branches are connected via a common storage yard making it easier to operate short freight workings without the need to run around in the storage yard.

The four main lines and the two 'New Lines' are equipped with track circuiting units which show the positions of the trains on the control panels with red LEDs as they move round the layout (essential for keeping an eye on things when there are many trains on the move at the same time). Each of the track circuiting units operate a relay which in turn operates the signalling which is fully functioning Multiple Aspect type on the main lines, and the pre-1986 'searchlight' types on the 'New Lines'. The signals have working route indicators and Position Light >>



A close-up of the Up side station buildings at Harrow. The clock faces are set at 8.18am as a permanent memorial to the accident of 1952. The Stanmore branch train manages to peep between the building and the hoardings.



A Class 310 departs for Euston on the Up slow line as an express in the hands of a Class 83 draws to a halt at the station. To the left are the underground platforms while on the right DMUs wait to depart.



Ground Signals worked by my own relay boards providing simple interlocking.

Some of the signals can be changed to danger via switches on the control panels. Signalling has always been a bit of a passion of mine since I started my railway career at St Pancras 'box at the beginning of the 1970s, before moving down the road to Euston signalbox several years later; both Installations are now no longer with us. I suppose I would consider the signalling one of the best features as I always find it fascinating to watch the signal sequences change as a train passes by and gradually progresses round the layout.

MODIFIED REALITY

Although based on the areas concerned they are not completely true to the real thing, and there are many anomalies (too many to count). The layout sets out to try and recreate the general feel of the scene rather than be 100% accurate. Making the station buildings at Harrow and Watford proved quite challenging as I only had photographs to work to with a few memories from long ago. It wasn't possible to revisit any of the locations

modelled, and Watford has changed quite a bit after the major rebuilding which took place in the mid-1980s altering a lot of the features I remembered along the way.

Even though I made these buildings before the layout began I was pleased that everything eventually fitted together when it was finally finished. Watford proved a bit problematic as the main building sat below track level and I had to engineer the forecourt area to be set at a lower level on the baseboard. Having made everything in sections before fixing I was able to modify the baseboard where the Watford main buildings sit. The forecourt area and surrounding area is not strictly correct having become a generalised urban area.

There are several other modifications made at Watford, as the station has had Platform 5 reinstated to cope with the 'Croxley Link', which I decided had been built, and the extended Northern Line from Edgware which has crept beyond Bushey Heath to Watford High Street. In this way it generates a lot more traffic which keeps the station area very busy. The old depot at Watford has also survived on my layout, rather than being turned >>



The Colne Viaduct to the south of Watford. A northbound steam special passes a southbound express hauled by a Class 84 AC electric on Colne Viaduct. From left to right the viaduct crosses the Northern Line extension from Edgware to Watford High Street (a 'what might have been' scene), the A4125 (dual carriageway), and the River Colne. The backscene has a number of aircraft photographs stuck to it depicting traffic for Heathrow.

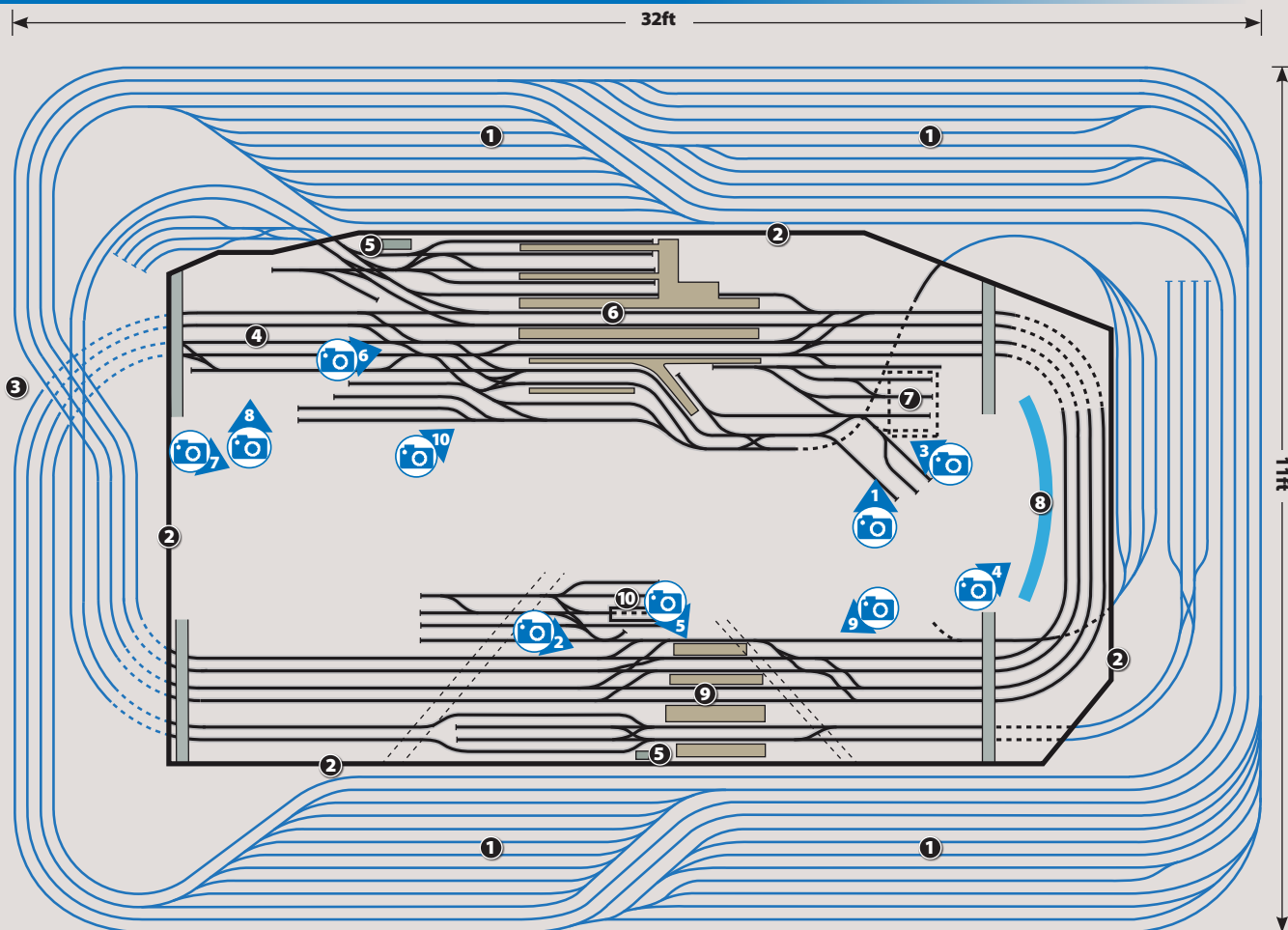




Looking along the railway room, on the left is Watford Junction and on the right is Harrow and Wealdstone. At the far end the scenic section of the Grand Union Canal near Linslade fills the gap between the stations. The two main control panels are located opposite one another and the use of a wheeled swivel chair makes it possible to switch to and from each of the panels. The smaller control panel on the right is for shunting Harrow Yard with its own hand-held controller.



WEST COAST SOUTHERN SECTION TRACK DIAGRAM (Not to scale)



KEY				
❶ Storage yard	❸ Off scene flyovers	❺ Signalbox	❷ Depot	❹ Harrow and Wealdstone
❷ Backscene	❹ Road and river bridge	❻ Watford Junction station	❸ Canal	❺ Goods shed

into a car park. The original St Albans branch platforms have also been retained.

The actual scenic areas are not in their correct sequence. This came about as I wanted the Watford area on the side of the loft with the maximum headroom. However, the trains do run either north-south or vice versa, so the coaching formations remain correct for viewing purposes.

ROLLING STOCK

The trains are mostly all BR blue or blue and grey for the period depicted. The main line sets range from Mk 1s to Mk 3s made up in sets typical of the 1970s. This includes parcels, sleeping cars and Pullman sets. The Mk 2 Pullmans were made by modifying some early Farish stock with homemade plasticard inserts.

It wouldn't have been the 1970s if there weren't some of the early AC locomotives of classes 81-85. As there were none available in ready-to-run form I made them myself. The very first ones I made were scratchbuilt in plasticard around second-hand continental chassis that I picked up at exhibitions. The later examples were made by shortening the Farish Class 87

bodyshell, altering the detail, and mounting them on old Minitrix Class 27 mechanisms with Minitrix Class 42 bogies. I had fortunately retained all my old Minitrix stock, and all eventually were converted.

The Electric Multiple Unit (EMU) stock also had to be created as none was then available. The Class 304s and 310s were converted from early Farish coaches which had the removable window strips, which were replaced with solid plasticard and had new windows drilled and filed. The ends were fashioned from thicker plasticard then sanded to shape before drilling the windows out. The Class 501 Euston-Watford stock was modified from the B H Enterprises 4-EPB kits, having shortened them by one compartment on each coach and mounting them on some old Farish Mk 1 Full Brakes.

The Underground stock was the most challenging to build. They were made by using some resin coach roof sections with the front and sides from plasticard sheet. The windows were all individually drilled and filed, with the doorway sections cut out and recessed into the body. To make them low enough I used old Lima coach bogies with the framing cut down, then



attached to the body by inserting a cross-member of plasticard with a hole drilled in it. Originally, I had them powered by two Arnold 'Kof' diesel shunters joined on a piece of brass strip to form a chassis. But after nearly 20 years I have just upgraded them all with Tomytec mechanisms.

There are five Tube sets, three 1938 types, plus one 1959 and one 1972 set. To operate the Metropolitan service via the Croxley Link I modified some Farish Class 101 DMUs into some A60 sets, in much the same way as the Class 310s. I think building a lot of the unique stock has given me the most pleasure, even if they did take a long time to complete.

What's next in the pipeline? It's difficult to say, but when you get to a certain point in life you realise that perhaps there aren't going to be enough years to embark on something else. My vision of modelling Rugby Midland in 'N' has quietly been placed aside, unless I find more space that is! [John](#)



Harrow and Wealdstone's southern approaches are busy as two Class 25s pass with freight workings and a Class 84 heads through with an express for Euston. Behind on the underground lines is a Bakerloo service for Elephant and Castle. In the background my representation of the Railway Hotel.



Overlooking Watford Junction viewed south to north. The local 'DC' line platforms 1-5 are on the left with a six-car Class 501 in platform 1 forming a Euston service. Platform 2 has a Northern Line train for the extension to Edgware and Platform 3 a Bakerloo service for Elephant and Castle. On the main lines the 'Manchester Pullman' passes a southbound express for Euston on the fast lines while on the slowlines northbound MGR empties pass an eight-car Class 310 bound for Euston.



In perspective

TIM SHACKLETON exploits multi-scale modelling as a way of making a layout look bigger.

ONE OF THE HARDEST QUALITIES to suggest on a model railway is spaciousness. Even country branch termini were built on what, in modelling terms, was a massive scale. You can gain some idea of the acreage involved from the fact that two supermarkets and an enormous leisure centre, along with their associated car parks, now occupy the site of my local station, a modest and insignificant passing place on a single-line cross-country route.

Who has that kind of room? Modelled to scale, a full-sized football pitch would, in 4mm terms, require an area more than 4ft x 3ft (1.3m x 1m). Most meadows and pastures are far larger than that; most of the fields I've seen on model railways are no bigger than a suburban garden. And it's worth remembering that while the Vale scene at Pendon seems positively limitless, at 12in:1ft scale it would only be a leisurely 20-minute stroll to get from one end to the other.

So we've reluctantly had to accept the practicality of condensed landscapes and ultra-compact track plans, but there are still ways to suggest a layout is bigger than it actually is – mirrored reflections, for instance. Another common device is to shrink buildings, often

by anything up to 20%. Manufacturers of card kits and ready-to-plant structures do this all the time, and their goods sheds, bridges and houses – though they look the part – are often well under scale. It's not always noticeable until you park the building next to an object whose proportions are known to be 100% accurate.

MULTI-SCALE PERSPECTIVE

Forced perspective is a more successful method, using optical illusion to make objects appear nearer or closer, bigger or smaller than they actually are. Museum dioramas often employ forced perspective to accelerate the pace at which objects recede into the distance – last time I visited, there were some particularly good examples in the Museum of London and the Railway Museum has some, though they're not always on public display.

Perspective is governed by laws, just like everything else in the physical universe, and academic careers have been founded on exploring and defining its nature. Conversations with Paul Bambrick – the artist who created the much-admired 3D backscenes on Kevin Wilson's 7mm layout Bucks Hill – have suggested ways in which lesser mortals might apply forced



A quick preliminary mock-up (on the garden table) to see if my ideas on forced perspective would be convincing in such a confined space. You're not meant to look too closely at the scene but it does seem to work, despite having three distinct modelling scales condensed into less than a foot.

This scene is less than a foot deep, but it looks much more because of the reduced scales I've employed. In the foreground, on the working part of the railway, we have a couple of 4mm scale models – an electro-diesel and a Southern utility van. Behind is an assortment of 'HO' scale ferry vans and beyond that, a line of 12ton vans built from Parkside Dundas kits produced for the 3mm Society. Does it look believable?



INSPIRATION



Left: Though the section in the immediate foreground starts off in 7mm scale, this small cameo scene created by Paul Bambrick is only a few inches deep. The use of distinct layers enhances the sense of distance, while view-blockers and clever positioning disguise how the proportions of the house have been fiddled.



Above: From only a little above normal viewing height the trickery is obvious, with the lines of houses converging sharply on a distant vanishing point.

Left: The level crossing scene on Geoff Williams's 'EM' gauge model of Aylesbury station in LNWR days is a classic piece of perspective modelling. It does, however, need to be seen from or near eye level to be convincing.



EDUCATION



Life imitates art. In between photographing trains at Colton Junction just south of York it dawned on me how like a model railway the scene looked. Beyond the York & North Midland line the landscape could be in any scale. It could be in half-relief, it could be just a painted backscene. Hedges can be three feet high, or ten. And how tall are the trees in the middle distance?



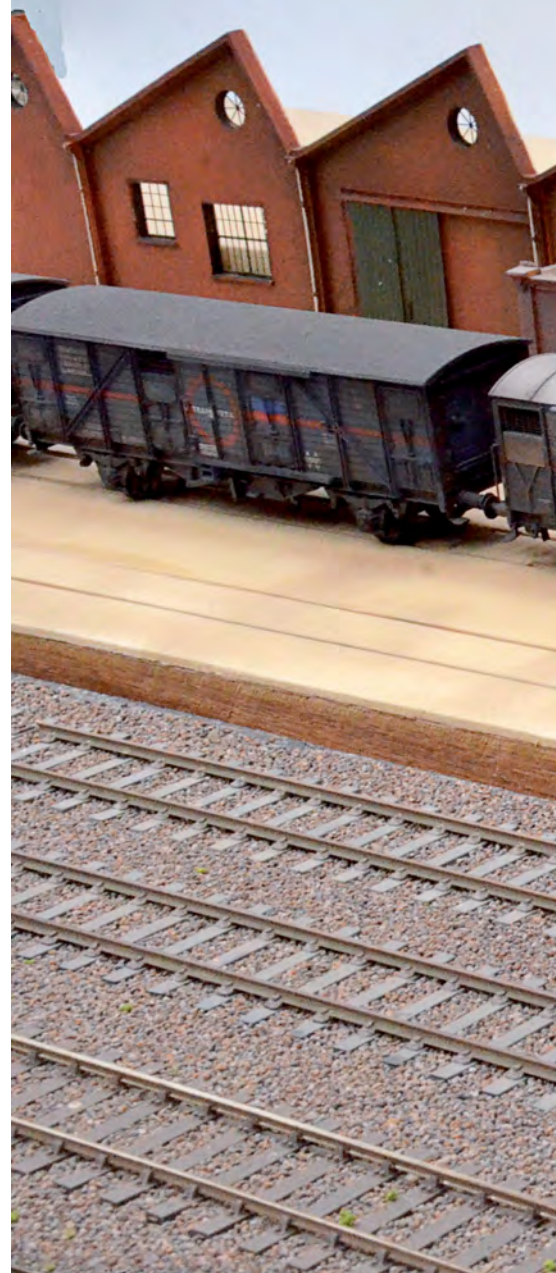
"Put the detail where you can see it" is sound modelling advice. The Model Railway Club's 2mm scale model of the northern approaches to King's Cross employs all kinds of clever perspective effects. In the foreground the modelling shows an incredible level of detail. This is the small GNR goods depot off Caledonian Road.



Further away from the viewing position, the scale subtly decreases and so does the level of detail. The factory buildings on the skyline are mostly just card shells, and some of them are very oddly shaped to maintain the illusion of distance. This is not, in the flesh, a very big layout but because of the mastery of perspective effects it looks absolutely enormous.

scene from front to rear. Each layer, front to back, is modelled in a different scale but each element, left to right, remains consistent with and in proportion to its neighbours.

The scene, a section of a much larger layout, depicts a main line with goods loops passing in front of a rail-served fruit and vegetable distribution centre that's located at a slightly higher level. The foreground layer, the only part on which trains actually move, is modelled in 4mm:1ft scale. The warehouse beyond (an Artitec resin kit turned into a low-relief structure) is in 3.5mm scale, as are the various Transfesa vans dotted around the yard. Beyond this is a set of sidings, with stationary wagons in 3mm scale. The whole scene, front to back, is barely 8in deep and yet it looks much bigger. The effect of diminishing scale is to make everything appear to be pushed back away from the viewer, like viewing it through a wide-angle lens. A layer of 3mm scale trees of suitable height, chosen for their muted colours, further increases the illusion.



One essential criterion insisted on by Paul Bambrick is that you need to work out where your horizon is – this governs everything. It's equally vital that the ground should rise up to meet it - I'd noticed this in professionally produced museum dioramas. If you lay things out flat, it doesn't work unless you adopt an exclusively eye-level viewpoint or model the Cambridgeshire Fens. So, either the ground itself should slope gently upwards or, as in my case, ascend in a series of small incremental steps.

EXPERIMENT

Two things surprised me about this experiment. Where early examples of forced perspective (Geoff Williams' 'EM' gauge Aylesbury for instance) relied on a strictly limited viewpoint, I found the scene I modelled remained credible from a wide range of viewing angles. The other welcome piece of news is that an eye-level viewpoint is not essential: with the scene at chest height it's still believable although any kind of top-down 'helicopter shot' will

immediately destroy the illusion of reality.

Remember also that beyond the railway fence there is no scale - think about this and agree. No one can tell whether a tree, a field or a distant church tower is modelled to the same scale as the trains, or to any scale in particular. As long as it's consistent, you can make them any scale you like. This is what you see on the Model Railway Club's innovative 2mm scale layout Copenhagen Fields – the buildings at the back of the layout are on a much smaller scale (and far less detailed) than the ones at the front. So you can start with 4mm as your baseline and go over to something smaller for the scene beyond the railway fence – 'HO' scale (3.5mm:1ft) offers the easiest transition but with care 2mm scale ('N' gauge) can be made to work successfully. A 7mm modeller, in turn, could work down through the scales. If you have room on your layout, especially if it's still at the planning stage, try leading the eye into the scene past objects in a larger scale still – a gateway or path, for instance. I've seen this done – on Kyle of Sutherland, Stuart Holt's 'P4' model of Culrain

on the Far North Line – and it works well.

The diminishing-scale diorama seen here will form part of a much larger layout where the view of the railway (carried on an embankment) is interrupted by a line of industrial buildings, warehouses and terraced houses in the foreground. Modelled dead scale from actual buildings – when they were finished, it surprised me just how big they actually were – they are much larger than the pint-sized structures often encountered on model railways and this also helps enhance the sense of the landscape being pushed back into the distance.

Rather than laying down the law, I suggest you experiment to find what works and what doesn't. Clear your workbench or dining table, lay out a few items (card mock-ups are fine), look at them from different angles and different heights, and it will soon start to make sense. This is basically how I did it. I am too old to kid myself things are right when they're plainly not, but it didn't take long to come up with a workable solution and realise I might be on to something. [Helen](#)



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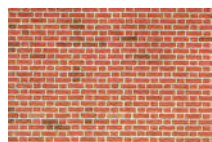
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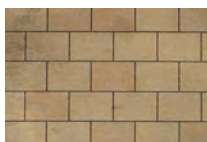
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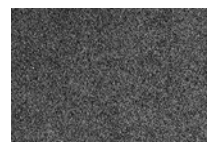
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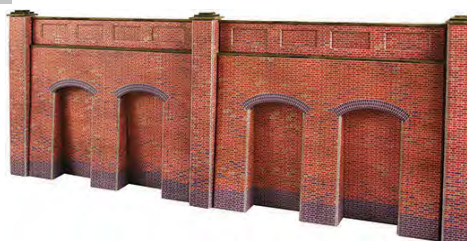
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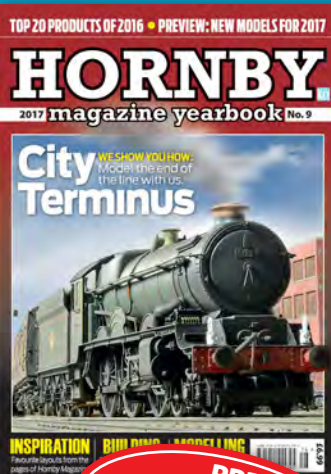
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Heljan's 'O' gauge Steam debut

**FIRST
REVIEW**

Think of Heljan and 'O' gauge and more than likely you will associate the manufacturer with diesel locomotives. However, it has begun an adventure into steam and the GWR '61XX' 2-6-2T is the first to arrive. **MIKE WILD** takes a closer look at this compelling new arrival.



IT WASN'T THAT LONG AGO that ready-to-run 'O' gauge was a rarity, but today its popularity and support is greater than ever before with a highly active modelling fraternity engaged with its potential too.

This year a number of new locomotives have arrived on the scene including the '57XX'/'8750' 0-6-0PTs from Dapol, the same designs from Minerva Model Railways together with the Class 20 and 128 from Heljan – and that is just the locomotives. Heljan is best known for its 'O' gauge diesels, but as followers of the scale will be well aware it has also been working on a pair of ready-to-run steam locomotives for the Great Western

Railway (as well as the Gresley 'A3' and 'A4' 4-6-2s for Hattori's) in the '43XX' 2-6-0 and '61XX' 2-6-2T.

First to arrive is the 'Large Prairie' modelling the '61XX' series locomotives – though if you fancy a '41XX' and '5101' 2-6-2T Tower Models has commissioned a series of short limited editions modelling these outwardly similar locomotives.

Back to the locomotives in question, the '61XX' 2-6-2Ts were built between 1931 and 1935 at Swindon Works under Charles Collett as a development of the '5101' class. They were designed to work commuter services in the London area and had a higher boiler pressure to increase their power, though in their final

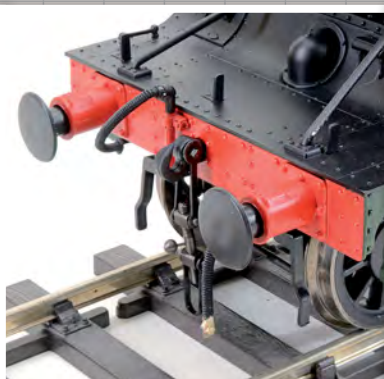
years they could be found on rural branch passenger services as well as freight work.

The fleet of 75 was allocated to Old Oak Common, Southall, Slough, Reading and other depots during their careers with the last being withdrawn in 1965. One survives in preservation – 6106 at Didcot Railway Centre.

Reality Check has more on the story of the GWR 'Large Prairies' on pages 74-77.

THE MODEL

The subject of our sample is 6132 which was built at Swindon in October 1932. Its allocations in BR service included Old



Oak Common, Oxford and Southall. It was withdrawn in October 1965 and disposed of in March 1966 at Birds of Risca, Newport.

As presented by Heljan 6132 is decorated in BR lined passenger green with late crests on the tank sides. It has an 81C (Southall) shedplate on the smokebox suitable for its final two years of service. If a late BR period locomotive doesn't suit your layout, Heljan also produces versions in Great Western and GWR green, BR black with early crests and BR green without lining with late crests.

Decoration on our sample of 6132 was excellent – and a massive improvement over the last set of pre-production samples that we saw. The

lining is neat and crisp (apart from one small blip in the printing of the lining on the lower tank side on our sample) while the tank side crests are clearly printed over the BR green base colour. The smokebox numberplate is printed on a separately fitted plate while the cabside numbers are also separate plastic mouldings – though these lack raised numbers that would be possible with etched metal replacements.

The body is wonderfully detailed with excellent attention to detail on rivet patterns, handrails, water filler, steps and even cab interior detail. The chimney looks good too, including its copper cap, while the dome has

a very well done metallic brass paint finish.

The proportions of these 2-6-2Ts are captured superbly from all angles and there is plenty to appreciate front and rear including lamp irons, smokebox stays, separately fitted smokebox dart, metal handrails, steps plus sprung buffers on all four corners and sprung working screw link couplings on each bufferbeam. In fact the only negative we could find was the plastic coal load, though doubtless many will find ways of enhancing this quickly and simply.

Below the frames the good work continues, though you will need to be careful during handling as there are fine conduits running >>



GWR numberplates and separately fitted parts.

A plastic coal load fills the bunker.

along underneath the footplating on both sides. High points include the well proportioned valve gear, sandboxes, brake rigging and correctly profiled cylinders with factory fitted drain cocks.

