

FREE
SUPPLEMENT

DIGITAL
Sound
STEP BY STEP

REVIEWED: Bachmann's
'MODIFIED HALL'



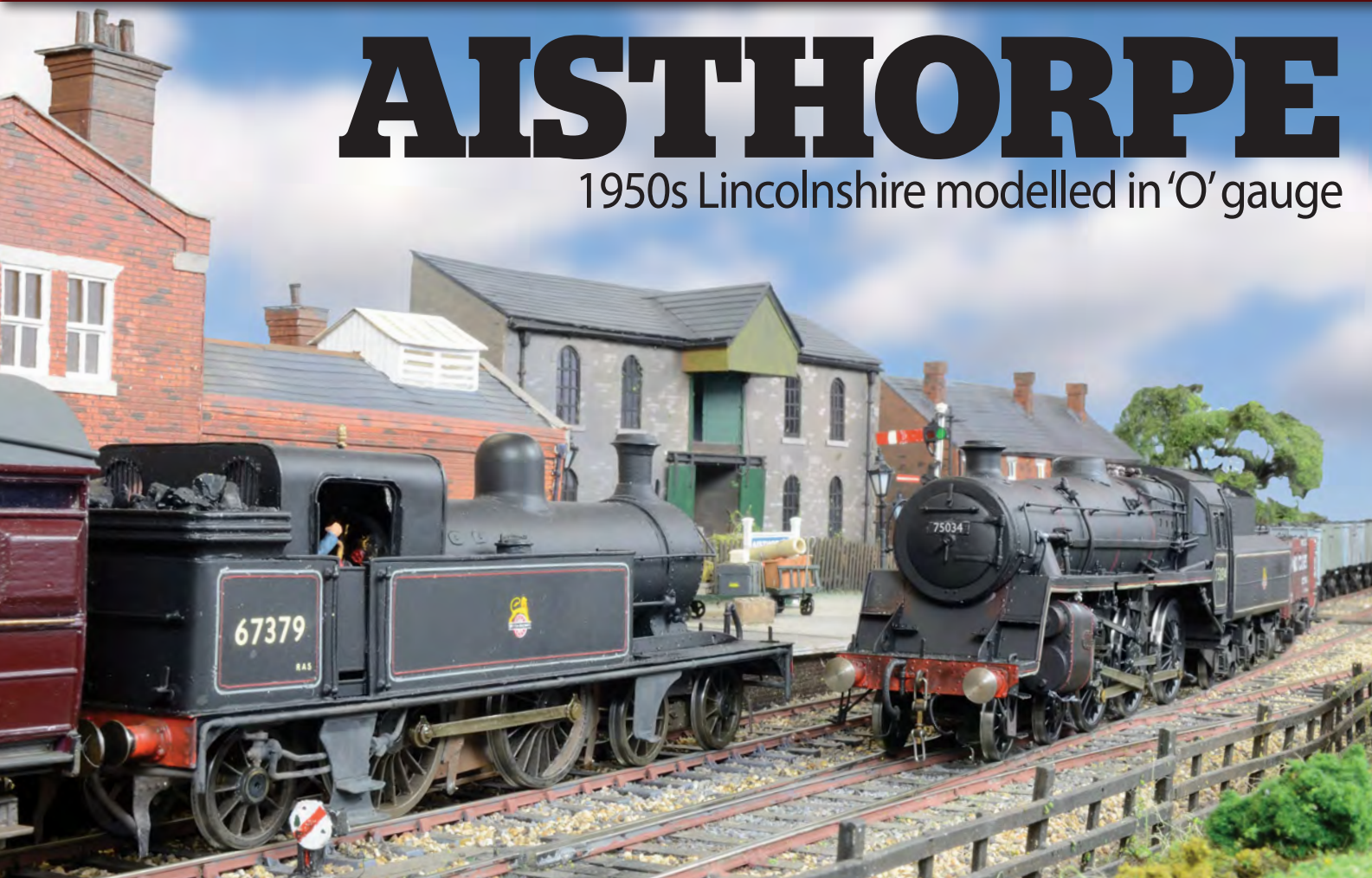
HORNBY

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magazine

AISTHORPE

1950s Lincolnshire modelled in 'O' gauge



DIGITAL CONTROL

ULTIMATE 'AUSTERITY'