PERFORMANCE

When delivered the '61XX' comes mounted on a wooden plinth for transport. This is good as it keeps the model safe during carriage, but it does mean that the pony trucks have to travel separately as they won't fit on the locomotive with the plinth attached. Assembling them to the locomotive is a straightforward job requiring a crosshead modelling screwdriver, but you will also need to ensure that the correct pony wheels are fitted at each end.

The smokebox end has smaller wheels and guard irons while the rear wheels have no guard irons with them – the deciding factor.

Once fitted up – and having learnt that the conduits are easily damaged during handling – we put our sample to work on the *Hornby Magazine* 'O' gauge test track for running in. After a period of running in each direction at a medium speed we subjected the model to load testing and having handled a rake of eight ballast hoppers with ease we progressed to larger loads ultimately hanging seven Mk 1 coaches on the drawbar – a load it handled admirably on the level.

The '61XX' is prepared for digital sound, but only to suit a LokSound V4.0 L4 decoder with a 23mm round speaker. The circuit board comes with an ESU pin-connector adapter (Cat No. 51959) plugged in from the factory to allow the locomotive to run on analogue. However, the connection does restrict decoders options to the LokSound L4. In addition, if you are planning to install a non-sound decoder, Heljan states that it will have to be hardwired to the '61XX'.

The type of digital connection is both good and bad. It is good that Heljan has chosen an interface

which allows a higher powered sound decoder to be connected without great intervention, but bad as it appears to be brand specific to the ESU sound decoder family. Our tests were carried out with analogue control only in this case, but it performed faultlessly throughout in this form.

OVERALL

The '61XX' is an attractive medium sized steam locomotive for 'O' gauge and a choice which sits perfectly alongside the recent GWR 'Panniers' from Dapol and Minerva. The addition of the '43XX' 2-6-0 will only bolster this model further – while the 2-6-2T will be equally at home on a short three-coach stopper as it will on a mixed goods or long Empty Coaching Stock (ECS) movement, just as they were used in BR service. Heljan's model may not have the full flexibility

The cab profile and detail is excellent on Heljan's new '61XX' 2-6-2T.



TECHNICAL DETAILS

Manufacturer:	www.heljan.dk
Cat No:	6104
Description:	GWR '61XX' 2-6-2T 6132, BR lined green
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length (over buffers):	285mm
Price:	£699.00
Era:	5
Couplings:	Working sprung screw links
DCC:	DCC ready, LokSound L4 connection
Speaker space:	23mm diameter
Exterior lights:	None
Interior lights:	Firebox flicker
Motor type:	Five-pole can motor
Flywheel:	One
BR power classification:	4MT
Wheel arrangement:	2-6-2T
Purpose:	Suburban passenger
Haulage capacity (expected):	Six carriages
Haulage capacity (actual):	Seven+ carriages

Circuit board allows direct connection of LokSound L4 decoder in place of the factory fitted blank.

"The body is wonderfully detailed with excellent attention to detail."

MIKE WILD

Sprung screw link couplings are fitted at the factory. Brake pipes are supplied in the accessory pack for fitting after purchase.

of Digital Command Control compatibility that we might have liked, particularly when it comes to non-sound decoders, but overall this is an excellent product which expands the horizons of 'O' gauge. Heljan is clearly one to watch in the future for both diesel and steam modellers and we are looking forward to seeing the '43XX' 2-6-0 arrive in the coming months. (MW)

GWR '61XX' 2-6-2Ts

*Although the Great Western Railway set out to produce a range of standard steam engines in the Churchward era, inevitably as time went on variants were produced for dedicated tasks. One of those was the '61XX' 2-6-2T - a class which was originally designed for commuter services in London, as **EVAN GREEN-HUGHES** explains.*

In their final years of service the '61XX' 2-6-2Ts found new work on goods and parcels services - their previous commuter duties being taken up by Class 117 DMUs. On May 9 1964 '61XX' 6165 has just passed Reading West with a transfer goods for Reading Central Goods Depot. [Brian Stephenson.](#)



IN the years between the two world wars changing living patterns saw the emergence of a substantial level of additional traffic for the railways. In an effort to escape oppressive conditions in the cities middle class people were moving out of town and into new housing estates which were springing up in what were fast becoming known as the suburbs. This in turn led to a rise in the numbers of passengers travelling relatively short distances before and after working hours. The age of the commuter had arrived.

While the railways were well placed to provide for this traffic they did not have the business all to themselves. Competition came not only from road buses but also from electric tram systems which could serve many of the destinations relatively quickly and cheaply.

The railways knew that they had to compete, with one way to do so being to provide more frequent and faster services, many to times which could not be matched on the road.

For many years the Great Western Railway (GWR) had seen a rise in its suburban traffic, particularly from Paddington, to destinations towards the west of London. In the late 1920s these services were operated by tank locomotives of the 'County Tank' type which by then were about 20 years old and were proving no match for the increased loads and the faster timings of London's suburban services. With their 6ft 8in driving wheels they proved suitable for high speed running but this gave them poor acceleration, while their four-coupled design also made them rough riders.

Fortunately for the GWR there was a standard design that would provide the necessary power and speed and this was the 'Large Prairie' 2-6-2T,



The first of the class of 70 entered traffic in 1931. One year later, 6120 passes Kensal Green with a Paddington-M Maidenhead suburban train on August 7 1932. George R. Grigs/Rail Archive Stephenson.

which by this time was in service in significant numbers and which could be provided without significant investment in new design work or tooling.

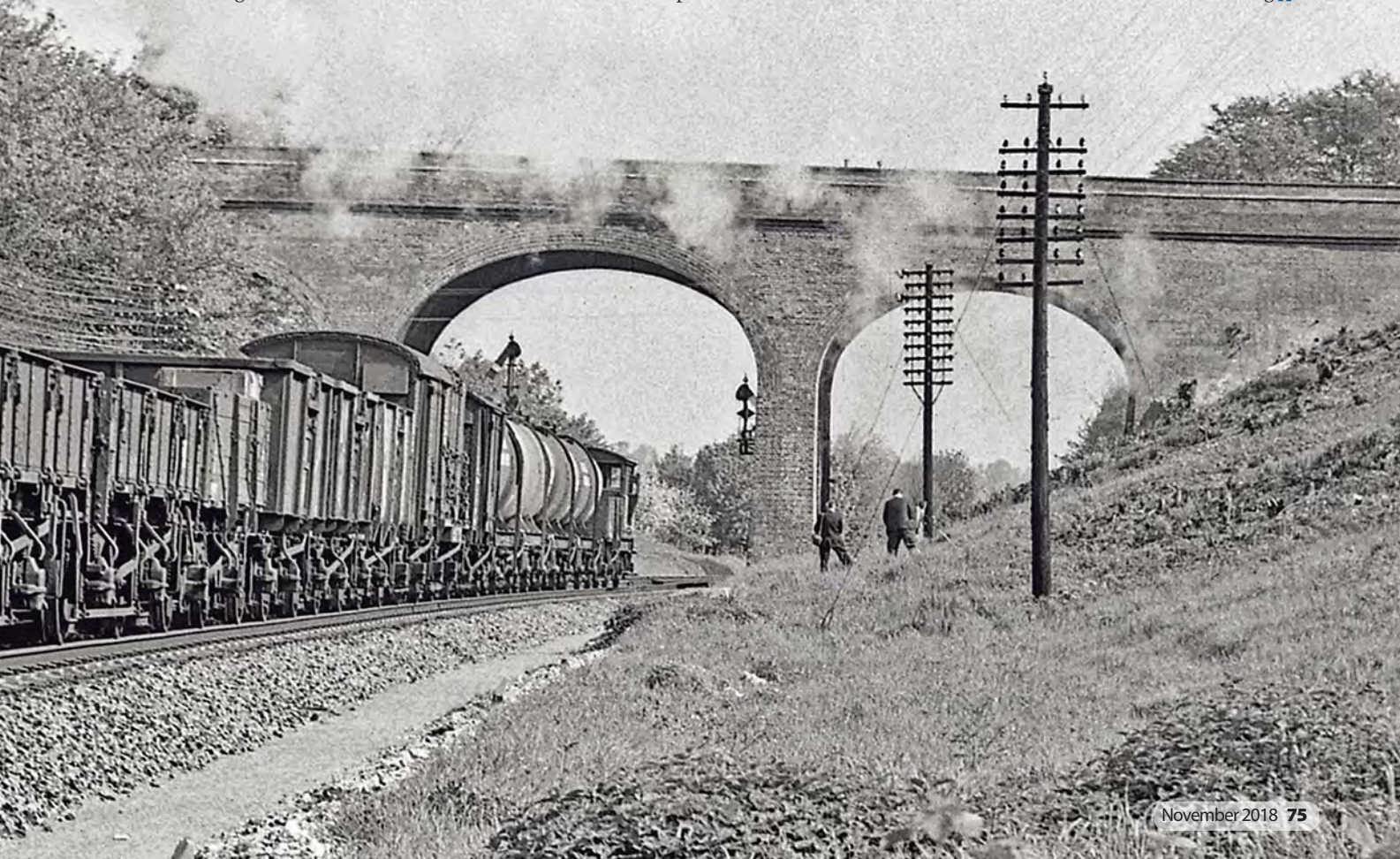
EARLY DESIGNS

The 'Large Prairie' had its origins in a solitary tank engine produced by George Jackson Churchward in 1903 and which was numbered 99. This locomotive was built to typical 'standard' specifications, and had 18in x 30in cylinders and a tapered boiler working at a pressure of 195psi. Designed for power as well as speed it was fitted with 5ft 8in wheels with the intention that it could be used on a wide range of mixed traffic duties. In the usual Churchward fashion the engine was thoroughly tested over a period of two years before a production batch was ordered, the first of which appeared in 1905.

The '31XX' series production locomotives

differed from the prototype in that they had larger water tanks, being further modified in 1919 by having their boiler pressures raised to 200psi and at the same time having bunker extensions fitted which increased their coal capacity by 18cwt. There were later modifications to improve weight distribution with the modified engines being renumbered in the '51XX' series.

A larger and more powerful engine was produced by Churchward in 1906 by using the standard No. 4 boiler on the last of the '31XX' series, creating the '3150' variant. These had larger cylinders and were heavier than their cousins, and both types were built side by side in the early years of the century. These were used mainly for banking duties which caused damage to the front end of the frames, with some bending under the strain. As a result the characteristic struts were added, running >>



from the bufferbeam to the smokebox, and this modification was later added to all members of the associated classes. 3150 itself spent some time on suburban services out of Paddington for evaluation.

Some 20 years later the next development was the '5101' variant which was the '61XX' but with curved front frames and with all the improvements progressively applied to the earlier engines incorporated. These included outside steam pipes, a superheated standard No. 2 boiler with top feed and a redesigned cab. Several batches were built between 1929 and 1949 with the final examples not appearing until the railways had been nationalised. The number series were somewhat random and to make matters more confusing used some which filled the gaps in the sequence of the '31XX' class.

COMMUTER HAULAGE

When the question of providing more powerful engines for London commuter traffic came up the GWR had a fully tried and tested design which could accelerate rapidly, had a good level of power, could run fast in either direction and which, importantly, had proved its worth on suburban services, although not yet in the London area.

The then Chief Mechanical Engineer, C.B. Collett, was not however content just to replicate what the GWR already had and he set about seeing if additional performance could be obtained by making small upgrades to the '5101' design.

What emerged was to be known as the '61XX' class, with the major change from earlier engines being the use of a 225psi nickel steel boiler which had the effect of raising the tractive effort of the locomotive to 27,340lbs. It was hoped that this change would allow faster acceleration as by

As well as freight and engineers trains the '61XXs' could be seen on parcels workings in the late 1950s and early 1960s. On July 19 1958 6156 passes through Iwer with an up parcels train formed of a mixture of ex-LNER, SR, GWR and BR vans.

Ken Cook/Rail Archive Stephenson.



this time the lines around Paddington were very crowded and competition for passengers was intense. Tripcocks were also provided so that the '61XXs' could work on some London Underground routes. An interesting feature was that the standard GWR Automatic Train Control (ATC) apparatus was designed to clip up automatically when the locomotives were used over electrified lines. The first ten were built without cab shutters but these were subsequently added while ATC was only fitted to 6130-6169 as built and then added to earlier engines between 1930 and 1933.

A total of 60 engines appeared between 1931 and 1933 with a further 10 being commissioned in 1935. The class then went on to monopolise London Division suburban services for more than 20 years. During this period the class was mainly allocated to Old Oak Common, Southall, Reading, Aylesbury and Slough with services worked including to destinations

such as Windsor, Reading, Aylesbury and Basingstoke, some of which were up to 50 miles from the capital and which required much smart working from the enginemmen if time was to be adhered to.

The '61XXs' proved to be masters of the services for which they were designed and worked for virtually the whole of their lives without any modifications at all, in fact the only visible upgrade was the fitting of steps up the bunker sides, which took place between 1952-1955. One engine, 6116, was rebuilt with 5ft 3in driving wheels in 1932, being also fitted with smaller front and rear wheels, and had its tractive effort increased to 29,510lbs as part of an experiment by Collett to see if acceleration could be improved, but the results were not such that any further conversions were carried out. 6116 however retained its modifications to the end and a further batch of 'Prairies', known as the '81XX' class, were constructed with 5ft 6in wheels and 28,165lbs tractive effort for similar reasons.

With their higher boiler pressure the '61XX' 2-6-2Ts were designed specifically for rapid acceleration to meet the demands of high volume commuter traffic. 6117 leaves Hayes & Harlington with the 12.07pm Slough-Paddington on October 17 1959.

Ken Cook/Rail Archive Stephenson.





The fire in '61XX' 6134 is brought to life at Tyseley shed in September 1953 ready for the locomotive's next duties.
Eric Fry/Rail Archive Stephenson.

CHANGING TIDES
Dominance of London commuter traffic for the '61XXs' came to an end with the introduction of the Class 117 Diesel Multiple Units from 1959 onwards but by this time prototype engine 6100 had already been withdrawn a year earlier. The rest of the class was cascaded to lesser duties, particularly freight, for which they were not really suitable. During this period they were to be found in many parts of the GWR system far away from their former haunts on a variety of workings including short stopping trains on branch lines, freight, ballast and parcels.

In 1965 the final nine examples of the class were taken out of service but one, 6106, survived long enough to enter preservation. The locomotive was privately purchased from Oxford depot in March 1966 and was taken at first to a goods shed in Taplow for storage where it was steamed occasionally. It was moved to the Didcot Railway Centre in November 1967, being the first engine to steam into the new centre and where it is currently on display as a static exhibit, although it has seen many years' active service during its preservation career, including visits to other heritage railways. It has also appeared in several films and on television.

Although the '61XXs' did not gain the same prominence amongst enthusiasts that some of their smaller cousins did that were used for branch line work, the class was well-known to many modellers who cut their teeth on the old Airfix kit which was universally popular from the 1960s onwards and which is still in production today. A prominent new release of this workaday but very successful engine is long overdue while it is pleasing to see Heljan delivering this impressive tank engine for 'O' gauge. [Heljan](#)

FACTS AND FIGURES	
Designer:	Charles Collett
Number series:	6100-6169
Number in class:	70
Built:	1931-1935
Builder:	Swindon Works
Withdrawn:	1958-1965
Purpose:	Suburban passenger
Power classification:	'4MT'
Wheel arrangement:	2-6-2T
Total length:	41ft 0in
Width:	8ft 11¼in
Height:	12ft 7⅝in
Weight:	78tons 9cwt
Front pony wheel diameter:	3ft 2in
Driving wheel diameter:	5ft 8in
Trailing wheel diameter:	3ft 8in
Valve gear:	Stephenson, inside
Boiler:	4ft 5in to 5ft 0in taper, Swindon No. 2 standard design
Boiler pressure:	225psi
Cylinders:	Two, outside 18in x 30in
Tractive effort:	27,340lbs
Coal capacity:	4tons
Water capacity:	2,000gallons



Hornby gives 'Brighton Belle' a light upgrade

- Price: £199.99/£179.99
- Cat No: R4871/R3606
- Site: www.hornby.com
- Era: 6
- DCC: DCC ready, 8-pin socket



HORNBY'S 'OO' GAUGE five-car 'Brighton Belle' Electric Multiple Unit (EMU) is back having undergone a makeover to simplify its operation.

Representing 5-BEL 3053 in late 1960s Pullman umber and cream with small yellow warning panels, the unit as a whole is available in two separate parts – a pack containing two Driving Motor Brake Parlour Third (DMBPT) Cars Nos. 92 and 93 (Cat No. R4871) and a set of three Brighton Belle Pullman Cars as Trailer Parlour Third (TPT) No. 85 and Trailer Parlour First Kitchen (TPFK) Cars *Gwen* and *Mona* (R3606).

A big difference with this version is that the motorised car (DMBPT Car No. 92) purely provides propulsion for the five-car unit now and no longer requires inter-vehicle connections for lighting circuits. As a result, standard NEM coupler





pockets are fitted to each car and these are factory-fitted with a close coupling bar. This means that the individually LED-lit Pullman cars now take their power directly from the rails and are permanently illuminated once current is detected. As before, an 8-pin Digital Command Control (DCC) decoder socket is located in the motorised

vehicle, but it no longer offers control for the lighting. This isn't a bad thing as the exquisite working table lamps are a major selling point of the five-car unit anyway.

Decoration is excellent throughout, each car displaying a high-quality Pullman umber and cream paint finish with delightfully fine lining, Pullman lettering, crests

and names – the only slight criticism with one of our review sample trailer cars being a builder's plate printed askew. Door handrails and grab handles are painted silver, as is the roof of each carriage, while 'Brighton Belle' roof boards are factory-fitted between the roof locating points. Fine conduit, air horns, roof vents, panelling and superb rivet detail complete this area.

Buffer shanks are fitted with fixed metal buffers, while the interior to each car features white topped tables, illuminating table lamps, flush glazing and printed curtain detail.

Route indicator stencil panel stickers and white blanks are also included, along with replacement small tension lock couplings with each car, too.

Simpler to connect and as impressive as ever. (MC)



**RECOMMENDED
READING**

SOUTHERN STYLE

After Nationalisation
1948-1964

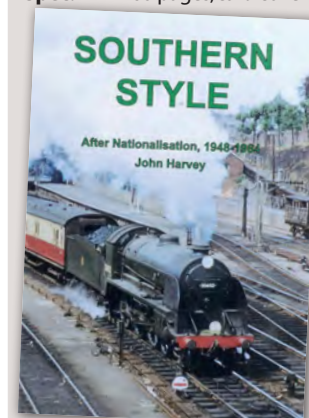
Author: John Harvey

Publisher: www.hmrs.org.uk

ISBN: 978 0 902835 35 1

Price: £35 plus post
and packing

Spec: 160 pages, card cover



NEW from the Historical Model Railway Society (HMRS) is the latest title in its Southern

Style series of publications, focused on the Southern Railway/Southern Region (SR) of British Rail following Nationalisation in 1948.

More than just a style guide, this volume looks at the colour schemes and minutiae of lettering styles for locomotives and coaching stock through the years, prior to British Rail introducing its corporate style in the mid-1960s.

The level of detail included is incredible covering British Railways' painting schemes and much more. Transitional, experimental and standard liveries during the period are also covered with listings of locomotives destined for specific schemes and those actually carried.

Passenger carrying stock is also recorded in plenty of detail, with a wealth of information on individual SR vehicle sets Electric Multiple Units (EMUs) and Diesel Electric Multiple Units (DEMUs) too.

Finally, if you've agonised over the correct colours to use when modelling the region, the book also comes with a selection of specimen SR and BR colour swatches too. (MC)

Bachmann launches **LONG-AWAITED MK2FS**

● Price: £79.95 ● Cat No: 39-686DC ● Site: www.bachmann.co.uk ● Era: 8 ● DCC: DCC On Board



THE FIRST OF BACHMANN'S long-awaited 'OO' gauge BR Mk 2f air-conditioned carriages touched down in the *Hornby Magazine* office at the beginning of September.

Five vehicle types have been manufactured covering the BR Mk 2f Buffet Open First (RFB), Brake Open Standard (BSO), Open First (FO), Tourist Open Standard (TSO) and Driving Brake Open Standard (DBSO). While the DBSOs are available in BR blue/grey and ScotRail liveries, the rest are available in BR blue/grey and InterCity colour schemes. Of these, all but the DBSOs are available in standard and Digital Command Control (DCC) on-board formats. The difference between the two is quite simply that DCC fitted versions feature on-board lighting, while standard versions don't, which is reflected in the price.

For review we received BR Mk 2f RFB 1207 in BR InterCity 'Swallow' livery, a derivative of the earlier InterCity 'Executive' colour scheme with italicised lettering which accompanied the 'Swallow' livery applied to locomotives. Originally built at Derby in 1973 and released to traffic as Mk 2f FO M3328, it was subsequently converted to SO 6422 in 1985 before being converted again to RFB 1207 in 1988, seeing continued use with InterCity and Virgin CrossCountry before

being stood down from revenue service in 2002. However, that is not the end of the story as the coach remains main line registered with the West Coast Railway Company.

Bachmann's model certainly captures the rounded styling of the prototype with tinted glazing and neatly profiled tumblehome with integrated underframe, offering a flush appearance to this area. During conversion of the full-size vehicles, some seating bays were taken out and two windows plated over on one side covering the buffet and pantry area, leaving 26 First Class seats, mainly in 2+1 configuration, plus a toilet – all faithfully captured here in model form.

Also, reflecting the period, an onboard public telephone was included and if you look carefully through the windows you can make out the bulkhead where this was originally situated, such is the attention to detail.

Further interior detailing includes white tables, sculpted seats with armrests and the panelled

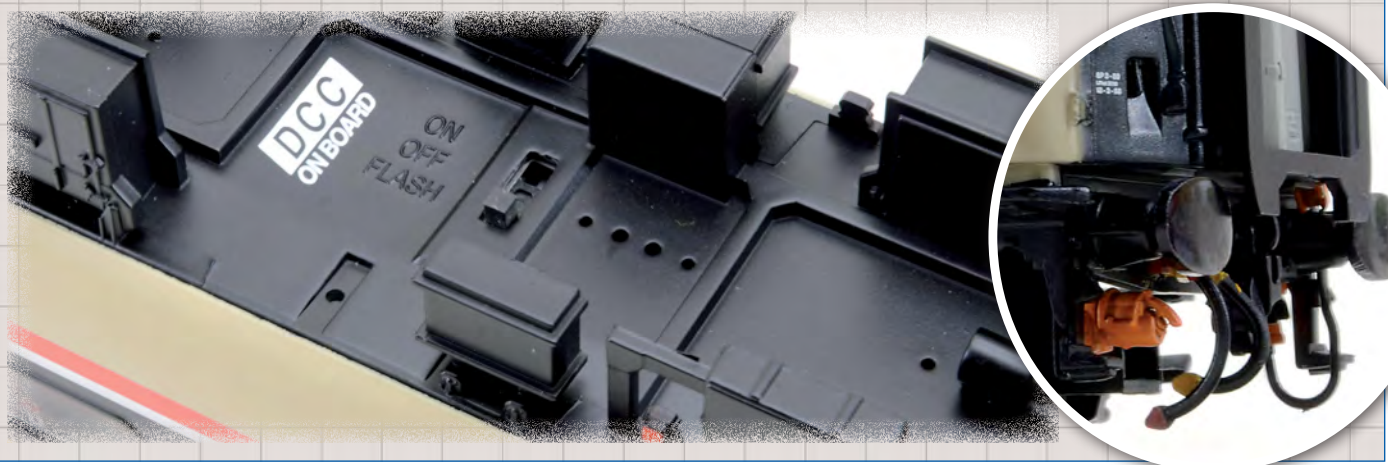
pantry area while on the outside the model boasts fine window frames, neatly moulded vents, grey vestibule concertina doors, an impressive array of underframe detailing including the Temperature Ltd air-conditioning equipment and much more.

Passenger access doors include hinge detail, moulded handles, grab handles, footboards, steps and flush-glazed droplights. Vestibule ends have neatly moulded conduit, jumper cables and fine metal handrails.

Roof detail is sparse, as on the prototypes, but what is there is well represented including the large rectangular access panel at one end of the vehicle with fine metal grab handles attached.

Decoration matches the model's good looks with an outstanding application of BR InterCity dark and light grey with crisp, straight white and red bodyside lining. First Class numbers





are neatly printed adjacent to each door, along with full length yellow cantrail stripe and finer orange safety stripe above it, while tiny Not for Public Use lettering is printed on both doors closest to the buffet area. Vestibule ends aren't forgotten either, with tiny but still legible data panels and even a phone icon, indicating the presence of the on-board telephone!

However, it is the digital technology that sets this particular vehicle apart from other carriages as the lighting can be controlled from a DCC handset, utilising the function keys. Depending on which DCC on-board model you have you can control the interior lighting (all), guard's compartment lights (BSO), external Central Door Locking lights (blue/grey RFB) and tail lamp lighting (all). Our sample of the RFB features interior lighting and a choice of oil or battery style tail lights – the difference being either a constant or flashing LED to the rear.

These tail lights can be configured at either end of the coach or not used at all. Bachmann

has supplied two of each type of lamp, which simply plug in to a space on the vestibule end created by removing a small panel alongside the fine metal handrail. You simply plug in your desired lamp style and select the option of 'On' or 'Flash' from a switch fitted to the underside of the coach. To activate it you then select F0 on your DCC handset for a constant oil lamp or F0 and F1 together for the modern flashing option.

Our review sample displayed an effective constant tail light when activated, and while the flashing option also worked well, we did have to turn down the lights in the room to appreciate it fully. F4 on our sample switched the interior lights on and off. As with locomotives, the DCC on-board coach has a No. 1 end and a No. 2 end, but you will soon get the hang of which way round it should be. Failing that, you can also change the relevant CV on a programming track. Incidentally, if you intend to run a full

rake of DCC on-board BR Mk 2fs, set each coach to the same DCC address and they should illuminate together. Instructions are included. The interior lights will also work on analogue.

Riding on neatly moulded B4 bogies with highlighted spring and damper detail, brake shoes sit in line with the wheels and small straight NEM tension lock couplings are factory fitted, although a coupler bar is also included together with buffer beam pipework allowing the rear of a train to be fully detailed.

Whilst the Mk 2fs have taken a little longer than anticipated to arrive, they certainly look the part and the DCC on-board models make excellent use of technological advances. Having travelled extensively on the Mk 2f RFB vehicles when they were in revenue service, peering inside brought the memories flooding back – a delightful and impressive release. (MC)



Bachmann's Freightliner FLATS ARRIVE!

● Price: £99.95 (FGA), £49.95 (FFA) ● Cat No: 38-627 (FGA, outer pair), 37-628 (FFA, inner single) ● Site: www.bachmann.co.uk ● Era: 7/8

The long-lived BR FGA and FFA container flats are the latest wagons to be released by Bachmann. **MIKE WILD** takes a closer look at these highly detailed and attractive new models.

**FIRST
REVIEW**

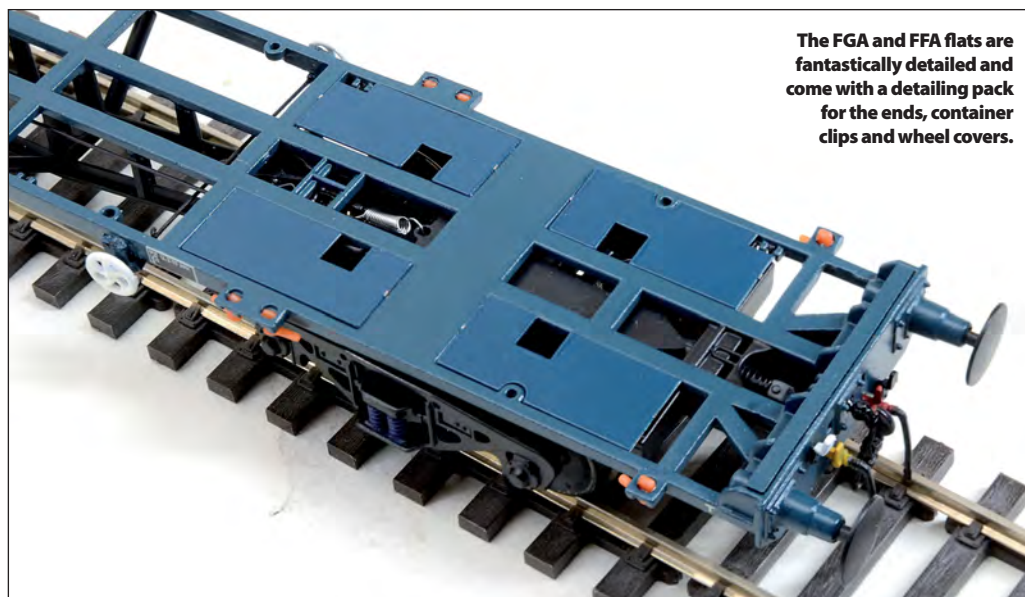


THE RAILWAYS of the 1960s were a rapidly changing place. Streamlining of services was of high importance to make each train more efficient and amongst the new designs to arrive in 1966 were the FGA and FFA container flats, each design to carry three 20ft containers.

Series production began in 1970 and over a 10 year period more than 2,000 wagons were built and formed into five-vehicle sets consisting of an FGA with buffers at one end, three FFA inner wagons with bar couplings and an FGA with buffers at the other end. They operated throughout the length of the country on container traffic conveying 20ft and 40ft standard 8ft high containers.

However, by the 1980s the vehicles were showing signs of age and were also limited as they could not carry the new standard 8ft 6in and 9ft tall shipping containers. However, the last weren't withdrawn until 2005 giving these vehicles an impressive lifespan.

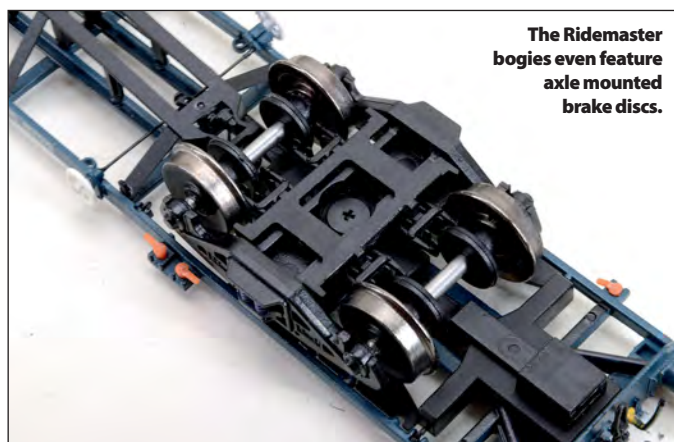
Container traffic has long been a popular choice with ready-to-run manufacturers and in the recent past we have seen models of the Freightliner FEA-B spine wagons, 'Megafret' IKA twin sets, FLA twin sets and others. Until now though modellers seeking to model the FGA and FFA wagons have



The FGA and FFA flats are fantastically detailed and come with a detailing pack for the ends, container clips and wheel covers.

had to make use of an outdated model from Hornby which had its roots in the days of Triang.

Bachmann's new FGA and FFA wagons are superbly detailed. For review we received a sample of an FGA outer wagon twin pack and a single FFA centre wagon. All have a matching die-cast construction for the container deck and ride on turned metal wheels. The outer wagons have NEM coupling pockets with small tension locks while the internal couplings are very neatly produced bars which clip into smaller NEM style pockets.



The Ridemaster bogies even feature axle mounted brake discs.



Our vehicles were finished to suit 1990s' period layouts with the wagons decorated in BR rail blue and loaded with a range of brightly coloured containers including Evergreen, Bell, MSC, and Maersk box containers in 20ft and 40ft lengths and a Stolt 20ft tanktainer.

The underside of the wagons is where the greatest detail is on these wagons and that even goes as far as the axle mounted disc brakes, airpipes leading to

the bar couplings, plastic truss frames, handbrake wheels and air tanks. A pack of separate fittings are included to mount the containers including lowered and raised clips. These are tricky to fit, but once you get the hang of how they fit into the slots on the side of the wagons the process is relatively straightforward. Other additional details with each wagon include cover plates for the

bogies and a full set of bufferbeam pipes for the outer ends.

The containers are produced to a matching high standard to suit the wagons with all of our samples exhibiting quality moulding, paint finish and lettering. The inclusion of a mixture of 40ft and 20ft containers on these 1990s period wagons is appreciated too while Bachmann's earlier period Freightliner liveried wagons convey mainly 20ft containers, as per the prototype.

Having assembled our three vehicle test rake we were able to test the wagons on the track both loaded and empty. In both cases they ran superbly on our test track on code 75 track and happily negotiated a range of medium, large and curved radius points as well as diamond crossings. They also proved equally comfortable at the front of a long container train as they were at the rear.

These new additions to the Bachmann wagon range are sure to become highly sought after. The detailing is first class and the design work to include near scale mounting clips for the containers is impressive too while those bogies with the axle mounted disc brakes are just superb. A great model with a long life span – container trains will only look better for their arrival. (MW)



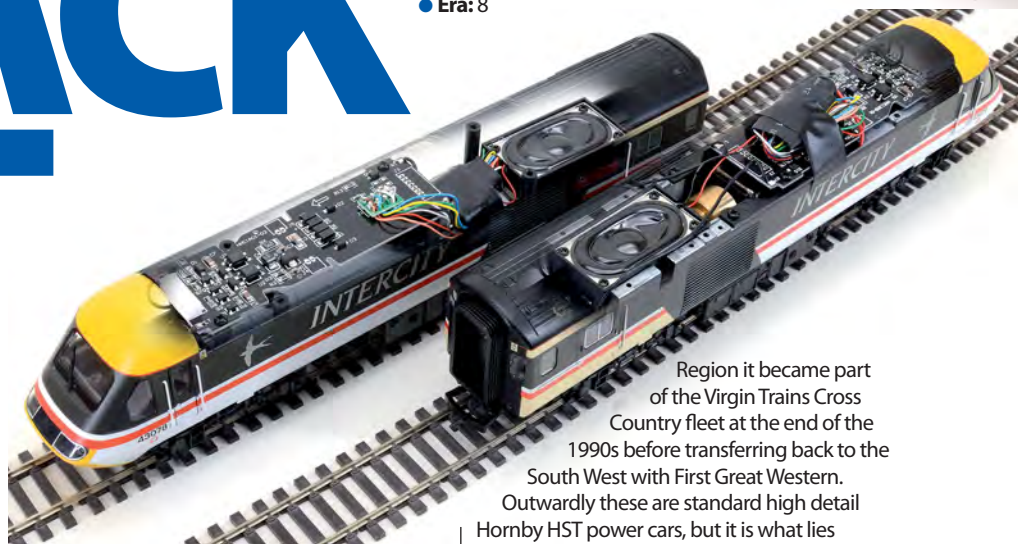
Couplings between inner wagons are straight bars mimicing the real wagons.

'OO' GAUGE

Valenta sounds for TWIN TRACK HST



- Price: £299.99
- Cat No: R3602TTS
- Site: www.hornby.com
- Era: 8



THE High Speed Train (HST) power cars with Valenta engines have always been popular for their impressive soundtrack. Aiming to capture that spirit is Hornby's enticing new twin pack of 1990s Intercity liveried Class 43s with the budget priced Twin Track Sound decoder installed.

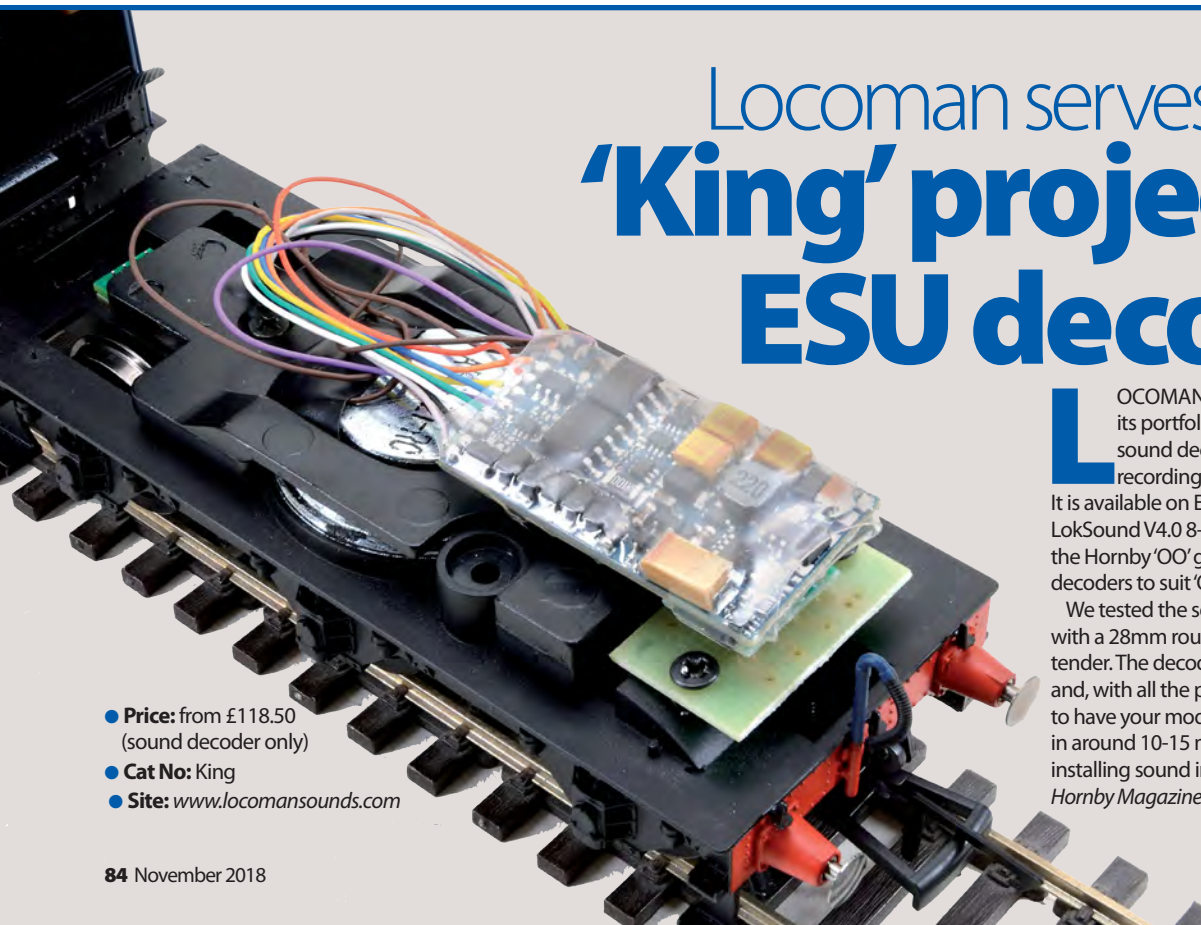
The pair model 43079 (powered) and 43078 *Golowan Festival Penzance* (unpowered) which are liveried in the distinctive InterCity 'Swallow' livery with italic logos. This is the colour scheme carried by the power cars in the 1990s in the lead

up to privatisation in which 43079 saw service on both the Western and Eastern Regions. It has since been in service with Virgin Trains, Midland Main Line and First Great Western. 43078 was similarly busy and after stints on the Western

Region it became part of the Virgin Trains Cross Country fleet at the end of the 1990s before transferring back to the South West with First Great Western. Outwardly these are standard high detail Hornby HST power cars, but it is what lies within which really makes these two vehicles stand out. Both are equipped with a Twin Track Sound 8-pin DCC sound decoder coupled to a 40mm x 20mm speaker. This controls the lights and sound functions, though it is worth noting that our samples were set up for digital

'OO'/'O' GAUGE

Locoman serves up new 'King' project for ESU decoders



- Price: from £118.50 (sound decoder only)
- Cat No: King
- Site: www.locomansounds.com

LOCOMAN SOUNDS has expanded its portfolio of steam locomotive sound decoders with a brand new recording for the GWR 'King' 4-6-0. It is available on ESU decoders including LokSound V4.0 8-pin decoders suitable for the Hornby 'OO' gauge model as well as larger decoders to suit 'O' gauge applications.

We tested the sound file in a Hornby 'King' with a 28mm round speaker installed in the tender. The decoder fits comfortably on top and, with all the parts to hand, you can expect to have your model up and running with sound in around 10-15 minutes. For a full guide to installing sound in the Hornby 'King' see the *Hornby Magazine Locomotive Manual Volume 1*.

**FIRST
REVIEW**



operation only. This can be amended through modification of CV29 should you require the models to run on analogue, but it will require a digital handset to make the changes.

An impressive list of 25 functions is built into the decoder including lights, main engine sounds, horns, manual power notching, ancillary engine sounds and detail sounds such as windscreen wipers, fire bell tests, AWS tests and guard's whistles.

Firing up the decoders – both of which start up together – the engines rumble into life, but are somewhat overpowered by the turbo scream with the factory installed speakers. You can hear the engine sounds if you listen carefully, but they are muted. However, we did find that by changing the speakers to a pair of Zimo 40mm x 20mm 3D printed types that the overall sound experience was greatly enhanced – it would add £24 to the cost of the models if you added these aftermarket

speakers and you will need to be confident with a soldering iron to make the change, but in our view that will add a lot of value and allow the true potential of the sound file to be unlocked.

Another point to note is that through the limitations of the TTS decoders all sounds will play from both power cars where some high end decoders are capable of operating selected sounds from one end only such as horns and guard's whistles.

We did make two adjustments to the CV values for the Class 43s by increasing the engine sounds in CV161 to 6 and extending the length of CV4 (deceleration) to give smoother transitions between speeds when slowing

down. The value we selected for CV4 was 55.

Taking all of this into account the TTS Class 43s offer tremendous value for money in the world of sound fitted locomotives. The equivalent with high end decoders would cost at least £150, and possibly more, than Hornby's price for this pair of power cars with the TTS decoders. At that, and with the option to upgrade the speakers with aftermarket parts, these are a great addition to the Hornby range which is sure to prove very popular indeed. (MW)

Locoman's new sound recording follows the pattern established by the Gresley 'A4' reviewed in HM131. The main sounds are controlled (on/off) by Function 1 (F1) whilst F2 and F3 offer whistles (F2 being a playable sound which can be extended by holding the key down). Like the 'A4' the 'King' has additional driveability through the use of F8 and F9. F8 intensifies the exhaust beat, without changing the speed, to represent a locomotive working hard while F9 closes the regulator to represent a locomotive coasting. This also has a neat add-on effect of allowing short bursts of open regulator acceleration to be represented. Switching between exhaust and coast sounds can be done with the throttle too, notching back by one speed step to change between exhaust and coasting sounds. All excellent features which make driving the Locoman 'King' highly realistic.

The exhaust beat has a typical Great Western staccato beat and lines up well with the four-beats to a revolution required for a four-cylinder 'King'. We made a small adjustment to CV63 to reduce the overall volume to suit our personal tastes, but no other CV adjustments were found to be necessary.

All of the additional sounds had a quality tone and we had no rasp from the whistles – something which is easy to be caught out by



with shrill GWR whistles. The recording also includes coal loading recorded from Didcot Railway Centre's coaling stage as well as water filling, crew exchanges, injectors, coal shovelling and more. Other functions of note include F6 which offers an automatic uncoupling sequence suitable for use with magnetic

couplings while F7 has dual functionality offering a guard's whistle when the locomotive is stationary and curve squeal when in motion.

If you have been looking for a way to bring your 'King' to life with a quality sound recording, Locoman Sounds' new decoder will not disappoint. Excellent and available now. (MW)

'OO' GAUGE

Glorious appears in unique NSE colours

● Price: £169.99 ● Cat No: R3658 ● Site: www.hornby.com ● Era: 8 ● DCC: DCC ready, 8-pin socket

HORNBY'S 'OO' gauge Class 50 is now available as 50033 *Glorious* in its unique interpretation of Network SouthEast livery. Built at English Electric's Vulcan Foundry in the late 1960s, D433 entered traffic in BR blue with British Rail's London Midland Region, allocated to the Stoke Division in 1968. It was renumbered 50033 in 1973,



'OO' GAUGE

Virgin WCML Mk 3s

● Price: £34.99 each ● Cat No: R4855/R4857/R4857A/R4858/R4858A/R4858B
● Site: www.hornby.com ● Era: 9



New in from Hornby are these 'OO' gauge BR Mk 3 carriages in Virgin Trains (VT) livery.

Finished as Virgin Trains West Coast locomotive-hauled stock, six new Mk 3s have been released as Restaurant First Modular 10235 (Cat No.

R4855), Open Firsts 11097 (R4857) and 11074 (R4857A) along with Open Standards 12132 (R4858), 12045 (R4858A) and 12087 (R4858B).

Differing from previous Hornby Mk 3 releases, these vehicles are the first to feature newly-tooled NEM coupler pockets set at the correct height as part of the bogie mouldings and factory-fitted Electrotren NEM hoop-style couplers, offering closer coupling between vehicles. On test our

review samples performed faultlessly with the new couplings whilst being hauled and propelled at speed on *Hornby Magazine's* office layout.

Livery application is up to Hornby's usual high standard with a high-quality red and grey paint finish with crisp diagonal paint separation towards each end, relieved by three white lower bodyside lines, black roof and ends. First Class numbers and yellow lining are neatly printed as are the Virgin logos, running numbers and emergency door opening switches, although carriage identification

before being transferred to the Western Region's Bristol Bath Road depot the following year. By 1976, 50033 had been reallocated to Laira depot in Plymouth and received its *Glorious* nameplates in 1978. By the early 1980s the locomotive had been repainted in BR 'large logo' blue, a colour scheme it carried for most of the decade prior to a new coat of revised Network SouthEast (NSE) blue in January 1990, during which it also had its bodyside nameplates repositioned to read *Glorious* Network SouthEast, elevating the prototype to celebrity status in the process!

Hornby's latest release captures this initial NSE appearance to a tee, with an evenly

applied NSE blue, white, blue, red and grey paint finish with black roof. Separation of colours on our review sample appeared crisp, as did the NSE lozenge logos, overhead live wire warning flashes and orange cab front jumper sockets together with repositioned nameplate and NSE bodyside branding.

As with previous releases, our review sample proved smooth running straight from the box with working directional head and tail lights. A separate pack contains bufferbeam pipework, small NEM tension lock couplings and tools to manoeuvre the working bodyside louvres, if required. *Glorious!* (MC)



letters are not present on this occasion.

Tinted glazing is fitted throughout, while 2+1 seating correctly features in First Class vehicles and 2+2 seating in Standard Class coaches. As with some previous releases of the Mk 3 RFM, whilst roof vents are present above the kitchen area as expected, there were also three blank patches on the roof of our sample, as per some of these vehicles. Buffers are fitted to each vehicle and a separate pack containing four spares is also included, together with two alternative NEM medium sized tension lock couplings.

Impressive coupling upgrade, superb paint finish and an ideal accompaniment to Hornby's recently released Class 87 Bo-Bo (HM132) electric locomotive and the new Virgin Trains Mk 3 DVT (HM134). (MC)

'OO'/HO GAUGE

New scenic accessories from Noch



- **Price:** from £9.25-£11.50 each
- **Cat No:** Various
- **Site:** www.gaugemaster.com
- **Era:** 4-11

Noch has released a range of new garden and field accessories suitable for 'OO' gauge layouts.

The latest arrivals include a pack of 18 hay bales (Cat No. 07460) which will be perfect for detailing a farmed field together with cabbage and cauliflower plants (13218/13216) which will look great in garden or allotment scenes. The final piece we received was a set of rose plants and an arch (14022) which will look superb in an ornamental or well tended home garden scene.

All of the products stood out for their high quality modelling – a trade mark of Noch's scenic products – and are ready to use straight from their packaging. Excellent additions which can bring any layout a step closer to reality. (MW)



REBUILT

'PATRIOT' RETURNS

HORNBY produced its first high detail model of the rebuilt 'Patriot' 4-6-0s in 2007. Fitted with an 8-pin decoder socket mounted in the locomotive and paired with either welded or riveted tenders, three were released in the initial batch covering 45531 *Sir Frederick Harrison* (Cat No. R2632), 45545 *Planet* (R2633) and 45512 *Bunsen* (R2634) – all carrying BR lined green with either early or late crests. Two further issues followed in 2008 – 45528 *R.E.M.E.* (R2727) and 45536 *Private W Wood VC* (R2726) – after which there was a break until 2012 when 45535 *Sir Herbert Walker KCB* was released. Since then the rebuilt 'Patriot' has been a

dormant part of the Hornby collection, that is until now with the arrival of 5521 *Rhyl* in LMS lined black – its first rebuilt 'Patriot' in a pre-nationalisation livery – and 45534 *E Tootal Broadhurst*, the subject of our review. 45534 is delivered in BR lined green with large early crests on the tender sides. The tender is a welded Stanier 4,000 gallon type and features a removable plastic coal load in the full relief coal space. Part of the model's reintroduction has been relocation of the decoder socket from the locomotive to the tender to match current thinking for this provision. At the same time the drawbar arrangement has been upgraded to the latest design



- Price: £169.99
- Cat No: R3633
- Site: www.hornby.com
- DCC: DCC ready, 8-pin socket
- Era: 4



meaning that the locomotive and tender are permanently coupled on removal from the packaging. The drawbar can be disconnected by releasing one of the two slotted screws if necessary while a standard four-pin connector transfers power between the locomotive and tender for the motor and track pick ups.

Another notable change is that the 'Patriot' now has provision for digital sound. The tender chassis has been designed to accept a

The 'Electric Scots' arrive

- Price: £170.99
- Cat No: R3582
- Site: www.hornby.com
- DCC: DCC ready, 8-pin socket
- Era: 8

HORNBY'S brand new model of the Class 87 Bo-Bo electric locomotives touched down in early September offering a choice of 87035 *Robert Burns* in BR blue (Cat No. R3580) and the subject of our review model here – 87010 *King Arthur* in Intercity 'Swallow' colours. We previewed 87035 in HM132 so here we will focus on the Intercity version which has a number of detail differences as it models the class in its final condition. This includes a modern high intensity light on the cab front, additional jumper cables to operate with Mk 3 Driving Van Trailers (DVTs) and a high speed Brecknell-Willis pantograph. The pantograph doesn't collect current, but is a very finely produced replica of this important detail on later period Class 87s.

In combination these details make a big difference from the original condition model of 87035. The Intercity 'Swallow' livery looks well on the boxy body of the '87' and Hornby has done a fine job of reproducing the colours with crisp edges and neatly printed logos, numbers and nameplates.

The accessory pack with 87010 includes bufferbeam fittings as well as a set of

replacement nameplates to apply over the top of the printed versions offering greater relief and better fidelity to the prototype.

Directional lighting is fitted as standard offering white lights at the leading end and red tail lights at the rear. There is also a switch in the underframe which allows the lighting to be changed between day and night modes. Night mode adds the central high intensity light to the suite while day mode switches it off.

On the track our sample was nothing short of superb. Sure-footed, competent under loads of up to 10 carriages and smooth running throughout, it handled everything we put behind it with capacity to spare – just like the real locomotives.