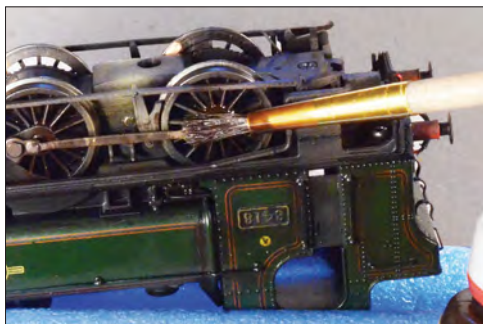
Sound, smoke and lights in 'OO'



WEATHERING

'64XX' MAKEOVER

How to recreate an 'oily rag' finish



EQUIPMENT

ROLLING ROADS

Tried, tested and evaluated



PLUS

HELJAN REVEALS 27 NEW MODELS!
RAILS SHOWS LMSTWIN SAMPLES

KEY



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05 ▶

HORNBY 2015 STEAM LOCOMOTIVE RANGE



Listed below is our exciting new range. These fantastic steam locomotives will be available during 2015 in your local hobby store or online at www.hornby.com while stocks last.

R3003	BR 4-6-0 'Barnsley' B17 Class - Late BR	R3237	GWR 4-6-0 'Caerphilly Castle' Castle Class - NRM	R3315	BR 4-4-0 Fowler 2P Class, BR (Late)
R3003X	BR 4-6-0 'Barnsley' B17 Class - Late BR - DCC Fitted	R3238	SR 0-6-0 Drummond 700 class - 1920s-1930s	R3316	S&DJR 4-4-0 Fowler 2P Class
R3004	BR 4-6-0 'Serlby Hall' B17 Class - Early BR Weathered	R3239	BR 0-6-0 Drummond 700 class - Late BR	R3318	BR 4-6-0 'Gilwell Park' B17/6 Class, BR (Early)
R3004X	BR 4-6-0 'Serlby Hall' B17 Class - Early BR Weathered - DCC Fitted	R3240	BR 0-6-0 Drummond 700 class - Early BR	R3320	BR 4-6-2 'Golden Eagle' A4 Class, BR Blue
R3132	LNER 4-6-2 'Book Law' A3 Class	R3241	BR 4-6-2 'City of Bradford' Princess Coronation class	R3323	BR 4-6-0 Black 5 Class
R3195	BR 4-6-2 'City Of Liverpool' Princess Coronation Class - BR Green	R3242	BR 2-6-0 K1 Class - Early BR	R3324	LNER 0-6-0T J50 Class
R3203	BR 4-6-2 'Okehampton' West Country Class - Late BR	R3242A	BR 2-6-0 '62032' K1 Class - Early BR	R3325	BR 0-6-0T J50 Class, BR (Early)
R3205	BR 4-6-0 'Rood Ashton Hall' 4900 Hall Class - Late BR	R3243	BR 2-6-0 K1 Class - Late BR	R3326	BR 0-6-0T J50 Class, BR (Late)
R3222	GWR 2-8-0 42XX Class	R3243A	BR 2-6-0 K1 Class - Late BR	R3327	SR 4-6-0 Maunsell S15 Class
R3223	BR 2-8-0 42XX Class	R3243B	BR 2-6-0 '62064' K1 Class - Late BR	R3328	BR 4-6-0 Maunsell S15 Class, BR (Early)
R3224	BR 2-8-0 52XX Class	R3301	BR 4-6-0 'Earl of Mount Edgcumbe' 4073 Castle Class c2014	R3329	BR 4-6-0 Maunsell S15 Class, BR (Late)
R3225	GWR 2-8-2 72XX Class	R3303	BR 4-4-0 D16/3 Castle Class, BR (Early), Weathered	R3330	BR 4-6-0 'King George V' 6000 King Class - Early BR
R3226	BR 2-8-2 72XX Class	R3304	BR 0-6-0T 700 Class, BR, Weathered	R3331	GWR 4-6-0 'King James I' 6000 King Class
R3227	BR 2-8-0 Class O1	R3305	BR 2-6-0 K1 Class, BR (Early), Weathered	R3332	BR 4-6-0 'King Edward VIII' 6000 King Class, BR (Late)
R3229	BR 4-6-0 'British Monarch' 4000 Star Class	R3310	BR 4-6-2 'Bude' West Country Class, BR Green 1960s	R3333	BR 4-4-2T Adams Radial BR (Early)
R3230	LNER 0-6-0 J15 Class - Pre 1948	R3311	BR 4-4-0 'Westminster' Schools Class, BR Green	R3334	BR 4-4-2T Adams Radial BR (Late)
R3231	BR 0-6-0 J15 Class - Early BR	R3312	BR 4-6-2 'Minoru' A3 Class 1955 GN Tender	R3335	LSWR 4-4-2T Adams Radial
R3232	BR 0-6-0 J15 Class - Late BR	R3313	LMS 0-6-0 4F Class	R3336	LNER 4-6-2 'Flying Scotsman' NRM
R3233	LNER 4-4-0 D16/3 Class - Pre 1948	R3314	BR 0-6-0 4F Class, BR (Early)	R3370TTS	BR 4-6-0 'King Richard II' 6000 King Class with TTS Sound
R3234	BR 4-4-0 D16/3 Class - Early BR			R3380	LNER 0-6-0 '7510' J15 Class
R3235	BR 4-4-0 D16/3 Class - Early BR (1948)			R3381	BR 0-6-0 '65475' J15 Class BR (Early)