If you are planning on adding a digital decoder to this model you will need to choose carefully as space is at a premium inside, particularly where Hornby has designed the decoder housing. There is also limited clearance between the 8-pin DCC socket and the body. Space has been provided for a speaker underneath the PCB at one end, but again you will need to tread carefully here to ensure it doesn't make contact with the PCB.

All in all this is an exciting new addition to the Hornby portfolio and sales so far suggest that the Class 87 has a healthy future. We're looking forward to the Virgin Trains liveried model of 87019 *Sir Winston Churchill* arriving in summer 2019 already. (MW)



Hornby's rebuilt 'Patriot' 4-6-0 has made a welcome return for 'OO'.



28mm round speaker against a moulding on the chassis while the 8-pin decoder socket is located at the rear. There is ample space for both inside the tender and those keen on sound will be able to find alternative speaker styles which make the most of the space available.

Externally nothing has changed. 45534 exhibits the same high standard of detail throughout as previous releases from its metal sprung buffers to its finely moulded smoke deflectors, double

chimney, top feed, dome, safety valves and whistle. You also get separately fitted handrails and pipework along the boiler, a separately fitted reversing rod, glazed cab windows and wind deflectors, a fully detailed chassis with fine metal valve gear and more. The cab interior is decorated too with copper pipework and gauge faces while part folded cab doors are fitted as standard.

Decoration of the locomotive is just as you would expect from a Hornby product. The

BR green base colour is applied flawlessly throughout offset with red bufferbeams and black for the smokebox, footplate, cab roof and tender top. Printing of the cabside numbers is excellent too while this model is finished with an Edge Hill (8A) shedcode on the lower portion of the smokebox door making this model ideal for West Coast Main Line services as well as the Trans-Pennine route.

A welcome return and available now. (MW)



87010 *King Arthur* looks the part with its high-speed pantograph and cab front updates.

'OO' GAUGE

GNR 'Atlantic' goes mainstream

- Price: £189.95
- Cat No: 31-762
- Site: www.bachmann.co.uk
- DCC: DCC ready, 21-pin socket
- Era: 8

THE Great Northern Railway 'C1' 4-4-2 is now available in the Bachmann catalogue having previously been issued as an exclusive model with Locomotion Models modelling the preserved example in the National Collection, 251, and the last in service 62822 (HM96).

Bachmann is releasing two versions covering Great Northern Railway lined apple green with maroon frames as 272 (Cat No. 31-761) and our review sample in London and North Eastern Railway (LNER) lined apple green with black

frames as 4421 (31-762). Both use the same tooling, but offer detail differences in the safety valves as well as the LNER version having a snifting valve behind the chimney.

The standard of detail is excellent throughout, just as with the original Locomotion Models, and extends to separately fitted lamp irons, smokebox door dart, handrails, lubricators, an opening smokebox door, representation of the inside motion, a finely produced chimney and dome and a well proportioned cab. Add to this fine metal valve gear, brake gear, sand pipes and

turned metal wheels and the locomotive is a truly stunning piece.

The tender follows that high standard with coal rails around the upper edges, handbrake and water scoop handles, lamp irons, water filler and a removable coal load. If all this wasn't enough there is also a detailing pack with the locomotive which contains a full set of bufferbeam parts, guard irons, fire irons and cab doors.

Decoration meets the high standard we have come to expect from Bachmann with precision application of the fine white-black-



white lining of the apple green base colour. Even the wheels and tender frames are lined. The cab interior is fully detailed too, as befits a locomotive with an open backed cab.

ALL SCALES ● Price: from £4-£27 ● Cat No: Various ● Site: www.hattons.co.uk

Hobbyzone workbench solutions come to Hatton's

Hatton's Model Railways is now stocking the Hobbyzone Modular Workshop System consisting of more than 50 different items which can be used in a variety of combinations to create an ideal modelling bench.

The range includes drawers, shelves, brush holders, paint stands, an airbrushing station, display units, a paint palette and a number of variations on each design too. The paint stands are available to suit different types of paint tin while there are also tube holders suitable for holding a range of adhesives. Corner modules are also available allowing the system to be wrapped around a workbench area keeping everything within reach.

For review we received a selection of six items consisting of a corner paint stand (Cat No.



HZ-OM06b), a corner unit with draws (HZ-OM03), an organiser with six drawers (HZ-OM01a), an organiser with three long drawers (HZ-OM02a), a sprue module

(HZ-OM13) and a paintbrush and tool holder (HZ-OM07a).

All of the modules come flat packed and require assembly, being made of MDF pieces of different thicknesses to suit particular parts. Basic instructions are included, but they are very straightforward to assemble. The full set of six samples took around an hour and a half to build up. Slot and tab assembly makes it simple to accurately join the pieces while PVA wood glue is required to bond everything together. Each unit comes with a set of high strength magnets which can be inserted into pre-cut holes to join sections together.



These are an excellent means of creating a bespoke workbench – and without breaking the bank. (MW)





On the track performance matched that of the Brighton 4-4-2 reviewed in HM136 with our sample proving sure-footed with a 10 coach train in tow –

more than enough for virtually any layout situation. It is also equipped with a 21-pin Digital Command Control decoder socket in the tender together with

space for a 23mm round speaker, although alternative designs can be fitted with careful planning.

The arrival of the GNR 'C1' 4-4-2 as a mainstream model is excellent

news for pre-grouping and grouping period layouts and we are sure that LNER modellers will be eager to add one of these attractive machines to their roster. (MW)

'OO' GAUGE

Mk 1 horsebox returns

● Price: £36.95 ● Cat No: 38-525 ● Site: www.bachmann.co.uk ● Era: 5

The BR Mk 1 horsebox is back for 'OO' gauge. It was originally commissioned by The Model Centre, but is now being made available as a general release by Bachmann through its full dealer network.

This first issue models Eastern Region vehicle E96307 in BR maroon with 'Return to Newmarket'

lettering on the side doors. It has turned metal wheels, small tension lock couplings and a host of separately fitted parts on the underframe and body.

Detailing is first rate and this new addition is an ideal way to expand the range of rolling stock in passenger formations and recreate race day specials. (MW)



Blue and grey Stanier van

● Price: £34.95
● Cat No: 34-332

● Site: www.bachmann.co.uk
● Era: 6/7



Bachmann's longstanding Stanier 57ft Gangway Brake (BG) has been released in BR blue and grey livery as M31080M. The vehicle is suitable for its final years in service on parcels traffic during the

1970s and is neatly finished in the corporate colour scheme including the fine white lining between the blue and grey sections of the body. Screw fitted small tension

lock couplings are attached to both bogies while turned metal wheels are clipped into place to allow the van to roll freely. It will

add variety to 1970s parcels trains giving them more of the character of real life workings. (MW)



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Twin Track CLASS 67

Hornby's 2012-released model of the Class 67 Bo-Bo diesel is a simple candidate for digital sound. **MIKE WILD** shows how a Hornby Twin Track Sound decoder can be installed with a speaker upgrade in this 'OO' diesel.



THE CLASS 67 Bo-Bo diesel locomotives have been a popular choice for modellers seeking to add variety on layouts set in the post 2000 era. The fleet of 30 locomotives entered traffic between 1999 and 2000 with all built by Alstom in Spain using engines, generators and traction motors made by General Motors' Electro Motive Division.

They were intended for parcels and mail traffic initially and were designed to be capable of running at 125mph. However, changes in

traffic levels saw the fleet cascaded to other work including charter trains, intermodal container traffic and front line passenger service too. All but two of the locomotives are now owned by DB Cargo UK, but have also been used by Arriva Trains, on First ScotRail's Caledonian Sleeper, Wrexham and Shropshire push-pull workings, Northern Belle dining trains and the Royal Train. In addition two have been sold to Colas Rail for use on test trains.

The first 'OO' gauge model of the Class 67

was produced by Lima not long after the real locomotives entered service. Following the sale of Lima's toolings to Hornby, the model reappeared in the Kent-based manufacturer's catalogue, but in 2012 it was replaced by a brand new version to modern standards.

This high fidelity model includes directional lighting (including a switch for day and night configurations), a twin flywheel motor in a heavy die-cast chassis, internal radiator detail, see through grilles, an 8-pin

TOOLS

- » Slotted screwdriver
- » Crosshead screwdriver
- » Solder
- » Soldering iron
- » Wire strippers
- » Insulation tape
- » Scissors
- » Heat shrink tubing

Hornby's high detail model of the Class 67 debuted in 2012 for 'OO' gauge. Since then it has been available in a number of liveries including original EWS maroon and gold as shown here by 67016. This model has been equipped with a Twin Track Sound Class 67 decoder with sound output through a Zimo 40mm x 20mm 3D printed single driver speaker.



decoder socket and space for a 40mm x 20mm speaker in the fuel tanks.

Over the past six years it has been released in a number of colour schemes including EWS red and gold, DB Schenker red and grey, Wrexham and Shropshire grey and silver, Arriva Trains blue and Caledonian Sleeper blue with a Twin Track Sound decoder. In 2018 the model is due to be released in its latest livery – Colas Rail black, yellow and orange.

The advent of Twin Track Sound in 67004

Cairn Gorm in Caledonian Sleeper blue (Cat No R3388TTS) in 2016 showed the potential of the decoder and since 2017 the decoder has been available as a separate item allowing further locomotives to be equipped with this budget priced chip (£42.99). However, it isn't just the price which is favourable as the decoder has a large range of functions including manual notching and coast options, a variety of horns, and many more ancillary sound functions. Plus the sound file is highly effective.

The downside is that the factory supplied speaker is basic, but it is a simple job to upgrade this as we have done in this step by step guide with a Zimo 3D printed 40mm x 20mm speaker. The change in the sound quality and its ability to replicate a broader range of tones is instantly noticeable for an additional £12.

The step by step guide explains the full installation process for the Hornby Class 67 making it ready to make the right noises at the head of parcels and intermodal trains. [View](#)

STEP BY STEP INSTALLING TTS AND A ZIMO SPEAKER IN A HORNBY CLASS 67

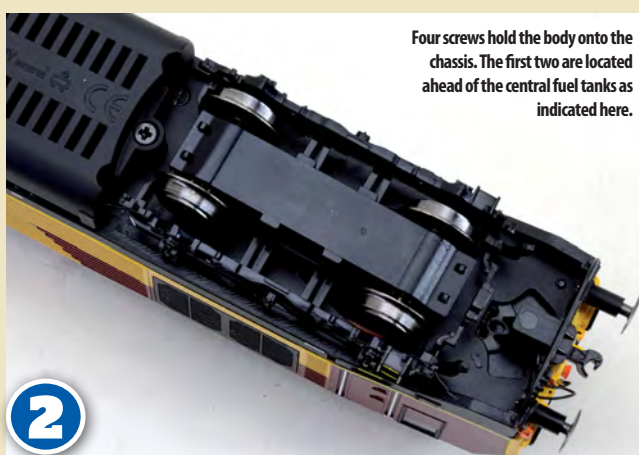
1

Installing a Twin Track Sound decoder into the Hornby Class 67 is a relatively straightforward process, but will require soldering and changes to the speaker wires to allow them to reach to the speaker housing in the chassis.



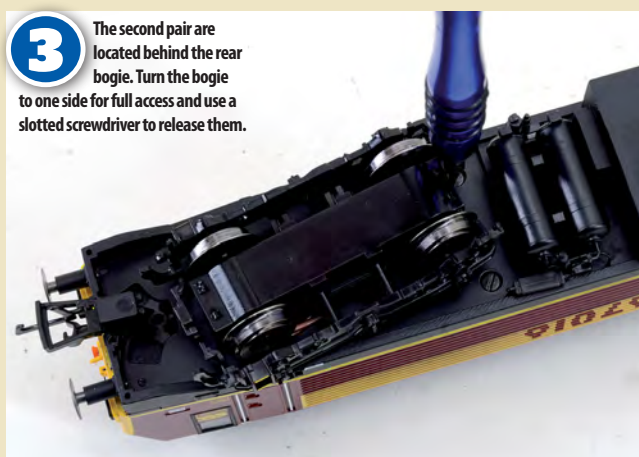
Four screws hold the body onto the chassis. The first two are located ahead of the central fuel tanks as indicated here.

2



3

The second pair are located behind the rear bogie. Turn the bogie to one side for full access and use a slotted screwdriver to release them.



4

With the body removed - a simple case of lifting it straight up from the chassis once the screws are out - the internal layout is clear. There is space for the decoder between the main Printed Circuit Board (PCB) and roof, but the speaker needs to go into the fuel tanks.



TECHNICAL DETAILS

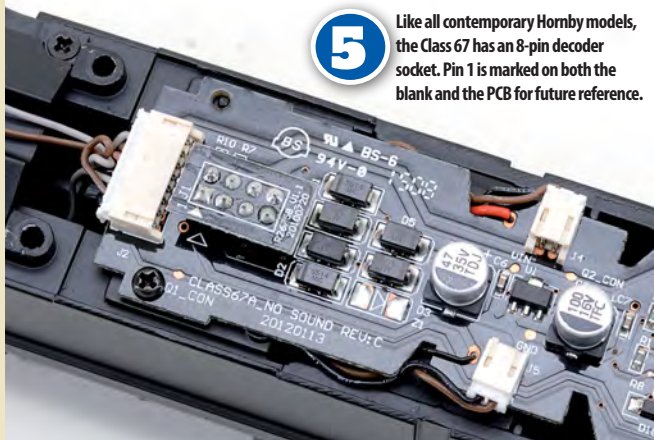
Manufacturer:	www.hornby.com
First released:	2012 (HM64)
Cat No (featured):	R3348
Current alternatives:	R3574, R3481, R3399 (2016-2017 releases), R3659 (2018 release)
Description:	Alstom Class 67 Bo-Bo diesel-electric
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	257mm
Price:	£159.99-£160.99 (locomotive), £241.99 (R3399 train pack)
Era:	9-11
Couplings:	NEM pockets with small tension locks
DCC:	DCC ready, 8-pin socket
Speaker space:	40mm x 20mm in fuel tanks
Exterior lights:	Front and rear
Interior lights:	None
Motor type:	Five pole, can motor
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	10 carriages
Haulage capacity (actual):	10+ carriages



The Class 67s were originally designed for mail traffic, but following the loss of mail by rail in 2004 they have found use on charter trains, intermodal work and daily passenger services. On October 28 2006 67016 double heads with 67029 with an intermodal train on the East Coast Main Line at Marholm crossing. [Mike Wild](#).

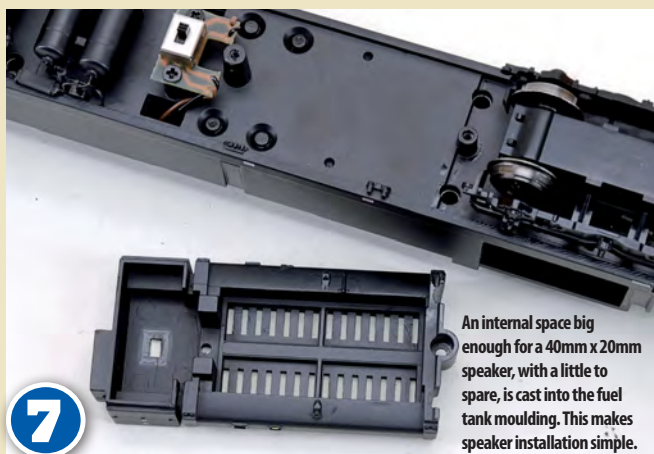


5 Like all contemporary Hornby models, the Class 67 has an 8-pin decoder socket. Pin 1 is marked on both the blank and the PCB for future reference.



6 Hornby has provided a neat speaker housing in the fuel tanks. This cast metal moulding is held in place by two crosshead screws.





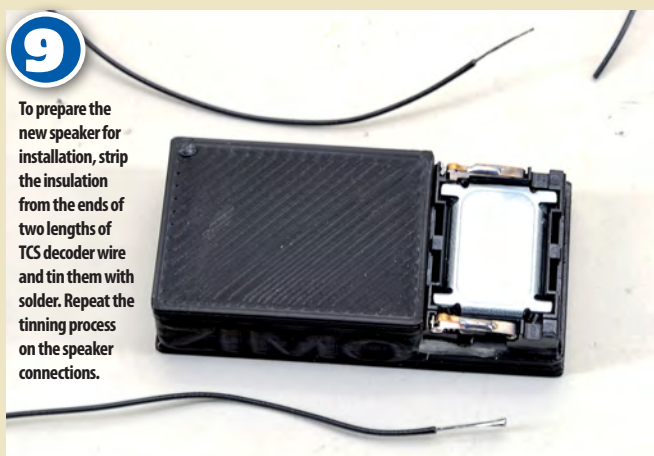
7

An internal space big enough for a 40mm x 20mm speaker, with a little to spare, is cast into the fuel tank moulding. This makes speaker installation simple.



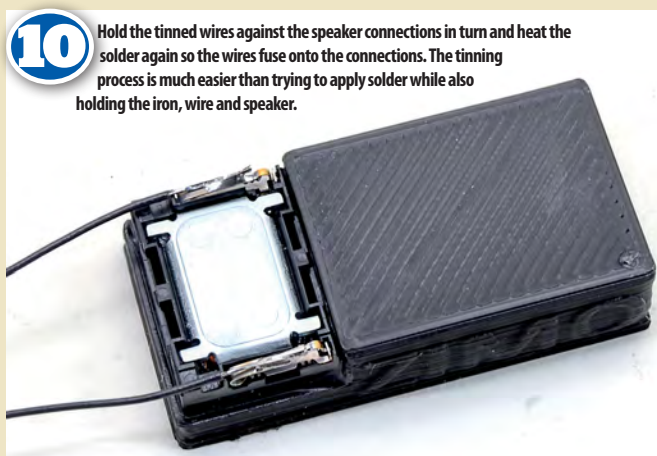
8

Rather than use the standard 40mm x 20mm speaker supplied with the TTS decoder, we selected a Zimo 40mm x 20mm 3D printed single driver speaker. It has an 8ohm impedance which is suitable for TTS decoders.



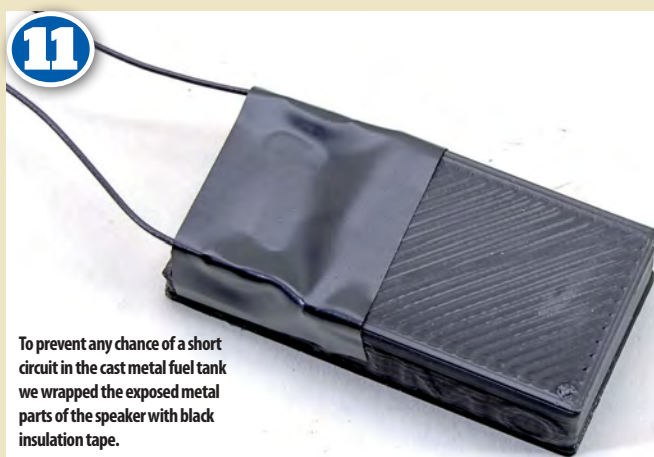
9

To prepare the new speaker for installation, strip the insulation from the ends of two lengths of TCS decoder wire and tin them with solder. Repeat the tinning process on the speaker connections.



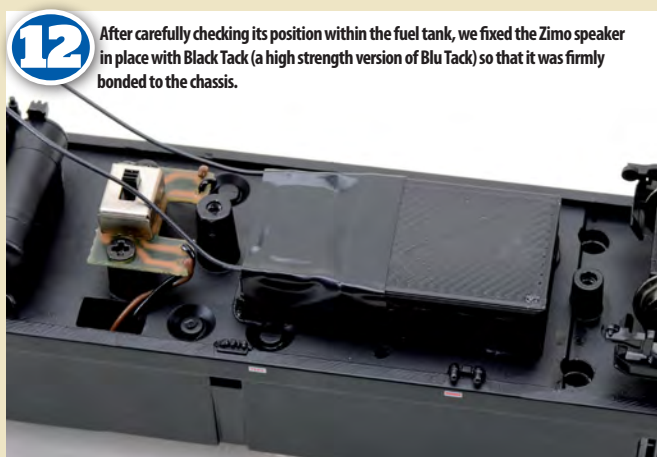
10

Hold the tinned wires against the speaker connections in turn and heat the solder again so the wires fuse onto the connections. The tinning process is much easier than trying to apply solder while also holding the iron, wire and speaker.



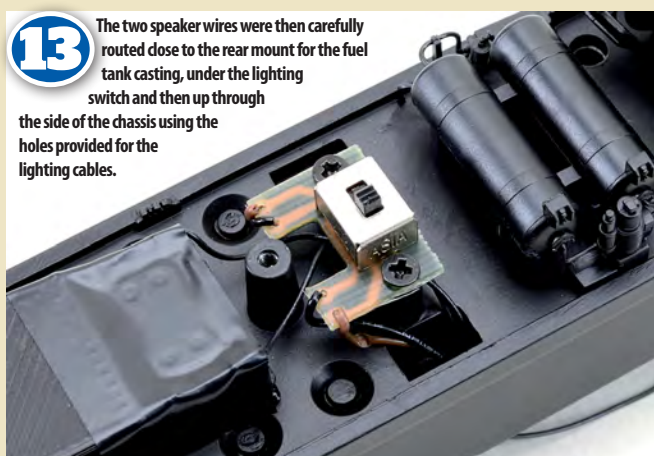
11

To prevent any chance of a short circuit in the cast metal fuel tank we wrapped the exposed metal parts of the speaker with black insulation tape.



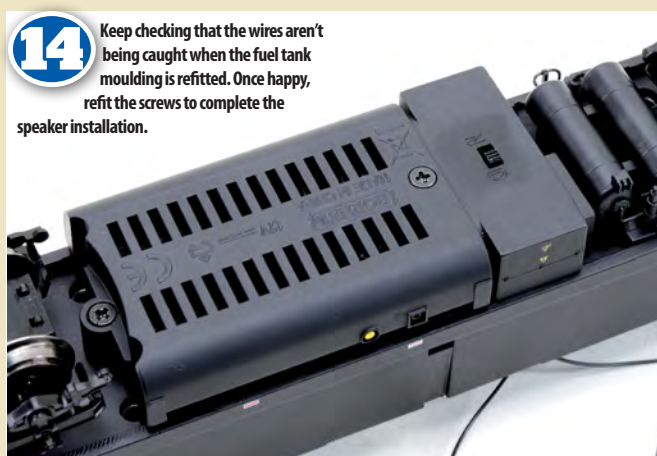
12

After carefully checking its position within the fuel tank, we fixed the Zimo speaker in place with Black Tack (a high strength version of Blu Tack) so that it was firmly bonded to the chassis.



13

The two speaker wires were then carefully routed close to the rear mount for the fuel tank casting, under the lighting switch and then up through the side of the chassis using the holes provided for the lighting cables.



14

Keep checking that the wires aren't being caught when the fuel tank moulding is refitted. Once happy, refit the screws to complete the speaker installation.

15



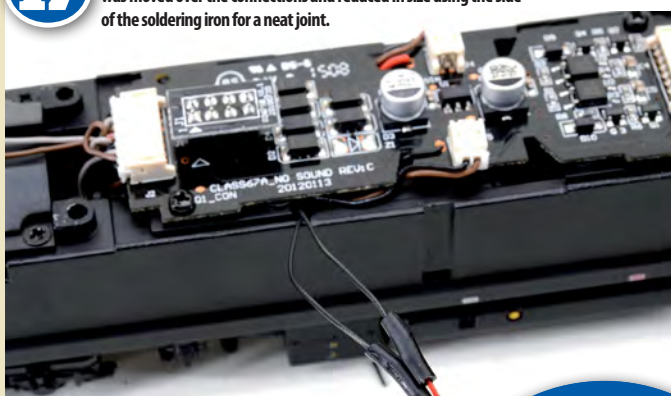
Next, we removed the speaker from the TTS decoder and prepared the ends of the wires for joining to the new speaker cables by stripping around 5mm of insulation from each.

16



Two 10mm lengths of heatshrink insulation were then added over the black speaker wires and then the red and black wires from the decoder were twisted onto them and soldered together.

17



To make the wires safe from short circuits, the heatshrink insulation was moved over the connections and reduced in size using the side of the soldering iron for a neat joint.

18



Finally, the 8-pin plug of the TTS decoder was plugged into the socket, ensuring the orange wire lined up with Pin 1, and the decoder was prepared for final installation by covering one side with electrical insulation tape. This will be used to fix it to the roof of the Class 67 body during reassembly.

TIP

Speakers make a tremendous difference to the sound output of a decoder and there are plenty to choose from. Be sure to check that the specification of the speaker and decoder will match otherwise you could damage components on the decoder.

SOUND FUNCTIONS

F0	Lights on/off
F1	Sound on/off
F2	Horn
F3	Horn
F4	Brakes
F5	Notch up
F6	Notch down
F7	Coast
F8	Full power
F9	Cold start override
F10	Special horn
F11	Door slam
F12	Fan
F13	Horn long high
F14	Horn long low
F15	Primer
F16	Slow flange squeal
F17	Spirax valve
F18	Horn short low
F19	Horn short high
F20	Wagons buffering
F21	Wagons clanging
F22	Coupling
F23	Guard's whistle
F24	Locomotive buffering
F25	Aux (if used in locomotive)



19

67016 is now ready to enter traffic while the sound installation is completely invisible from the outside. The only change we made to the decoder settings was to give the model a four digit address using the first two and last two numbers from the locomotive – 6716.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Twin Track Sound Class 67 8-pin decoder	Hornby	R8105
40mm x 20mm x 9mm 3D printed speaker	Zimo	LS40x20x09
Decoder wire, black	TCS	1216

USEFUL LINKS

Hornby	www.hornby.com
Digitrains	www.digitrains.co.uk
Zimo	www.zimo-digital.co.uk

Wood's Wharf

*Created by a sadly departed member of South Hants MRC and developed by his fellow club members, this evocative canalside layout shows what can be achieved in 'O' gauge, as **PETER BAILEY** describes.*

PHOTOGRAPHY, TREVOR JONES

WOOD'S WHARF is the odd one out amongst the South Hants Model Railway Club layouts. Firstly it is 'O' gauge whilst the rest are 4mm finescale - Scalefour or 'EM'. Secondly, it was not originally a club project but had its origins in the efforts of an individual member of the group.