THIS MONTH'S NEW RELEASES

1:76 Scale '00' gauge precision diecast models



Details May Be Subject to Change



23323 AEC RF Coach **VALLIANT / SILVERLINE**
Ex London Transport RF 573 is seen here in the livery of Valliant / Silverline Contract Division and was used for a variety of coaching duties. The blinds show it was entry number 78 at the 21st British Coach Rally in Brighton in 1975.

APRIL RELEASE



28011 Daimler DMS 1 Door **WEST MIDLANDS P.T.E.**
It is some time since we released a model from the West Midlands P.T.E. fleet, so this Daimler DMS will be welcomed. Registered MLH 350L, fleet number 5564 is working route 9 to Quinton.

MARCH RELEASE



28910 GM Standard Atlantean **LONDON COUNTRY NORTH WEST**
Within London's AN class buses there were a few Northern Counties bodied GM Atlanteans as seen in fleet number AN 814. Registered LJA 605P our model is working the busy route 142 to Brent Cross.

APRIL RELEASE



28824 Leyland Titan 2 Door **LONDON TRANSPORT**
London's Titans were a success and route 87 was serviced by them for over 20 years, quite an achievement. T119, registered CUL 119V is working route 87 to Barking and has adverts for Surf and Fare Deal.

APRIL RELEASE



36903 Park Royal Regent V **EAST KENT N.B.C.**
After the rapid sell-out success of our previous Regent V we have had many requests for another East Kent version and this time in N.B.C. livery. Registered AFN 770B, fleet number 7770 operates route 501 to Arlington Town Centre.

MARCH RELEASE



26626 Plaxton Paramount 3500 **FIRST SOUTHERN NATIONAL**
Southern National has many collectors and this Paramount 3500 will expand the model fleet nicely. Registered UFX 330, fleet number 2229 is on service X96 to Bristol.

APRIL RELEASE



18014 Daimler MCW Fleetline **GREATER MANCHESTER**
The changing colours of Manchester's buses as they went from City to P.T.E. and on to G.M.T. has created an interest with collectors. In the colours of Greater Manchester Transport, our Fleetline 4606, registered 4606 NE is working route 82 to Waterhead.

MARCH RELEASE



27318 Leyland TD1 **WILTS & DORSET**
With the anniversary of Wilts & Dorset approaching it is time for a little reminiscing and here our Leyland TD1 registered MW 7048, fleet number 87 is working on route to Wilton. The small quantity available means this will sell out fast.