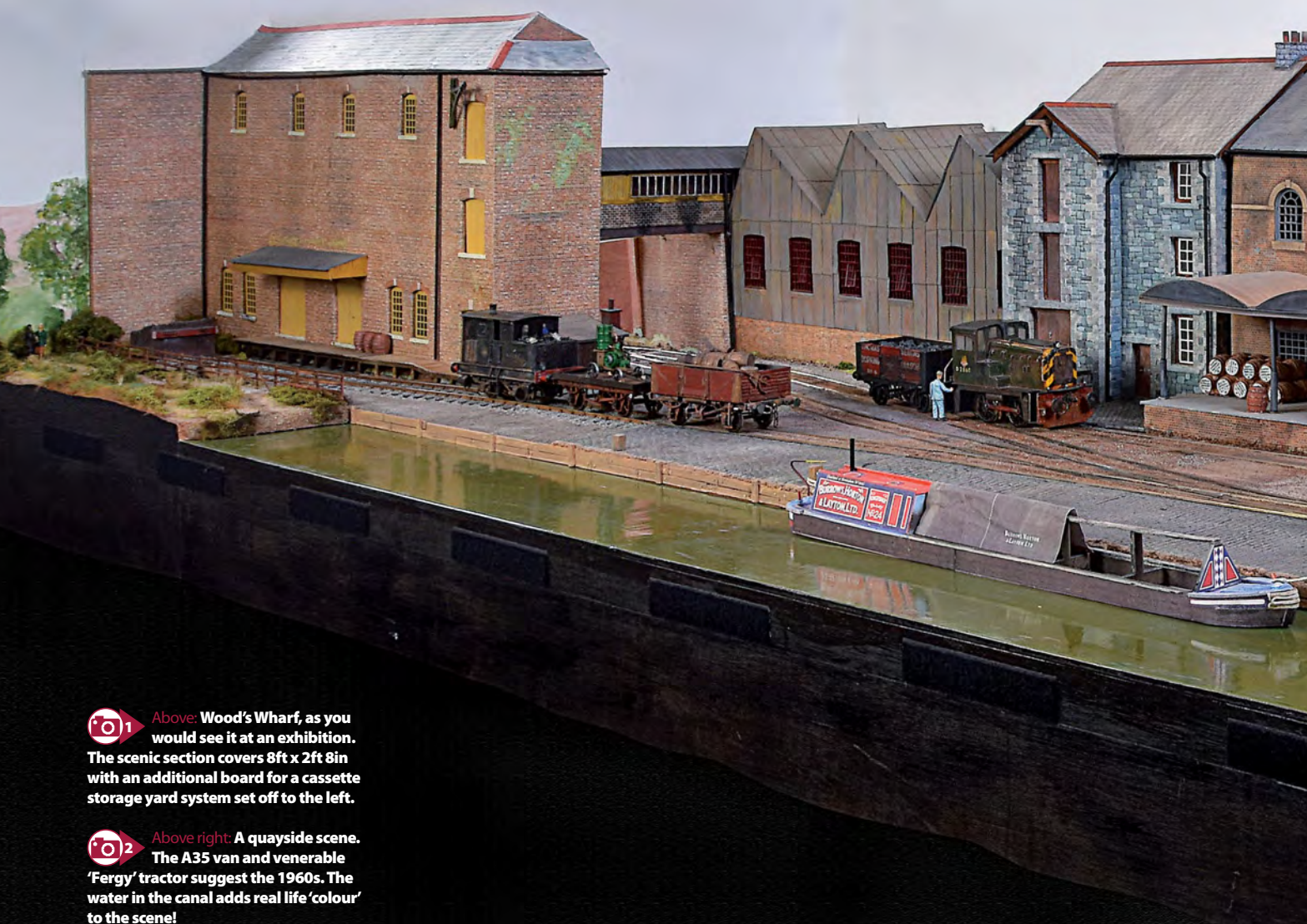
After the club's had a brief flirtation with 'O' gauge which failed, mainly because of space considerations, one member, Stuart Wood, decided to explore the possibilities of building a small 7mm scale layout at home to test its potential

further. This progressed well for a time, several club members helping him with baseboard construction, electrics and so forth. Then tragedy struck when Stuart became very ill and decided to move to Norfolk to be near other members of his family. We remained in touch with him, paying visits to his new home and helping him develop his dream of constructing a small wharfside shunting layout.

It was soon clear to Stuart that he would not see his project to a conclusion so a small group from the club agreed to honour his wish that it would be completed under the South Hants banner, which is how viewers to exhibitions see it now. It is also

how a group of us soon found ourselves with a part-built layout to complete and a small but very mixed collection of locomotives and rolling stock. The layout, it was decided, would become the property of the club and worked on to its completion. Locomotives and stock became the property of a club member to whom Stuart left them when he died.

As received at the clubroom, the layout, though small, was quite complex. Track-wise, a simple arrangement of loop line and sidings led off-scene to a small turntable capable of holding a locomotive and two vans or wagons. These could be despatched to a siding built into buildings at the back »



Above: Wood's Wharf, as you would see it at an exhibition.

The scenic section covers 8ft x 2ft 8in with an additional board for a cassette storage yard system set off to the left.



Above right: A quayside scene. The A35 van and venerable

'Fergy' tractor suggest the 1960s. The water in the canal adds real life 'colour' to the scene!

SCALE
'0'

SIZE
10ft x 2ft 8in

PERIOD
1960s

CONTROL
Analogue



of the layout which served as the off-scene storage yard. It was clever but not easy to operate successfully and forced on Stuart by the limited space he had available at home. At the club we were less constrained, so we replaced the original turntable system with a short cassette based fiddle yard.

At this point the wharf area itself was far from complete. Most of the track, which was built from flat bottomed rail on copper-clad sleepers was complete but exposed to the elements. Stuart had started to cover the wharf area with Depron foam sheet, a useful substance beloved of aero modellers, scribed to represent cobble stones. Scribing the remainder was a simple matter requiring no tools beyond an HB pencil and ruler, but there were an

awful lot of cobbles and it took a great deal of time. We added several buildings to those which Stuart had made, again using Depron scribed to represent stonework or covered with very realistic brick and slate papers produced by Scalescenes, computer enlarged from 4mm to 7mm scale. All the Depron surfaces were then treated to a generous coat of acrylic paint to harden them and reduce risk of damage, then coloured, again with acrylics, using colours appropriate to the surfaces being modelled.

Meanwhile, in Stuart's memory, the layout had acquired the name Wood's Wharf.


QUAYSIDE THEME


A quayside was required to go along the front of the wharf and a short stretch of

canal. As there are no tides or rough water to contend with, canal wharves are quite close to water level. Ours was fabricated to represent simple wooden piles and planking and makes excellent use of the wooden stirrers beloved of motorway service areas and high street coffee shops.

The canal itself, and a small area of scrubland to one end of it, was built onto a 6in forward extension which bolts, more or less invisibly, onto the main structure of the layout. Creating the water was straightforward although care had to be taken to produce a smooth undamaged surface and care is taken at exhibitions to keep it that way. After sealing with a neutral undercoat, copious layers of what may be described as 'industrial grot green'



 **Right: The Sentinel and Class 02 are both at work - evidence of a busy day on the Wharf.**

 **Below: BR Class 02 D2860 shunts on the wharf. Scalescenes brickwork looks effective in 7mm scale.**



gloss paint were added, with the finest of wet and dry paper applied between coats. The result is quite convincing.

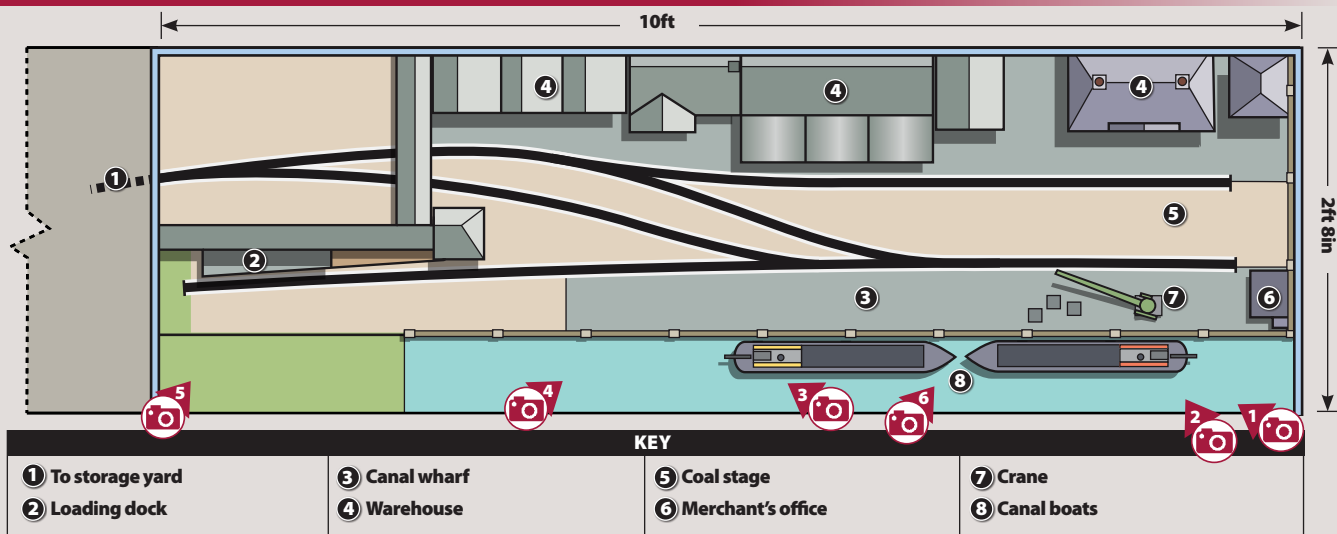
Just as the wharf required a canal, so the canal required boats. We produced two. One was constructed by joining together end sections of two boats which had featured on the club's early attempt at an 'O' gauge layout, where they had represented canal craft appearing and disappearing beneath a bridge built against a backscene. Although not strictly to size for a narrowboat it is characterful and, with its load of coal, looks well against the quayside. The other was constructed by enlarging from 4mm scale a set of Scalescenes printed parts published in an early edition of *Hornby Magazine* and then following the advice for construction given in the original article. It is a model of a Fellows Morton and Clayton narrow boat and is displayed part loaded beside the wharf.

RAILWAY STOCK

The locomotives and rolling stock are basically those which came from Stuart. He had not decided on a location or a period for the layout and we decided to retain an 'anywhere, anywhen' approach to things.

The four locomotives which have come to consider the layout as home are a British Railways Sentinel steam shunter, which might represent a London and North Eastern Railway prototype, an 0-4-0 diesel shunter, based closely on a BR Class 02, an 85A kit-built model of a 15in Hunslet industrial 0-6-0ST and a lovely ready-to-run commercial model of a BR Class 03 diesel shunter. The first two locomotives look most at home on the layout and do most of the shunting. They are realistically scruffy, which is what you might expect of small engines engaged in a very humble job. Especially realistic is the chain coupling between the driving axles of the Sentinel. »

WOOD'S WHARF TRACKPLAN TRACK DIAGRAM (Not to scale)




The Hunslet had been put together from an all-plastic kit. It ran beautifully until recently and then it developed a terrible noise whilst travelling backwards. We have failed to locate the cause of this, basically because assembly of the kit involved using a solvent to join body and chassis together. We are currently deconstructing it to an extent which will enable us to remove the motor and, hopefully, source the problem. The Class 03 is beautiful in all respects and is a bit smart for Wood's Wharf! We like to think of it as, perhaps, the manufacturer's prototype undergoing trials.

The goods stock - we have no passenger vehicles - is very mixed and with the exception of a North Eastern brake van is all four-wheeled. The prototypes have a time spread from the late 19th century to the 1960s. Additions under the 'current management' reflect an interest in putting together plastic wagon and van kits, which fit into our relaxed approach to time period and location.

VISITORS

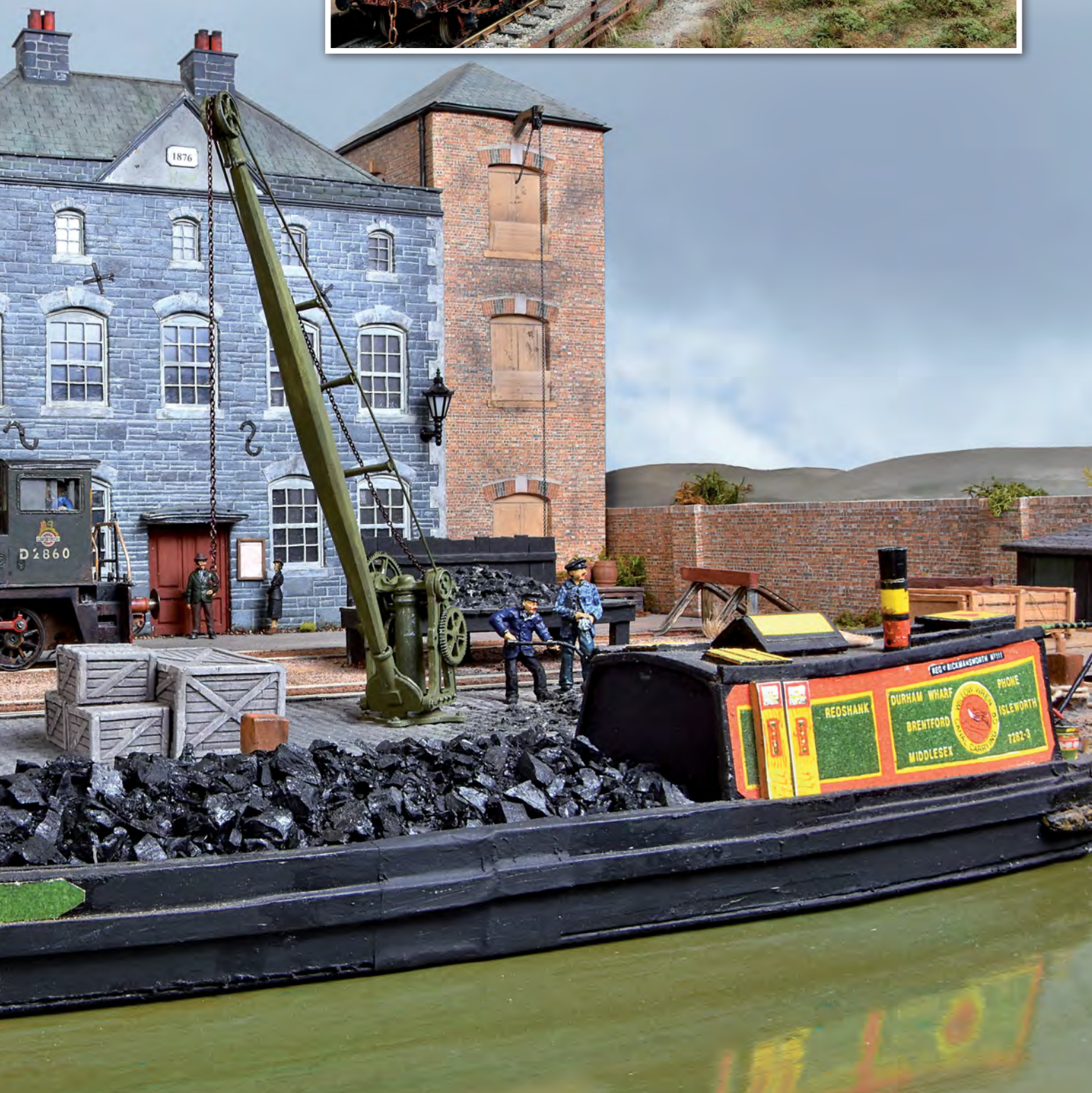
We have welcomed a number of visiting locomotives. These have included Stroudley 'Terriers' in Southern and London Brighton and South Coast Railway liveries and even a brief sighting of *Thomas*. Looking at what 7mm manufacturers are turning out these days, we shall perhaps see a Class 08 shunter and a 'Pannier' tank before very long.

So what do we offer those who come across Wood's Wharf for the first time at exhibitions? A canalside operation, small but picturesque, on which we operate locomotives and stock of which we have become very fond. The layout is probably as complete as a layout can be and is evidence, if such were needed, that a complete layout in 'O' gauge need not be large at all. And it is, we trust, a worthy memorial to a talented modeller and close friend who commenced this small exercise in 'O' gauge modelling a few years ago. 



5 Right: The Sentinel 4wVBT picks up a loaded flat wagon from the loading dock at the front of the scene.

6 Below: A full coal load in the narrow boat. This particular boat was made by joining two halves of models made for a previous layout together.





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The final years of **MAIL** *by* **RAIL**

Mail trains were at one time amongst the most glamorous to run on the British Railway system, inspiring poets, musicians, filmmakers and enthusiasts alike, but today only a few remnants of this once mighty operation remain.

EVAN GREEN-HUGHES

investigates what went wrong.



Barton Hill Depot in Bristol is filled with postal vans on May 2 2000 as EWS Class 47/7 47758 Regency Rail Cruises passes with the 10.10am Bristol Temple Meads-Warrington RMT empty mail vans. Until the arrival of the Class 67s an aging fleet of Class 47/7s were used on the majority of mail traffic. John Chalcraft/Railphotoprints.uk.



Rail Express Systems Class 47/7 47768 *Resonant* stands at the head of the 10.25pm St Pancras-Newcastle TPO on May 26 1995 shortly before termination of this service. The station has now been totally transformed for the Eurostar services via the Channel Tunnel while TPO trains no longer run on the British railway network. Gordon Edgar/Railphotoprints.uk.



THERE MUST BE VERY FEW people in Britain who have not heard the words of WH Auden's famous poem *Night Mail* or who have not seen the remarkable and pioneering documentary film of the same name that was made by the General Post Office film unit in 1936. Both the poem and the film tell of a world where all long-distance mail went by rail, where hundreds of trains criss-crossed the country each night and where the arrival of the mail train was as reliable as the rising of the sun.

Mail had travelled by train since an agreement was made between the General Post Office and the Liverpool and Manchester Railway as early as 1830 and mail traffic was one of the primary reasons that railways flourished. An Act of Parliament in 1838 required railway companies to carry mail and in the same year letters were first sorted on a moving train. Dedicated postal trains arrived on the Great Western Railway in 1855 and then for more than a century thereafter provided the backbone of the British postal system.

At the end of the 1930s there were 77 Travelling Post Offices (TPOs) moving around the country most nights, with many other dedicated workings which carried pre-sorted mail and parcels and with countless other items of mail being carried in the guard's vans of ordinary service trains. Traffic continued to increase after the war and by the time of Dr Beeching's famous 1963 report the number of TPOs had risen to 80. However, the effects of competing road transport were then being felt, and heavy losses were being sustained by the parcels service that was run in parallel with the postal service. The amount of mail carried by rail fell by a quarter between 1971 and 1981 as competition from air began to bite - by which time the best British Rail could get out of the Post Office was a renewable five-year contract.

PARCELS SECTOR

When the railways were being prepared for privatisation, mail traffic was handled

by the newly-created Parcels sector, which was branded as Rail Express Systems (RES) and launched in 1991. The resulting organisation was something of an economic basket case as by this time much of the parcel business had been lost to road, but it did contain the station-to-station 'Red Star' service which was profitable as well as the mail train business. Letters were handled on a fixed price basis but Royal Mail had to pay for parcels by weight and size: the former ensured that the railways retained at least some of the business while the latter favoured the more flexible road transport competition.

In an attempt to retain the profitable parts of the business, and also to streamline the operation, authorisation was obtained from the government for the establishment of the Railnet network. The idea was to construct a number of very efficient terminals at strategic points, enabling mail to be handled more quickly, and to replace some of the shorter and less profitable routes by substituting road transport.

The Railnet network was to be centred round the new Princess Royal Distribution Hub which was built on existing railway land near Wembley at a cost of £25m, and which would take over mail traffic formerly worked onto all the London termini. At 34,000 square feet it was very large indeed and was designed to handle 12million items a day which amounted to up to 60% of second class mail posted anywhere in the country. Its platforms could be accessed directly by road vehicles and movements in and out were not subject to delay from passenger operations.

Other terminals, though on not such a grand scale, were built at Shildmuir, at the northern end of the West Coast Main Line; at Low Fell on Tyneside; Doncaster, Warrington, Stafford, Tonbridge and Bristol. Each was designed to replace a number of smaller loading facilities at normal railway stations - for instance Warrington took over the work formerly done by Crewe, Liverpool, Manchester and Preston stations.

Concurrent with the launching of the Railnet terminals the Post Office financed

*“This is the night mail crossing the Border
Bringing the cheque and the postal order,
Letters for the rich, letters for the poor,
The shop at the corner, the girl next door.”*

W H AUDEN, NIGHT MAIL, 1936



Above: EWS introduced the Class 67 diesels in 1999-2000 to provide a reliable new fleet of locomotives to move mail by rail. However, their work on postal trains was short lived as shortly after EWS lost the contract for mail by rail. On July 15 2003 67022 waits to depart Carlisle with a postal working for Low Fell in the company of Class 56 56069 *Workington Steel Terminal*. [Gordon Edgar](#).

Below: DB Schenker now operates the remaining mail traffic on the West Coast Main Line using Class 325 units, occasionally hauled by a locomotive. On June 18 2014 Class 90039 passes Barton and Broughton Loop on the approach to Preston working a delayed 1M44 Sheildmuir-Warrington mail service. [Michael Stuart](#).



the introduction of 16 new dedicated Class 325 Electric Multiple Units, with these being designed to run at 100mph between terminals while at the same time dramatically reducing costs compared to traditional locomotive haulage. The subsequent changes to operating practices allowed the withdrawal of some of the rag-bag of rolling stock operated by RES, including converted Diesel Multiple Units of classes 105, 114, 120 and 127 and some former Class 302 and 308 electric trains.

One problem with the new terminals was that they were all single ended and any train visiting them had to be propelled either in or out. As a result RES authorised the conversion of 42 Class 307 EMU driving trailers to become Propelling Control Vehicles (PCVs). These had their passenger accommodation removed and roller shutters inserted in each side so that they could be used as mail vehicles. The driving cabs were retained and were fitted with Class 47 style brake valves, together with equipment which allowed a driver to communicate electronically with a second driver who was in a locomotive at the rear of the train. This system permitted



slow speed movements into and out of depots and removed the requirement to run a locomotive around the train.

NEW OWNER

Rail Express Systems adopted a handsome red livery, with much-debated 'cube' branding but this was not to last for long as on December 9 1995 the sector was sold to North and South Railways, along with its fleet of 164 locomotives and 677 postal vans. North and South subsequently bought the rest of the UK freight business and became English, Welsh & Scottish Railways, or EWS for short.

The new American-backed owner of the mail sector found that, although they had a secure contract to carry the post, customer satisfaction was at an all-time low. Only 88% of trains were on time instead of the 96% specified in the contract and the fleet of diesel locomotives was worn out and well past their sell-by date.

In a bold move the decision was taken to obtain a completely new fleet of machines that would be capable of 125mph operation and which would have a higher level of availability. What was



RES liveried Class 86 86243 stands at London Euston in January 1995 waiting to depart with a parcels working. Soon mail traffic would be taken out of stations to dedicated terminals. Nic Joynson.



The Southern Region retained a Travelling Post Office working into privatisation and it was a regular turn for a pair of Class 73 electro-diesels, usually in top and tail formation. In August 1999 73128 and 73131 pass through South Croydon with the Willesden-Dover TPO with 73129 bringing up the rear. Dave Cobbe/Railphotoprints.uk

to become the Class 67 arrived between 1999 and 2000 but there were difficulties in introduction which meant that the class of 30 locomotives, built by Alstom in Spain, took some time to come on stream.

Unfortunately in 2002 Royal Mail announced that it was to cease sorting mail on the move and would withdraw the rest of the Travelling Post Offices from service on the remaining 15 routes. Worse was to come with an announcement that the carriage of all mail was to cease from 2003 and that the relatively new Class 325 EMUs were to be mothballed and stored. This came as a big blow to EWS which had fought hard to retain the postal business, including offering a reduction in rates of some 20%, despite becoming aware that the whole of the TPO fleet would soon need replacement.

The last Travelling Post Office train ran on January 10 2004, although some services for pre-sorted mail continued for a further month. The terminals at Wembley, Warrington and Shildmuir were retained for road traffic but the rest were abandoned, despite being only a few years old. Most of the rolling stock was put into storage but the nearly-new Class 67s proved to be an embarrassment to EWS which attempted to find alternative work for them, although this has only been partly successful and the locomotives remain under-used even now.

LIMITED RETURN

Withdrawal of the mail by rail service created an outcry amongst the public and politicians alike, but Royal Mail had made up its mind. It quoted the greater speed and reliability of air travel over longer distances (although this is perhaps debatable) and the

flexibility and lower cost of road over more modest mileages as its primary reasons but behind the scenes it seems the organisation had become frustrated with the railway's lack of ability to deliver a reliable product at a price that Royal Mail could afford.

All was not, however, completely lost because GB Railfreight was able to negotiate to run a limited service over the West Coast Main Line commencing in December 2004 and using some of the surplus Class 325 EMUs. This contract which was for two trains each way each day and which served London, Warrington and Shildmuir passed to DB Schenker (the successors to EWS) in 2010, with services extended to cover a reopened Low Fell terminal.

Today the night-time mail service is at a level that would have been unrecognisable both to WH Auden and to the railwaymen featured in the famous film which incorporated his poem, despite attempts by several owners to bring it round with initiatives and investments in facilities and rolling stock. That more than a century's worth of traditional business was to be lost within only two decades perhaps proves that there are some problems that cannot be solved by merely throwing cash at them and that sometimes performance and customer service are the only way that business can be retained.

Whether road congestion, pollution considerations and the increasing price of air freight ever allow railways to bid for this traffic again remains to be seen, but in reality the glory days of the 'Night Mail' with its complex route network are probably long behind us and are most unlikely ever to return. [Horn](http://www.hornbymagazine.com)

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.

OCTOBER

13 CRADLEY HEATH MODEL RAILWAY CLUB EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Cradley Heath Community Centre, Reddal Hill Road, Cradley Heath, West Midlands B64 5JG
Times: 10am-5pm
Prices: Adults £5, accompanied children £2.50, family £11
Website: www.cradleyheathmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

13 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

13/14 CHRISTCHURCH MODEL RAILWAY CLUB EXHIBITION

Hosts: Christchurch Model Railway Club
Location: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth BH8 9UJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.christchurchmrc.org.uk
Contact: 07340 332857
Features: Layouts, trade support and refreshments.

13/14 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: SS Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northants NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.cdmrs.co.uk
Features: 13 layouts, trade support, demonstrations, refreshments, parking and limited disabled access.

13/14 CROYDON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Croydon Model Railway Society
Location: Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2
Website: www.croydonmrs.org.uk
Features: 11 layouts, trade support, demonstrations, societies, refreshments and parking.

13/14 DORKING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Dorking and District Model Railway Exhibition
Location: Oddfellows Hall, High Street, Dorking, Surrey RH4 1QT

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £11
Website: www.dorkingmodelrailwayclub.com
Features: Layouts, trade support and refreshments.

13/14 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby-in-Ashfield, NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.elizabethanrailwaysociety.co.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

13/14 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £15
Website: www.farnhammrc.org.uk
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14 KEIGHLEY 7MM FESTIVAL

Hosts: Keighley Model Railway Club
Location: Keighley Business Centre, Knowl Mills, South Street, Keighley BD21 1SY
Times: 10am-4.30pm
Prices: Adults £4, children £2.50
Website: www.keighley-mrc.org.uk
Features: Ten layouts, trade support, displays, demonstrations, DCC clinic, refreshments, parking and disabled access.

18-21 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN
Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10m-4pm, Sun 10am-4pm
Prices: Adults £10.50 (£9.50), concessions £9.50 (£8.50), children £4 (£3) – advance ticket prices in brackets
Website: www.midlandsmodeleengineering.co.uk
Features: Models, displays, demonstrations, live steam, trade support, societies, parking and refreshments.

20 BECKENHAM MODEL RAIL SHOW

Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.bwmrc.co.uk
Features: 12 layouts, trade support, demos, societies, refreshments, parking and disabled access.

20 CHELMSFORD MODEL RAILWAY EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS
Times: 10am-4.30pm
Prices: Adults £5, 12-16yrs £2, accompanied children under 12 free
Website: www.chelmsford-and-district.mrc.webs.com
Contact: 01245 465854
Features: Layouts, trade support, refreshments, parking and disabled access.

20 CHICHESTER MODEL RAILWAY EXHIBITION

Hosts: Lions Club of Chichester
Location: Chichester High School for Boys, Kingsham Road, Chichester, West Sussex PO19 8AE
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12

Website: www.chillions.org.uk
Features: Layouts, trade support, societies, outdoor rides and refreshments.

20 DIDCOT MODEL RAILWAY EXHIBITION

Hosts: Abingdon and District Model Railway Club
Location: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.admrc.org.uk
Features: 16 layouts, trade support, refreshments and parking.

20 HINCKLEY MODEL RAILWAY SHOW

Hosts: Earl Shilton Scouts
Location: St. Peter's RC Church Hall, Leicester Road, Hinckley LE10 1LW
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 07805 078720
Features: 18 layouts, trade support, refreshments, parking and disabled access.

20 SHREWSBURY MODEL RAILWAY SHOW

Hosts: Chantilly Grey
Location: United Reformed Church, Coleham Head, Shrewsbury SY3 7NJ
Times: 10am-4pm
Prices: Adults £4, children £2
Website: www.chantillygrey.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

20/21 CARDIFF MODEL RAILWAY SHOW

Hosts: Cardiff 4mm Group
Location: Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North, Cardiff CF14 2JL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £5, accompanied children under 12 free
Website: www.cardiffmodelrailwayshow.co.uk
Features: 13 layouts, trade support, societies, demonstrations, refreshments and parking. Free vintage bus operating between venue and Cardiff Central railway station (Saturday only).

20/21 CATHCART MODEL RAILWAY EXHIBITION

Hosts: Clydeside Model Railway Club
Location: Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4.50, children £2, family (2+2) £12
Website: www.clydesidemrc.com
Features: Ten layouts, trade support and societies.

20/21 GREENOCK MODEL RAILWAY SHOW

Hosts: Greenock and District Model Railway Club
Location: Lyle Kirk, Union Street, Greenock PA16 8DD
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £4.50, concessions £3.50, family (2+2) £13
Contact: 07795 681994
Features: Layouts, trade support and refreshments.

20/21 HARTLEPOOL MODEL RAILWAY SHOW

Hosts: Hartlepool Model Railway Group
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+3) £18
Contact: paul.bolton4@ntlworld.com
Features: 20 layouts, trade support, demonstrations, refreshments and disabled access.

20/21 UCKFIELD MODEL RAILWAY EXHIBITION

Hosts: Uckfield Model Railway Club
Location: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.uckfieldmrc.co.uk

DON'T MISS...

13/14 GREAT ELECTRIC TRAIN SHOW 2018

Hosts: *Hornby Magazine*
Location: *New Venue* Arena MK, Stadium Way, Milton Keynes MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12, children £9, family (2+3) £34
Website: www.greatelectrictainshow.com
Contact: 01780 755131
Features: 32 high quality layouts, 45 trade stands, eight demonstrations, refreshments, free parking and disabled access. Free bus to/from Milton Keynes Central railway station both days departing from stand 26 outside the station every 30 minutes from 9am.

Features: 15 layouts, trade support, demos, societies, refreshments, parking and disabled access.

20/21 WARRINGTON MODEL RAILWAY EXHIBITION

Hosts: Warrington Model Railway Club
Location: Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1, family £12
Website: www.warringtonmodelrail.co.uk
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

20/21 WEYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Weymouth Model Railway Association
Location: Wey Valley School, Dorchester Road, Weymouth, Dorset DT3 5AN
Times: Sat 10.30am-4.30pm, Sun 10am-3.45pm
Prices: Adults £6, children £2, family £14
Website: www.weymouthmra.org.uk
Features: 30 layouts, trade support, demonstrations, refreshments and parking.

21 CENTRAL SOUTHERN GAUGE O GROUP MODEL RAILWAY SHOW

Hosts: Central Southern O Gauge Group
Location: Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.csgog.org
Features: Layouts, trade support, test track, demonstrations, refreshments and parking.

27 AMERSHAM MODEL TRAIN SHOW

Hosts: Chiltern Hills Vintage Train Group
Location: St John's Methodist Church Hall, Woodside Road, Amersham, Buckinghamshire HP6 6AN
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01895 672251/01494 875904
Features: 14 vintage layouts, displays, trade support, refreshments and parking.

27 BIRMINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Birmingham Model Railway Club
Location: Arden Hall, Water Orton Road, Castle Bromwich B26 9PB
Times: 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 0121 608 5564
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

27 COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY

Hosts: Coventry and Warwickshire 'O' Gauge Modellers
Location: Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times: 10am-3pm
Prices: Free
Contact: clifton.p1@sky.com
Features: Test track, demonstrations, meet club members, refreshments and parking.

27 FELIXSTOWE N GAUGE MODEL RAILWAY GROUP OPEN DAY

Hosts: Felixstowe Area N Gauge Model Railway Group
Location: The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0NT
Times: 11am-4pm
Prices: Free
Website: www.felixstowengauge.org
Contact: 01349 277211
Features: Club and members' layouts, projects on display meet club members, refreshments, parking and disabled access.

27 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.

27 MID WALES MODEL RAILWAY SHOW

Hosts: Newtown Model Railway Society
Location: The Town Hall, High Street, Welshpool, Powys SY21 7JQ
Times: 10.30am-4.30pm

Prices: Adults £4, accompanied children free
Contact: 01938 559350

Features: 15 layouts, trade support, demonstrations and disabled access.

27 NOTTINGHAM WOODTHORPE MODEL RAILWAY CLUB EXHIBITION

Hosts: Nottingham Woodthorpe Model Railway Club
Location: Sherwood Community Centre, Mansfield Road, Sherwood, Nottingham NG5 3FN
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £12
Contact: 0115 962 1153
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

27 SEAFORD MODEL RAILWAY SHOW

Hosts: Newhaven and District Model Railway Club
Location: Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE
Times: 10am-5pm
Prices: Adults £4, concessions £3.50, children £1
Website: www.newhavendmrc.com
Features: Layouts, trade support and refreshments.

27 STEPHENSON MODEL RAILWAY GROUP EXHIBITION

Hosts: Stephenson Model Railway Group
Location: Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY
Times: 10am-5pm
Prices: Adults £3, accompanied children free
Website: www.stephensonmrg.org.uk
Features: 13 layouts, trade support, demonstrations, refreshments, parking and disabled access.

27 WHITSTABLE MODEL RAILWAY EXHIBITION

Hosts: East Kent Model Railway Society
Location: Community College Whitstable, Bellevue Road, Whitstable, Kent CT5 1PX
Times: 10am-4pm
Prices: Adults £5, children £3, family (2+3) £9
Contact: 01227 275157
Features: 20 layouts, trade support, displays, refreshments and parking.

27/28 ABERDEEN MODEL RAILWAY EXHIBITION

Hosts: Aberdeen Model Railway Club
Location: Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen AB21 7DW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: www.aberdeenmrc.co.uk
Features: Layouts, trade support, refreshments and parking.

27/28 BODMIN MODEL RAILWAY EXHIBITION

Hosts: Bodmin and District Model Railway Club
Location: Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £3, family (2+2) £10
Contact: 07775 542174
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

27/28 CAISTORAIL 2018

Hosts: Caistor Model Railway Club
Location: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2.50, family £7.50
Contact: 07503 321510
Features: Layouts, trade support and refreshments.

27/28 CHELTENHAM GREAT WESTERN MODELLERS AUTUMN EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2.50, family (2+2) £9
Website: www.cheltmodrail.org.uk
Contact: 01242 517788
Features: Layouts, trade support, displays, model road vehicles, refreshments and disabled access.

27/28 HAZEL GROVE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Hazel Grove and District Model Railway Society
Location: Hazel Grove High School, Jacksons Lane, Hazel Grove, Stockport SK7 5JX
Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £7, children £3, accompanied children free

Website: www.hgdmsr.org.uk

Features: 22 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus service operating between venue and Hazel Grove railway station.

27/28 HUDDERSFIELD RAILWAY MODELLERS OPEN WEEKEND

Hosts: Huddersfield Railway Modellers
Location: Union Mills, Tanyard Road, Milnsbridge, Huddersfield, HD3 4NB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free
Website: www.huddersfieldrailwaymodellers.weebly.com
Features: Layouts, trade support, refreshments and parking.

27/28 LEEDS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Leeds Model Railway Society
Location: The Grammar School, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children free
Website: www.leedsrsmr.org
Contact: 0113 266 1685
Features: 16 layouts, trade support, refreshments and parking.

27/28 RAIL EX TAUNTON

Hosts: Somerset Railway Modellers Club
Location: Taunton School, Staplegrove Road, Taunton, Somerset TA2 6AD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £3, family £15
Website: www.somersetrmc.org.uk
Features: 25 layouts, trade support, societies, refreshments, parking and disabled access.

27/28 SPENNYMOOR MODEL RAILWAY SHOW

Hosts: Durham Locomotive Preservation Group
Location: Whitworth Park School, Whitworth Lane, Spennymoor, Durham DL16 7LN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £4, children £1.50, family £10
Website: www.wrlpg.com
Contact: 01388 817907
Features: 18 layouts and trade support.

28 WYRE FOREST MODEL RAILWAY CLUB OPEN DAY

Hosts: Wyre Forest Model Railway Club
Location: 1st Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH
Times: 11am-4pm
Prices: Free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Meet club members, layouts on display and under construction.

NOVEMBER

3 BARRY AND PENARTH MODEL RAILWAY CLUB OPEN DAY

Hosts: Barry and Penarth Model Railway Club
Location: Cadocoxon Conservative Club, Vere Street, Barry CF63 2HU
Times: 11am-4.30pm
Prices: Adults £3.50, children £2
Contact: bpmrc@outlook.com
Features: Club and members layouts, sales stand and refreshments.

3 HIGHBRIDGE VINTAGE HORNBY MODEL TRAIN SHOW

Hosts: Hornby Railway Collectors Association, Bristol and Somerset Group
Location: King Alfred School, Burnham Road, Somerset TA9 3EE
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: www.somersetthra.org.uk
Contact: 01278 789031
Features: Layouts, trade support, refreshments, parking and disabled access.

3 KEMPSTON MODEL RAILWAY SHOW

Hosts: Kempston and District Model Railway Society
Location: Kempston East Methodist Church, Bedford Road, Kempston MK42 8DA

Times: 10am-5pm
Prices: Adults £5, concessions £3, children £1, family (2+2) £11
Contact: 01234 308639
Features: 16 layouts, trade support, societies, demos, refreshments, parking and disabled access.

3 ROMFORD MODEL RAILWAY EXHIBITION

Hosts: Romford Model Railway Society
Location: Marshalls Park School, Pettits Lane, Romford, Essex RM1 4EH
Times: 10am-5pm
Prices: Adults £5, children £4, family (2+2) £14
Contact: 07946 615381
Features: 20 layouts, trade support, test track, refreshments, parking and disabled access.

3 THEYDON BOIS MODEL RAILWAY EXHIBITION

Hosts: Epping Railway Circle
Location: The Village Hall, Theydon Bois, Essex CM16 7ER
Times: 10am-4.30pm
Prices: Adults £4, children £3
Contact: 020 8508 1764
Features: 12 layouts, trade support, parking and disabled access.

3 TRAIN COLLECTORS SOCIETY AUTUMN MEETING

Hosts: Train Collectors Society
Location: Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 0116 233 4843
Features: Ten vintage layouts, trade support, displays and refreshments.

3 WESTBURY MODEL RAILWAY SHOW

Hosts: West Wiltshire Gauge O Group
Location: Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA
Times: 10am-4.30pm
Prices: Adults £5, GOG members £4.50, concessions £4.50, children £2, family (2+2) £10
Contact: 07870 515 807
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

3 WREXHAM HOBBIES, TOY AND MODEL RAILWAY EXHIBITION

Hosts: World of Motion
Location: Wrexham Memorial Hall, Bodhyfryd, Wrexham LL12 7AG
Times: 10.30am-3.30pm
Prices: Adults £3.50, children £1
Website: www.barrystocktonfairs.co.uk
Contact: 0151 638 3915
Features: Layouts and trade support.

3 WICKFORD MODEL RAILWAY EXHIBITION

Hosts: Salvation Army Wickford Corps
Location: The Salvation Army, Jersey Gardens, Wickford, Essex SS11 7AE
Times: 10am-5pm
Prices: Adults £2, children £1
Contact: 07472 655593
Features: Layouts, trade support and disabled access.

3 WYCRAIL 2018

Hosts: High Wycombe & District Model Railway Society
Location: Cressex Community School, Holmers Lane, High Wycombe HP12 4UD
Times: 10am-5pm
Prices: Adults £7, accompanied children free
Website: www.hwdmrs.org.uk
Features: 30 layouts, trade support, demos and refreshments. Free bus service between High Wycombe railway station, Handy Cross Park and Ride and venue.

3/4 ANGMERING MODEL RAILWAY EXHIBITION

Hosts: West Sussex 'N' Gauge Model Railway Club
Location: Angmering School, Greenwood Drive, Station Road, Angmering, West Sussex BN16 4HH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £2.50, family (2+2) £14
Website: www.wsng.co.uk
Contact: 01403 266689
Features: 20 layouts (all gauges), trade support, refreshments, parking and disabled access.

3/4 ELGIN MODELFAR

Hosts: Elgin Model Railway Club
Location: Elgin Town Hall, Elgin, Moray, Scotland
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5 (two-day £7.50), concessions £4,

children £3, family (2+2) £12

Website: www.elginmodelrailwayclub.co.uk

Contact: Layouts, trade support, hobby displays, refreshments and disabled access.

3/4 GRAVESEND MODEL RAILWAY SHOW

Hosts: Gravesend Railway Enthusiasts Society
Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.gres.org.uk
Contact: 07821 254232
Features: Layouts, trade support, refreshments, parking and disabled access.

DON'T MISS...

3/4 SPALDING MODEL RAILWAY EXHIBITION

Hosts: Spalding Model Railway Club
Location: Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, concessions £7, accompanied children free
Website: www.spaldingmodelrailwayclub.org.uk
Features: More than 30 layouts, trade support, demos, refreshments, parking and disabled access. Sponsored by *Hornby Magazine* and featuring the magazine's 'OO' BR Southern Region layout Twelve Trees Junction.

4 BURTON MODEL RAILWAY

Hosts: Burton Railway Society
Location: National Brewery Centre, Horninglow Street, Burton upon Trent DE14 1NG
Times: 10am-4pm
Prices: Adults £4, accompanied children £1, family £9
Website: www.burtonrailwaysociety.co.uk
Contact: 07425 140292
Features: 16 layouts, trade support, refreshments, parking and disabled access. Entrance fee includes full access to the brewery museum.

4 RUSPER MODEL RAILWAY CLUB RUNNING DAY

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

4 TRAINS AND BOATS AND PLANES

Hosts: Carlton Railway Society
Location: Eastington Village Hall, Howden Road, Eastington DN14 7PW
Times: 10am-4pm
Prices: Adults £4, concessions £2, children £2
Contact: thomaszugic@gmail.com
Features: Ten layouts and radio control boats/aircraft.

10 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

10 IPSWICH MODEL RAILWAY EXHIBITION

Hosts: Ipswich Railway Modellers Association
Location: Rushmere Hall Primary School, Lanark Road, Ipswich IP4 3EJ
Times: 10am-4.30pm
Prices: Adults £5, children £2, accompanied children free
Website: www.irma.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

10 SOLIHULL MODEL RAILWAY CLUB EXHIBITION

Hosts: Solihull Model Railway Club
Location: St Mary's Church Hall and Scout Hall, Hobs Meadow, Solihull B92 8PN
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2, family (2+2) £8

GET MORE ONLINE!

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WWW.HORNBYMAGAZINE.COM
 FOR OUR ONLINE SHOW GUIDE

Website: www.solihullmrc.org

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

10 THORNCOMBE RAIL ACTIVITIES CLUB EXHIBITION

Hosts: Thorncombe Rail Activities Club
Location: Thorncombe Village Hall and School, Chard Street, Thorncombe, Dorset TA20 4NE
Times: 10am-4pm
Prices: Adults £4, members free, accompanied children free
Contact: 01297 552280
Features: 15 layouts, trade support, refreshments, parking and disabled access.

10 ULSTER FOLK AND TRANSPORT MUSEUM MODEL RAILWAY DAY

Hosts: The Friends of Cultra
Location: Ulster Folk and Transport Museum, Cultra, Belfast BT19 0EU
Times: 10am-5pm
Prices: Adults £9, concessions £7, children £5.50, family (1+3) £19, family (2+3) £25
Website: www.nmni.com
Contact: 028 9042 8428
Features: 40 layouts, trade support and displays set amongst the Museum's Irish railway collection.

10/11 BARNESLEY MODEL RAILWAY EXHIBITION

Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9EH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, children £4, accompanied children free
Website: www.barnsleymrc.org.uk
Features: 14 layouts, trade support, societies, refreshments, parking and disabled access. Vintage bus operating between venue and Elsecar Heritage Railway.

10/11 BLACKBURN AND EAST LANCs MODEL RAILWAY EXHIBITION

Hosts: Blackburn and East Lancs Model Railway Society
Location: Darwen Vale High School, Blackburn Road, Darwen, Lancashire BB3 0AL
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, accompanied children free
Website: www.belmrs.org
Contact: 01254 603965
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

10/11 CREWE MODEL RAILWAY EXHIBITION

Hosts: Alsager Model Railway Association
Location: Legends, Bentley Motors Ltd, Sunnysbank Road, Crewe CW2 8WD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, children £2.50, family (2+2) £15
Website: www.alsagerailwayassociation.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

10/11 HULL MODEL RAILWAY SHOW

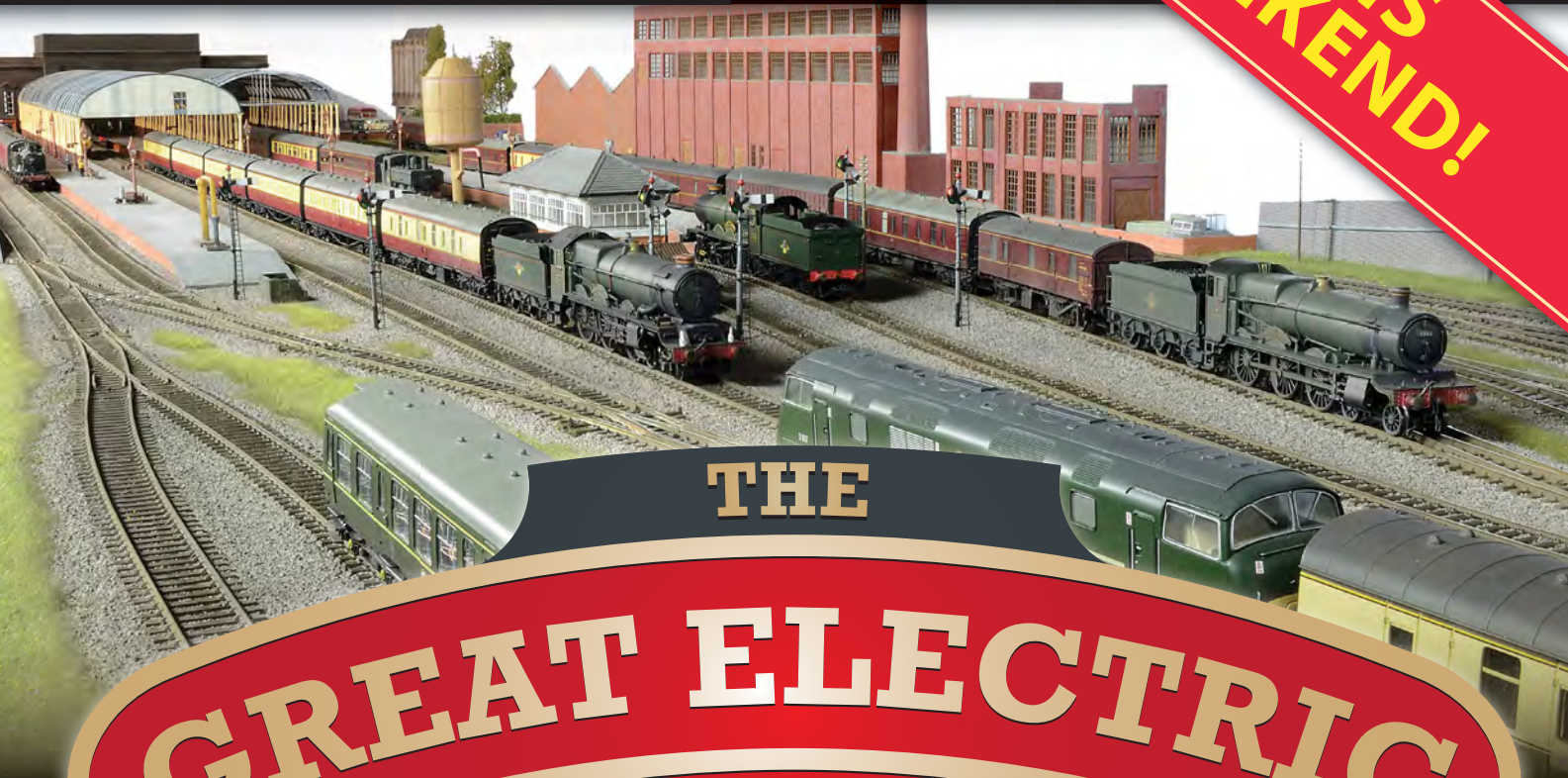
Hosts: Hull Miniature Railway Society
Location: Walton Street Leisure Centre, Goathland Close, Hull HU3 6JB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £1
Website: www.hullmrs.org
Features: 12 layouts, trade support, demonstrations and refreshments.

PLANNING AN EXHIBITION?

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

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- H4-66-002** 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"

H4-66-032 66783 in Biffa red "The Flying Dustman"

Digital Ready: **£150**

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Sound Fitted: **£265**

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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

Pre-order for £90
Due in Stock: September 2018 (R3615)
Dec 2018 to Feb 2019 for other variations



R3680 'Forest No.1' in Charity Colliery lined green
R3615 560 in Peckett works leaf green with builders lettering
R3640 882 "Niclausse" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue

LNER 20-ton Toad Brake van

Pre-order for £19.80
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R6833 140422 in LNER bauxite
R6833A 140526 in LNER bauxite
R6834 E175712 in BR grey
R6834A E1788614 in BR grey

Class 8P Streamlined Princess Coronation 4-6-2

Pre-order for £171
Due in Stock: February 2019



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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 800 IET

Pre-order from £243
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Jan 2018 (R3609)



R3609 800003 'Queen Elizabeth II' 2-car set in GWR green
R3691 800010 "Paddington Bear" 5-car set in GWR green

Class J36 0-6-0

Pre-order from £126. TTS-fitted £148.50
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

dapol Forthcoming Items

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N Gauge

Class 142 DMU

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ND116A 142065 in Northern Rail livery
ND116B 142081 in Regional Railways livery
ND116C 142025 in Northern Spirit livery
ND116D 142085 in Arriva Trains Wales livery
ND116E 142021 in Tyne and Wear PTE livery

Class 50

Pre-order from £123.21
Due in Stock: March 2019



2D-002-000 D406 in BR blue - unrefurbished
2D-002-001 50043 in BR blue - unrefurbished
2D-002-002 50040 "Leviathan" in BR large logo blue
2D-002-003 50037 "Illustrious" in original Network SouthEast livery

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: March 2019



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

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7S-005-001 42 in LNER black
7S-005-002 68163 in LNER black
7S-005-003 7164 in LMS black
7S-005-004 7160 in LMS black
7S-005-005 68164 in BR black with early emblem
7S-005-006 2 "Isebrook" in GWR green
7S-005-007 14 in National Coal Board livery

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	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							
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
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/cl07	£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							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

	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

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Information correct at the time of going to press on 18/09/18.

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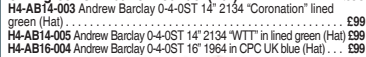
H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99



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-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' lined green (Hat)£99



H4-AB14-004 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



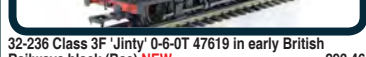
1303 Class 1361 0-6-0ST 1365 in BR black early emblem (Hel)£135.96



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel)£135.96



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ)£99



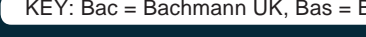
31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac)£84.96



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



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) NEW£93.46



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac)£93.46



R3619 Class 4073 'Castle' 4-6-0 5013 'Abergavenny Castle' in BR green late crest (Hor)£136



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



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



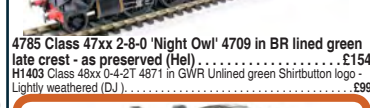
4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel)£154



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel)£154



4785 Class 47xx 2-8-0 'Night Owl' 4709 in BR lined green late crest - as preserved (Hel)£154



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



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



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered. (Bac) (RRP £139.95) BARGAIN£94



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac)£97.71



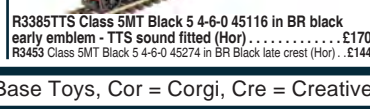
32-083A Class 56xx 0-6-2T 6644 in BR green late crest - weathered (Bac) NEW£101.96



H1407 Class 58xx 0-4-2T 5802 in GWR Unlined green G W R lettering - Lightly weathered (DJ)£99



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



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR black early emblem - TTS sound fitted (Hor)£170

R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor)£144



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



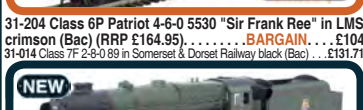
R3330 Class 6000 King 4-6-0 6000 "King George V" in BR green early crest - as preserved (Hor)£148.14



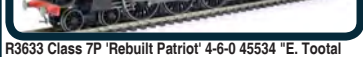
31-636A Class 64xx 0-6-0PT pannier tank 6422 BR black early emblem (Bac)£84.96



R3614 Class 6P 'Rebuilt Patriot' 4-6-0 5521 "Rhyll" in LMS black (Hor) NEW£136



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



31-014 Class 7F 2-6-0 89 in Somerset & Dorset Railway black (Bac)£131.71



R3633 Class 7P 'Rebuilt Patriot' 4-6-0 45534 "E. Tootal Broadhurst" in BR green early emblem (Hor) NEW£136



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) £144



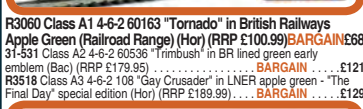
R3564 Class 8F 2-8-0 48045 in BR black late crest - Fowler tender (Hor)£123



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 BR black late crest & BR1F tender - weathered (Bac)£169.96



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



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



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



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



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £169.99)£129

R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor)£136

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



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



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



R3234 Class D16/3 "Claud Hamilton" 4-4-0 62530 BR Black early emblem (Hor)£101.90



R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99)£73



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER apple green (Hor)£113



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



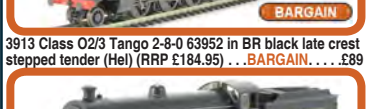
R3416 Class J15 0-6-0 65464 BR Black late crest (Hor) (RRP £127.99)£79



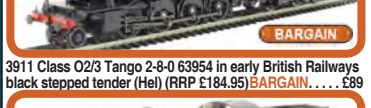
R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99)£82



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99)£108



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



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



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



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

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



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



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



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



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



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



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



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



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor).....£99.99



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor).....£69.50

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



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



4S-018-002 LSWR Class B4 0-4-0T 90 'Caen' in Southampton Docks brown (Dap).....£93.50



R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' BR green late crest (Hor).....£144



H4-P-010 SECR P Class 0-6-0T 'Pride of Sussex' in Robertsbridge Flour Mill green (Hat).....£99



H4-P-006 SECR P Class 0-6-0T 1558 in SR black sunshine lettering (Hat).....£99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat).....£99



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



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat).....£99



H4-P-012 SECR P Class 0-6-0T 323 'Bluebell' in Bluebell Railway lined blue (2010s) (Hat).....£99



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat).....£99



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



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



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



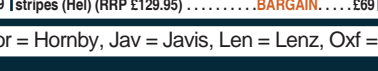
R9289 Thomas & Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor).....£36



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957 (Dap) (RRP £105)**BARGAIN**.....£94



2500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95).....**BARGAIN**.....£69



2502 Class 05 Hunslet shunter D2581 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



2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes (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).....£110.46



1509 Class 15 D8204 in BR green numbers on front & rear (Hel).....£101.15



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95).....**BARGAIN**.....£72



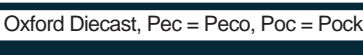
1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95).....**BARGAIN**.....£72



MM0208 Class 201 no 208 'River Lagan' in NIR blue (Mur).....£129



4D-012-007 Class 22 D6321 in BR green small yellow panels and headcode boxes (Dap).....£127.46



4D-012-007D Class 22 D6321 in BR green small yellow panels and headcode boxes - DCC fitted (Dap).....£146.91

4D-012-004 Class 22 D6325 BR green no yellow panels and disc headcodes (Dap).....£127.46

2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel).....£110.46

R3276 Class 31 31144 Civil engineers 'Dutch' grey and yellow - Railroad range (Hor).....£59

3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel).....£110.46

R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor).....£88

32-790 Class 37/0 37049 'Imperial' in Railfreight Coal Sector triple grey (Bac) **NEW**.....£135.96



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight (Bac) **NEW**.....£135.96



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



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99).....**BARGAIN**.....£74



32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) (RRP £179.95).....**BARGAIN**.....£119



31-659 Class 47/0 47001 in BR blue - weathered (Bac).....£144.46



32-818 Class 47/4 47245 in West Coast Railway Company maroon (Bac).....£135.96



31-660A Class 47/4 47444 'University of Nottingham' in BR large logo blue (Bac).....£135.96



31-654 Class 47/4 47576 'Kings Lynn' in original Network SouthEast (Bac).....£114.71



32-819 Class 47/8 47814 'Totnes Castle' in Virgin Trains (Bac).....£135.96



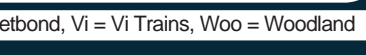
R3658 Class 50 50033 'Glorious' in revised Network SouthEast (Hor) **NEW**.....£136



R3653 Class 50 50040 'Leviathan' in BR large logo blue (Hor) **NEW**.....£144



R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor).....£144



5311 Class 53 D0280 'Falcon' in BR two tone green - Ltd Ed (Hel) (RRP £125).....**BARGAIN**.....£94

5312 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) (RRP £125).....**BARGAIN**.....£94

R3500 Class 55 'Deltic' 9010 'The Kings Own Scottish Borders' in BR blue - Railroad Range (Hor).....£56

Visit

www.hattons.co.uk/new

for all new releases



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) . £225.21



R3660 Class 56 56303 in Devon and Cornwall Railways green (Hor) **NEW** . £136



5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) . **BARGAIN** . £99



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) . **BARGAIN** . £96

5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) **BARGAIN** . £99

R3666 Class 59/0 59004 "Paul A. Hammond" Yeoman Aggregates - Railroad Range (Hor) . £68



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) . £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) . £225.21

4D-022-008 Class 68 68003 "Astute" Direct Rail Services compass (Dap) £131.71

4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass - DCC sound fitted (Dap) . £254.96

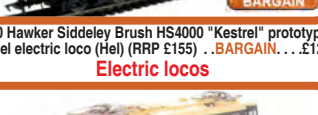


31-590 Class 70 70015 in Freightliner air intake modifications (Bac) . £144.46

R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £99



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) . **BARGAIN** . £99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) . **BARGAIN** . £129

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



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - 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



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) **NEW** . £144



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) **NEW** . £144

R3480 Class 92 92016 "Brahm" 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 Metropolitan (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



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor) **NEW** £239



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) . £246

DMUs



4D-009-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) £129.95



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) . £129.95



4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) . £129.95



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) £123.25



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (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



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe - (Bac) (RRP £164.95) . **BARGAIN** . £96

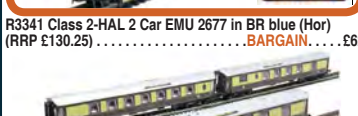


30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) . £490



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) **NEW** £160

30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) . £178.46



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) . **BARGAIN** . £62



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) . £144



31-236A Class 205 "Thumper" 1121 in BR green small yellow panel - weathered (Bac) . £203.96



B800 non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) . £64



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) . **BARGAIN** . £45

R1176 Class 373 'Eurostar' Train Set (Hor) (RRP £169.99) **BARGAIN** . £49

R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) . £144

R9283 Thomas the Tank Engine starter Train Set (Hor) . £55

Train sets - digital



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99) . **BARGAIN** . £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) . **BARGAIN** . £130

R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) . **BARGAIN** . £199

Coaches



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (RRP £48.95) . **BARGAIN** . £24



R4831 GWR A30 autococh 190 in GWR chocolate and cream (Hor) **NEW** . £34



39-577 Haworth A38 Auto-trailer W237W in BR unlined crimson (Bac) (RRP £68.95) . **BARGAIN** . £49

MM1509 Irish Cravens buffet coach in CIE orange and black (Mur) **NEW** . £41



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor) **NEW** . £64



39-025G Mk1 SK second corridor E25898 in BR blue and grey (Bac) . £38.21

R4775 Mk1 SO second open W4804 in BR blue and grey (Hor) . £34



MM5152 Mk2D CO composite open 5152 in CIE Supertrain (Mur) **NEW** . £47

MM5102 Mk2D FO first open 5102 in CIE Supertrain (Mur) **NEW** . £47

MM5605 Mk2D generator van 5605 in CIE Supertrain (Mur) **NEW** . £47

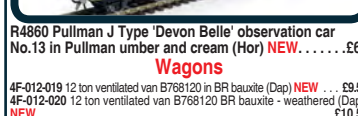
MM5402 Mk2D restaurant car 5402 in CIE Supertrain (Mur) **NEW** . £47

MM5408 Mk2D restaurant car 5408 in CIE Supertrain (Mur) **NEW** . £47

MM5202 Mk2D SO second open 5202 in CIE Supertrain (Mur) **NEW** . £47

MM5214 Mk2D SO second open 5214 in CIE Supertrain (Mur) **NEW** . £47

MM5224 Mk2D SO second open 5224 in CIE Supertrain (Mur) **NEW** . £47



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

R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) . £80

R4874 Mk3a FO first open 11074 Virgin Trains red and black (Hor) **NEW** £29.50

R4857 Mk3a FO first open 11097 Virgin Trains red and black (Hor) **NEW** £29.50

R4855 Mk3a TRFB buffet 10235 in Virgin Trains red and black (Hor) . £29.50

R4858A Mk3a TSO second open 12045 Virgin Trains red and black (Hor) . £29.50

R4858 Mk3a TSO second open 12132 Virgin Trains red and black (Hor) **NEW** . £29.50

R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) **NEW** . £60

Wagons

4F-012-019 12 ton ventilated van B768120 in BR bauxite (Dap) **NEW** . £9.50

4F-012-020 12 ton ventilated van B768120 BR bauxite - weathered (Dap) **NEW** . £10.50

39-4524 13 ton Hyflit steel open wagon sheet and highbar in BR bauxite (Bac) (RRP £17.95) . **BARGAIN** . £9.50

37-452 16 ton slope side mineral wagon "Boston Deep Sea Fishing, Fleetwood" (Bac) (RRP £14.95) . **BARGAIN** . £8

37-225H 16 ton steel mineral wagon top flap doors BR grey - weathered (Bac) . £16.50



R6855 20 ton tank wagon "Pumpherton Oil Co., Glasgow" (Hor) **NEW** . £14

Prices valid until 07/11/18

All prices correct
when going to press.
Errors excepted.

R6788 20 Ton Tank Wagon, (CI - Three Wagon Pack (Hor) NEW £38
R6864 4-plank open wagon "Stonehouse Brick & Tile Co." (Hor) NEW £13
R6872 6-plank open wagon "John Lancaster & Co." (Hor) NEW £13
4F-071-152 7 plank open wagon "Buckley Junction Brick Company" (Dap) NEW £9.50
4F-071-153 7 plank open wagon "Buckley Junction Brick Company" (Dap) NEW £10.50
4F-020-029 8 ton cattle wagon B893325 in BR bauxite (Dap) NEW £9.50



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) NEW £43
H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) £43
H4-BH-006 Beilhack snow plough (ex Class 45) ZZA ADB966099 in BR yellow NSE Branding (Hat) £43



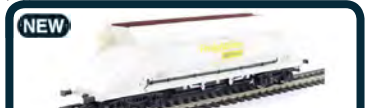
38-900 BR Mk1 carlat wagon in BR bauxite (Bac) NEW £31.41
4F-036-025 Bulk grain hopper B885320 in BR grey (Dap) NEW £11.50
4F-036-026 Bulk grain hopper B885320 in BR grey - weathered (Dap) NEW £12
37-952 Conflat wagon in BR bauxite BD container in Speedfreight (Hat) (RRP £19.95) BARGAIN £13
4F-060-017 Grampus wagon DB896708 Taunton Granite grey (Dap) NEW £14.50



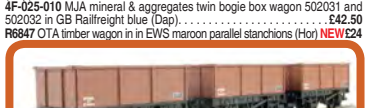
4F-026-013 HIA aggregate limestone hopper 369006 in Freightliner green (Dap) NEW £22.52



4F-026-014 HIA aggregate limestone hopper 369012 in Freightliner green (Dap) NEW £22.52
4F-026-015 HIA aggregate limestone hopper 369018 Freightliner white (Dap) NEW £22.52
4F-026-016 HIA aggregate limestone hopper 369019 Freightliner green (Dap) NEW £22.52



4F-026-017 HIA aggregate limestone hopper 369026 in Freightliner white (Dap) NEW £22.52
4F-026-018 HIA aggregate limestone hopper 369033 Freightliner white (Dap) NEW £22.52
4F-026-019 HIA aggregate limestone hopper 369034 Freightliner white (Dap) NEW £22.52



4F-026-010 HIA aggregate limestone hopper 369019 in Freightliner green (Dap) NEW £22.52
R6847 OTA timber wagon in in EWS maroon parallel stanchions (Hor) NEW £24



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) BARGAIN £18



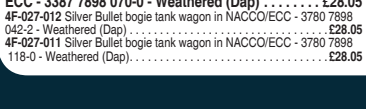
R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor) £38
R6885 Pack of three HEA coal hopper wagons in EWS maroon (Hor) NEW £38



38-650A PCA Metalair Bulk Powder Wagon 11017 in 'Blue Circle Cement' (Bac) £22.91



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) £15



4F-027-009 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 7898 070 - Weathered (Dap) £28.05
4F-027-012 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7899 042-2 - Weathered (Dap) £28.05
4F-027-011 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 118-0 - Weathered (Dap) £28.05



H4-WW-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat) NEW £33



H4-WW-001A Warwell wagon 50t diamond frame bogies MS.3 in WD (GWR) (Hat) NEW £33



H4-WW-003A Warwell wagon 50t diamond frame bogies WW.38 in WD (LNER) (Hat) NEW £33



H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (Hat) NEW £33



H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) £37
R6846 YGB Seacow bogie ballast hopper DB980053 in EWS maroon (Hor) £25
R6845 YGB Seacow bogie ballast hopper DB980057 Mainline Freight blue (Hor) £25



44-551 Coal loads for 4-wheel wagons x 4 (Bac) £6.76



R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87



R8247 DCC accessory decoder (for points and motors) (Hor) £40
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32



R8243 Surface Mounted point motor (Hor) £8.50



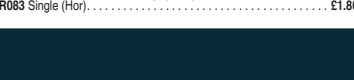
R7200 Pack of four cosmetic screw couplings (Hor) £4.50



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



18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £54
T4561 Tidy Track Photo Wheel Cleaner OO/HO Gauge (Woo) £24



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £199



R070 Electrically Operated Turntable (Hor) £64
SL-40 Rail built buffer stop (Pec) £1.60
R460 Straight Platform (Hor) £3.50

Signals
R406 2 aspect colour light signal (Hor) £9
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £25
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general
NEW 99660 Art Deco Bus Garage and bus (EFE) NEW £72.21



44-0086 Industrial Gate House (Bac) NEW £80.71



44-0088 Industrial Stores and Canopy (Bac) NEW £46.71



44-0087 Industrial Yard Office (Bac) NEW £15.26
44-081 Portable Offices (Bac) £31.41
44-0094 Rendered Prefab Building (Bac) NEW £46.71
44-0090 Small Industrial unit (Bac) NEW £29.71

Bridges, Tunnels & Walls
R8008 Grand suspension bridge (Hor) £34
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
44-590 Tall Retaining Walls (Bac) NEW £19.51

Grass, Ground, Lichen, Hedges & Foliage
PSG-102 Summer grass, static grass 1mm - 30g bag (Pec) NEW £3.50

People - civil
36-408 12 x Seated Coach Passengers (Bac) £11.50



36-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack
ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18
R601 Double Straight (Hor) £2
R601 Box of 24 (Hor) £27



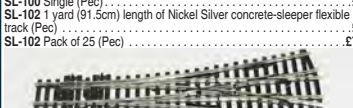
R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £3.70
R6073 Right Hand Standard Point (Hor) £9.50
ST-24S Setrack curved double radius left handed point insulfrog (Pec) £14.50
ST-24T Setrack curved double radius right handed point insulfrog (Pec) £14.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-242 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-243 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £27
ST-100 Setrack Starter Track Set - Second Radius (Pec) £58
ST-101 Setrack Starter Track Set - Third Radius (Pec) £58
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66

Track - Code 100 Streamline
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Pack of 25 (Pec) £170

Track - Code 100 Streamline
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Pack of 25 (Pec) £170



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Pack of 25 (Pec) £170



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-E87 Left hand curved point - insulfrog (Pec) £12.50



SL-E89 Left hand large point - electrofrog (Pec) £12

SL-E96 Left hand medium point - electrofrog (Pec) £10.50

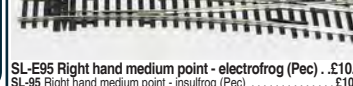
SL-96 Left hand medium point - insulfrog (Pec) £10.50



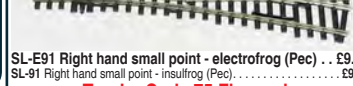
SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50



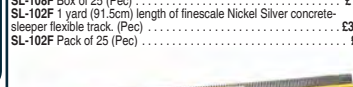
SL-E88 Right hand large point - electrofrog (Pec) £12



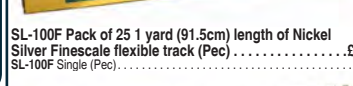
SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50



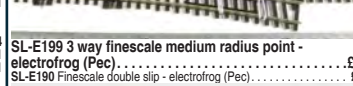
SL-E91 Right hand small point - electrofrog (Pec) £9.50



SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £100
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30
SL-102F Pack of 25 (Pec) £82



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
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



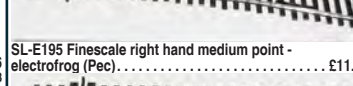
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



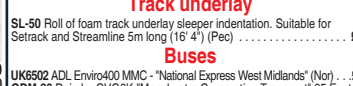
SL-E186 Finescale right hand curved point - electrofrog (Pec) £13
SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



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 - unifrog (Pec) £26
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £26



R8262 Double 4th radius curve (8 make a circle) (Hor) £3



SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10



UK6502 ADL Enviro400 MMC - "National Express West Midlands" (Nor) £48
GDM-20 Daimler CVG6K "Manchester Corporation Transport" '95 East
Dobury Crawfords Cracker / Heinz Ketchup advert (NIB 284) (For) £49
OM43917A Guy Utility Bus, Burton Corporation, 6 Anglesey Rd via
Station & Uxbridge St. (Cor) NEW £33
OM43917B Guy Utility Bus, Burton Corporation, 6 Calais Rd via Station &
Belvedere Road (Cor) NEW £33

76PAN007 Plaxton Panorama - Ribble (Oxt) £16

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www.hattons.co.uk/preorder

for all forthcoming releases

NEW



76WFA007 Weymann Fanfare North Western (Oxf) NEW £14.50

Cars

76SOM002 Austin Somerset Buckingham Green (Oxf) NEW £5
76CT006 Citroen 2CV Charleston comorant grey / midnight grey (Oxf) NEW £4.50
76CAP008 Ford Capri Mk3 Signal Orange (Oxf) NEW £4.50

NEW



76FCC001 Ford Consul Capri Lime Green/Ermine White (Oxf) NEW £5
76COR008 Ford Corina Mk2 Ermine White/Sherwood Green (Oxf) NEW £4.50
76MCS003 Mini Cooper Mk1 Tartan Red/Black (Oxf) NEW £4.50
76RCL002 Range Rover Classic Darien Gap (Oxf) NEW £5
76TR002 Triumph TR7 Convertible Persian Aqua Metallic (Oxf) NEW £5

NEW



76VW029 VW Bay Window Auf Wiedersehn Pet (Oxf) NEW £4.50
76VW010 VW Beetle Pastel Blue (Oxf) NEW £4.50

Commercial vehicles

76CA030 Bedford CA Ice Cream Hockings (Oxf) NEW £5.50
76J4002 BMC J4 Van British Rail (Oxf) NEW £5.50
76GDSF001 Burrell 8thp DCC Showmans Locomotive "The Masterpiece" (Oxf) NEW £12.50
76DAF004 DAF 85 Short Fridge Trailer Trevor Pye (Oxf) NEW £19.50
76TPU001 Ford Transit Droside - Stobart Rail (Oxf) £10

NEW



76TPU002 Ford Transit Droside Network Rail (Oxf) NEW £10



76LW001 Living Wagon Maroon/Red (Oxf) £10

Farming & Construction



76JCB001 JCB 3CX - 1980s (Oxf) £17



76JCB001 JCB 3CX Eco Backhoe Loader (Oxf) £19.50

Military ground vehicles

A01305V 25pdr Field Gun and Quad - Airfix Classics range - plastic kit (Air) NEW £5.50
76OLR003 Bedford OLR 8 Corps HQ (Oxf) NEW £12
A01309V Bren gun carrier & 6 pdr anti-tank gun - Airfix Classics range - plastic kit (Air) NEW £5.50
76LRFCA002 Land Rover FC Ambulance Nato Green (Oxf) £8.50

NEW



76LRFCS001 Land Rover FC Signals Nato Green Camouflage (Oxf) NEW £8.50
A01302V Panzerkampfwagen V Panther tank - Airfix Classics range - plastic kit (Air) NEW £5.50
A01306V Stug III 75mm assault gun - Airfix Classics range - plastic kit (Air) NEW £5.50

N Gauge
Steam locos



372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' in BR green late crest (Gra) (RRP £169.95) BARGAIN £124



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 shirton emblem - DCC Fitted (Dap) £97
372-800B Class A1 4-6-2 60163 "Tornado" BR Express blue (as preserved) (Gra) £144.46



25-008-006 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) £128.83



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) £144.46

Diesel locos



371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96
371-087A Class 25/2 25225 in BR blue (Gra) £101.96



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66



371-470 Class 37/0 37068 "Grainflow" in BR Railfreight triple grey distribution sector (Gra) NEW £110.46



371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) NEW £110.46
371-171 Class 37/4 37421 in Colas Rail Freight (Gra) £103.66



371-182 Class 40 40159 in BR Blue (Gra) £118.96



371-384A Class 66 66111 in EWS (Gra) NEW £114.71



371-386 Class 66 66416 in Freightliner Powerhaul (Gra) NEW £114.71



371-398 Class 66/7 66779 "Evening Star" in BR green GBRF branding (Gra) NEW £114.71



371-387 Class 66/8 66846 in Colas Rail Freight (Gra) NEW £114.71
20-022-007D Class 66 66001 "Evolution" in DRS - DCC fitted (Dap) £140.72

DMUs



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46
370-425 Class 251 Midland Pullman train pack in Pullman livery (Gra) Collectors Edition (Gra) £339.96



371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (Gra) £80.71

Train sets - analogue

GMKS007 "Railway Renewals" starter train set - Dapol Class 66 66711 "Sense", three IOA wagons and oval of Kato track contr (Gau) £212

Coaches

374-108A Mk1 RMB buffet in BR southern region green (Gra) NEW £29.71



374-055E Mk1 SK second corridor M24032 in BR blue and grey (Gra) £29.71

Wagons

2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green (Dap) £32.26
2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and 502018 in Freightliner green (Dap) £32.26

Model railway spares

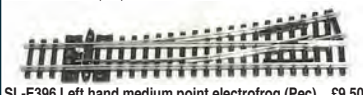
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAREB) - 5 pairs (Dap) £21
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-17 N Setrack No3 radius double curve (8 form a circle) £2.30
ST-15 No 2 radius double curve (Pec) £2
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline

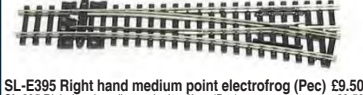
SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £64



SL-E396 Left hand medium point electrofrog (Pec) £9.50



SL-396 Left hand medium point insulfrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

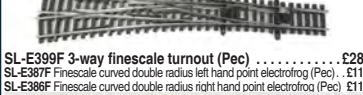
Track - Code 55 Finescale



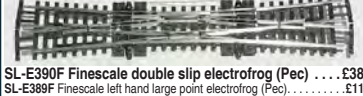
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3



SL-E399F 3-way finescale turnout (Pec) £28
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £38
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-U396F Finescale left hand medium point unifrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
SL-E388F Finescale right hand large point electrofrog (Pec) £11
SL-U395F Finescale right hand medium point unifrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

Cars



NCOR3003 Corina Mk11 Sebring (Oxf) NEW £4

OO9 Narrow Gauge
Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in Ashover Railway black - weathered (Bac) £131.71



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh Highland Railway black (Bac) £123.21

Track - Code 80 Streamline

SL-E491 Right hand point electrofrog (Pec) £9.50

Railway publications

PM-400 Setrack track plans handbook for OO9 narrow gauge modelling (Pec) NEW £1.95

O Gauge (1:43 Scale)

Steam locos

7S-026-001D Class 3F 'Jinty' 0-6-0T 16564 early LMS black - DCC sound fitted (Dap) £340
7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 LMS black - Push/pull fitted (Dap) £191.25
7S-026-004A Class 3F 'Jinty' 0-6-0T BR black late crest unnumbered (Dap) £191.25



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75
7S-007-004S Class 57xx 0-6-0PT pannier L94 in London Transport maroon - DCC sound fitted (Dap) NEW £363.97



6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) NEW £594.15



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) NEW £594.15



6103 Class 61xx 'Large Prairie' 2-6-2T 6111 in BR unlined green late crest (Hel) NEW £594.15



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) NEW £594.15



6102 Class 61xx 'Large Prairie' 2-6-2T 6144 in BR black early emblem (Hel) NEW £594.15
7S-024-001D Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (Dap) £357.60
7S-007-003 Class 6750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75



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) £357.60
7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75



7S-010-016 Class A1 'Terrier' 0-6-0T 672 "Fenchurch" in LBSCR marsh brown (Dap) NEW £191.25



7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR green (Dap) NEW £191.25



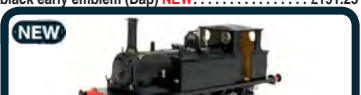
7S-010-014 Class A1 'Terrier' 0-6-0T 734 in LSWR green (Dap) NEW £191.25



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem (Dap) NEW £191.25



7S-010-015 Class A1X 'Terrier' 0-6-0T in plain black (Dap) NEW £191.25



Want it DCC fitted?

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for more details



7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25

Diesel locos

7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25
 7D-008-009 Class 08 shunter D3002 BR green late crest and wasp stripes (Dap) £191.25
 7D-008-010 Class 08 shunter D3316 in BR blue (without ladder) (Dap) £191.25

2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550
 2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) BARGAIN £340

2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) BARGAIN £340



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470



2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



4204 Class 42 Warship D866 'Zebra' in BR blue (Hel) (RRP £699) BARGAIN £520



4202 Class 42 Warship D869 'Zest' in BR maroon small yellow panels (Hel) (RRP £699) BARGAIN £520



5288 Class 52 D1023 'Western Fusilier' in BR blue (Hel) NEW £509.15



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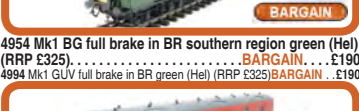
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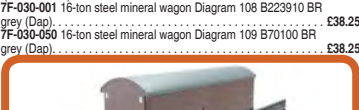
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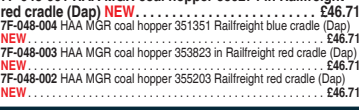
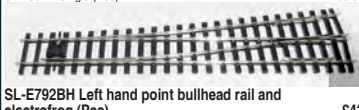
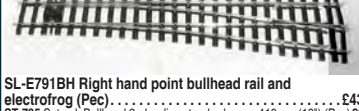
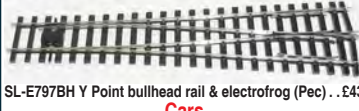
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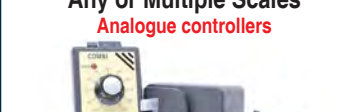
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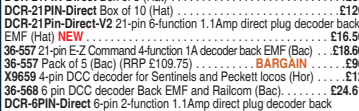
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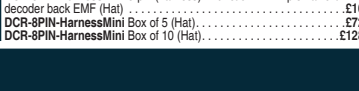
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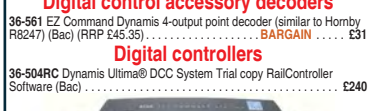
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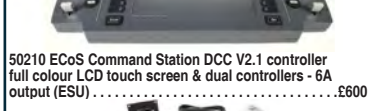
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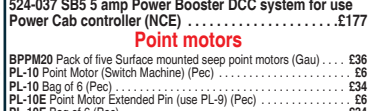
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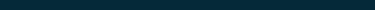
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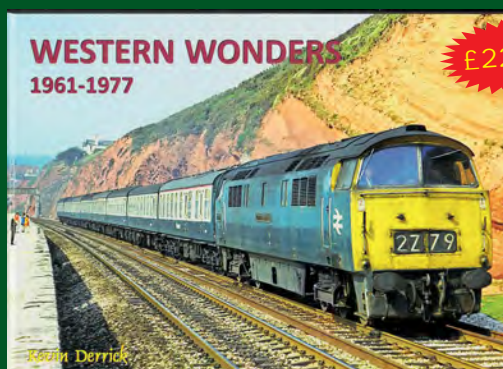
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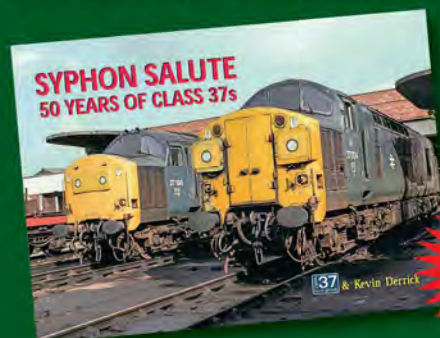


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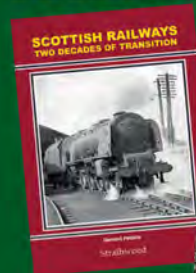
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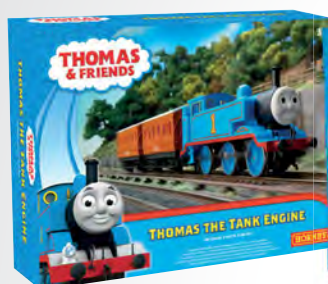
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Squires will be exhibiting at the following shows in 2018

Diary updated as bookings are confirmed

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. **P019 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 Lane, Hazel Grove, Stockport, Cheshire. **SK7 5JX**. Sat 10-5, Sun 10-4.
NOV 3 - HIGH WYCOMBE - WYCRAIL 18 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks. **HP12 4UD**. Sat 10-5.
NOV 3/4 - SPALDING Model Railway Exhibition, Springfields Exhibition Centre, Camelgate, Spalding **PE12 6ET**. Sat 10 - 5, Sun 9.30 - 4.30.
NOV 3/4 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering. **BN16 4HH**. Sat 10-5 Sun 10-4
Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!
NOV 10 - IPSWICH MR Ex, Rushmere Hall Primary School, Lanark Rd, Ipswich, Suffolk **IP4 3EJ**. Sat 10 - 5pm.
NOV 10/11 TELFORD IPMS Scale Model World, The Telford International Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10-6, Sun 10-4. FREE entry for IPMS members.
Coming to IPMS Telford? - Why not try Sunday?? - the show is less busy - see more of the exhibits and club stands AND a lot easier to get to our stand!! :-)
NOV 16-18 - WAKEFIELD 57th Model Railway Exhibition, 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 **P03 5XT**. 10-5. *Plenty of Free Parking.
NOV 17/18 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Road, 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.
Coming to Warley? - Why not try Sunday?? The show is less busy see more of the layouts AND a lot easier to get to our stand!! :-)
Been to Warley before? Didn't like it?? Found it too crowded???
Maybe you said "never again"???? Well.....
The show is now planned to have much wider aisles, larger gaps between layouts, much more seating in the refreshment areas and now with the "Kids for a Quid" Promotion - now is the time to think about revisiting Warley and see just how the show has evolved!!!! Plus for this event Squires assembles the largest exhibition display stand of Modelling Tools, Materials and Accessories of any show in the country!!!! (Probably!!!!!!) :-)

EXHIBITIONS AND SHOWS IN 2019

JAN 12/13 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10 - 5, Sun 10 - 4.30. Plenty of Free Parking.
JAN 19/20 - CALNE Model Railway Exhibition, 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 20 BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. 10-4pm.
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 2/3 ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggsars School, Anstey Rd, Alton, Hants. **GU34 4EQ**. Sat 10.30-5. Sun 10.30-4.00.
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 8UR**. Sat/Sun 10 - 5pm
MAR 9/10 - KEIGHLEY Model Railway Club 44th Exhibition University Academy Keighley, Green Head Rd, Utley, Keighley. **BD20 6EB**. Sat/Sun 10-4.30. Plenty of FREE Parking.
MAR 16 - ABINGDON ABRAIL 2019 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, Jarrow, 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**
APRIL 20/21/22 - YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. **YO23 1EX**. Saturday & Sunday 10 - .5, Monday 10 - 4.30.
APRIL 27 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10 - 4.00
APRIL 27/28 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wylde Green Road, Sutton Coldfield. **B76 1QT**. **Plenty of FREE Parking.** Sat 10-5, Sun 10-4.30
MAY 3 - 5 - THE 51ST BRISTOL Model Railway Exhibition The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol. **BS35 3JB**. Fri 1pm-7pm. Sat 10-6.30pm, Sun 10-5pm.
MAY 11 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. Sat 10 - 4.30. *FREE entry to ALSRM Members*

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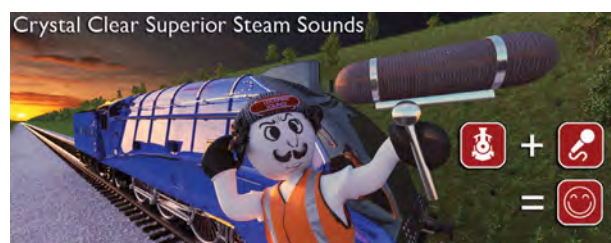
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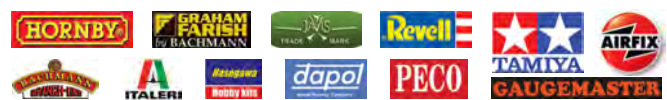
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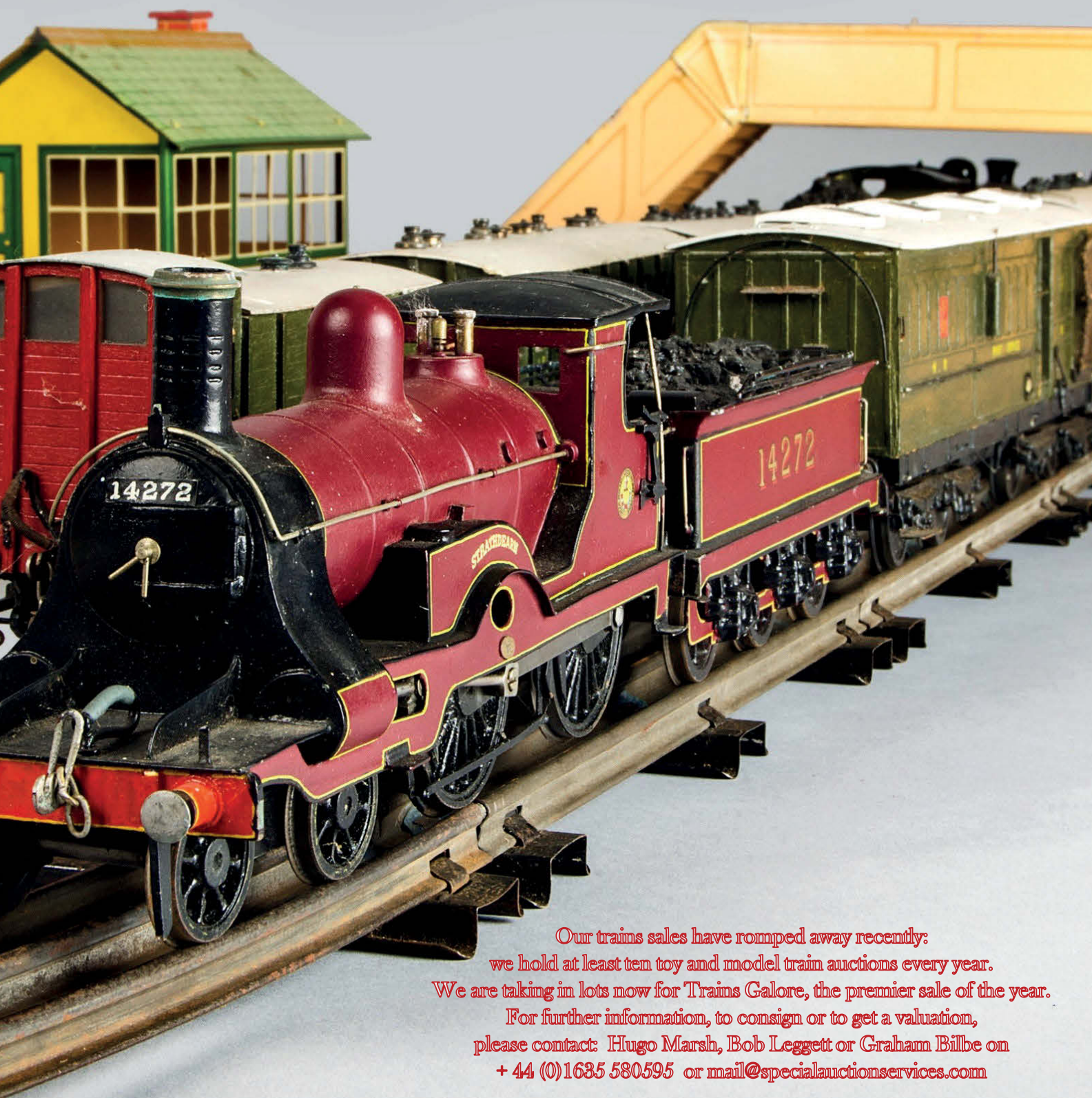
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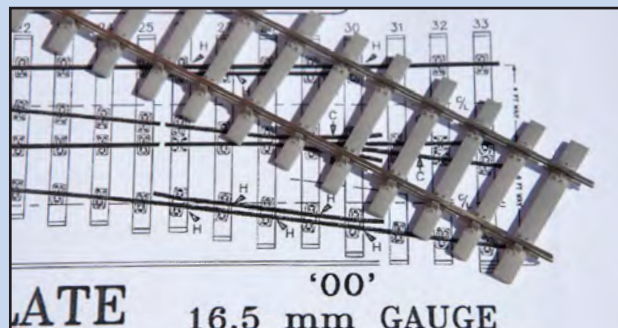
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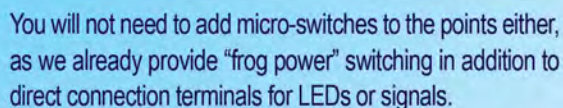
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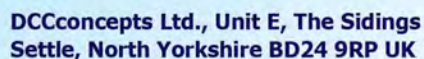


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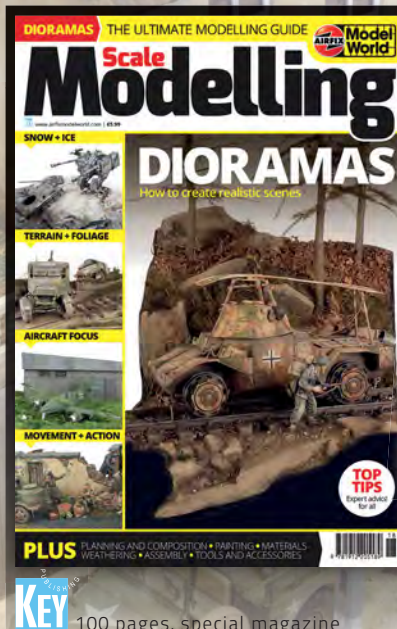
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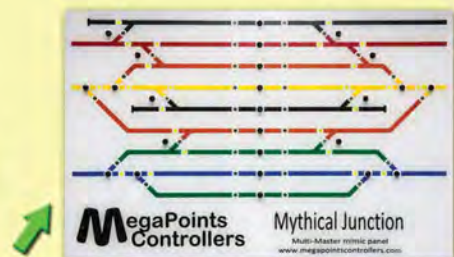
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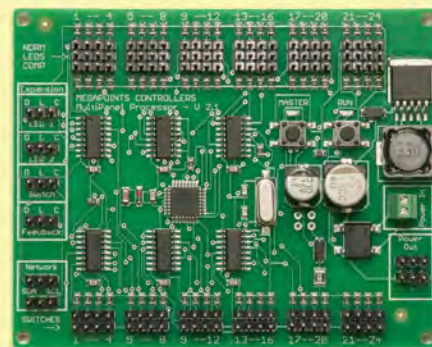
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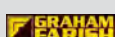


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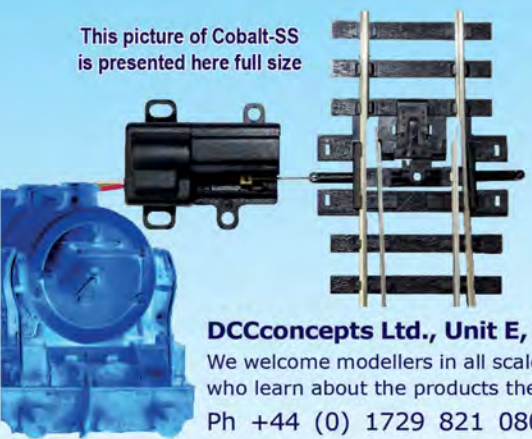
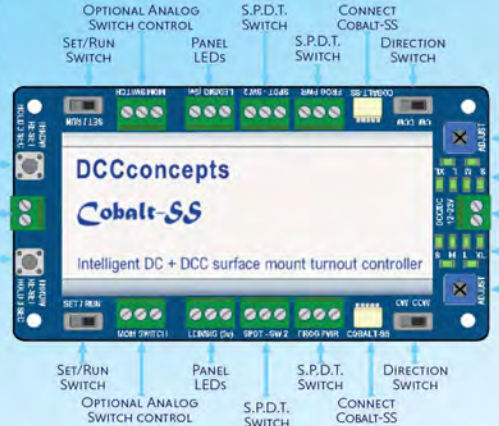
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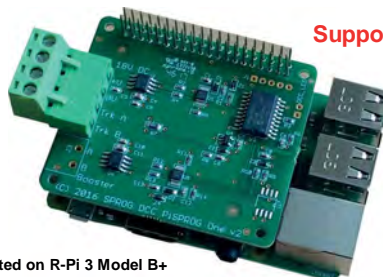
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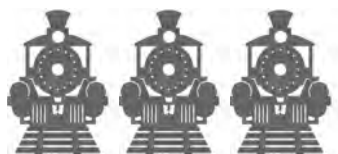
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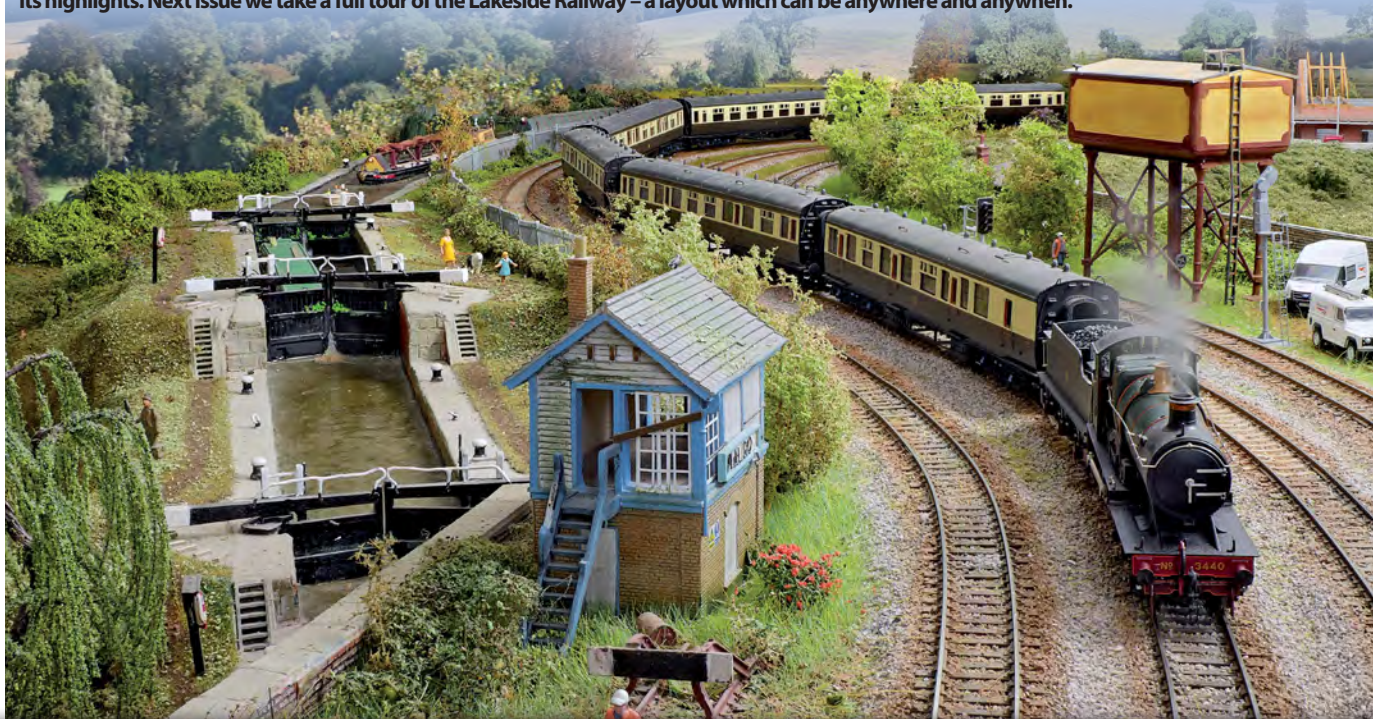
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NEXT ISSUE

Lakeside Railway

Mick Smith sought to recreate his memories of working with the railway in this giant 'OO' gauge loft layout which offers a four track main line with a running length of 103ft, a large station, depot, open countryside and a Royal Mail terminal to mention just a few of its highlights. Next issue we take a full tour of the Lakeside Railway – a layout which can be anywhere and anywhen.



PLUS!

- The latest reviews
- Highlights from the Great Electric Train Show

- Exclusive competition
- Railway history
- Staff Projects

- The latest news
- Step by step guides
- Inspirational layouts

RADIAL SOUND



Jeremy Fairlie-Smith uses his digital sound installation skills to install a Zimo decoder, speaker and stay alive pack into the Oxford Rail Adams 'Radial' 4-4-2T. Read the full step by step guide in HM138.

THE NEXT ISSUE OF
HORNBY
magazine

is on sale November 8 2018

DON'T MISS IT!

JOHNSTOWN ROAD

This characterful 'O' gauge layout turns the clock back to 1908 on the Cambrian Railways when motor vehicles were a rarity and the railway was king. Get the full story on Barrowmore Model Railway Group's fascinating exhibition layout in the next issue.



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4L-001-005 - Junction Signal GWR Right hand with two arms shorter post to right

4L-001-006 - Junction Signal GWR Left hand with two arms shorter post to left

4L-001-007 - Bracket Signal GWR Right hand with one arm

4L-001-008 - Bracket Signal GWR Left hand with one arm

2F-026-001 - HIA Freightliner Heavy Haul Hopper Green 369008

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