APRIL RELEASE

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HORNBY

May 2015 **magazine**

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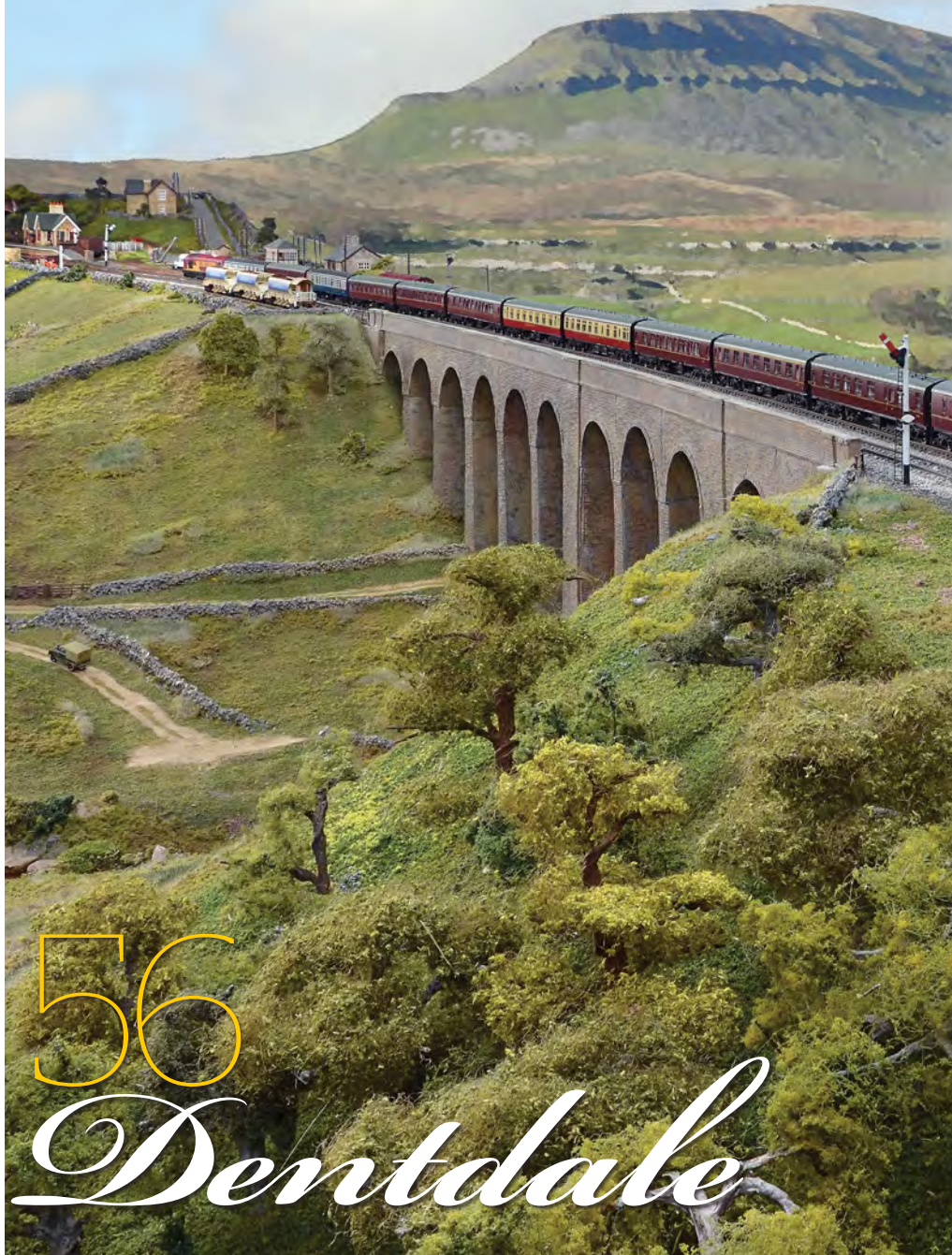
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HORNBY
magazine



WE SHOW YOU HOW!

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Tim Shackleton turns his attention to the newly released Bachmann '64XX' 0-6-0PT and shows how to give it that true 'oily rag' finish which was so common.

34 LANDSCAPING WITH FOAM

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Building gradients for a model railway can be a difficult task, especially if you want to run scale length trains. Mike Wild shows how DCC Concepts Powerbase system can be used to make realistic gradients possible.

88 ULTIMATE 'AUSTERITY'
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Your views, opinions and responses from the *Hornby Magazine* postbag.
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SOUND is one of the fastest growing areas of the hobby. As DCC specialists working in all the popular scales, we have a decade of hard-won experience to share. DIGITRAINS is here to guide you through the often daunting process of choosing the best digital equipment. Just starting out or thinking of upgrading? Don't leave that major purchase to chance. Why not visit us at our new premises in the centre of Lincoln? Our comprehensive range of products can be demonstrated in front of your very own eyes... and ears!

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With factory-fitted sound: Manufacturer's RRP £240, **Discount Price: £204**
Non-sound version, Discount price £94 + ZIMO sound chip £82 +
bespoke speaker £7 + FREE Digitrains sound upload = **Total £183 (Saving £21)**



WEST COUNTRY STEAM

With factory-fitted sound: Manufacturer's RRP £274.99, **Discount Price £255**
Non-sound version, Discount Price £127 + ZIMO sound chip £85 +
bespoke speaker £7 + FREE Digitrains sound upload = **Total cost £219 (Saving £37)**



CLASS 20 DIESEL

With factory-fitted sound: Manufacturer's RRP £230, **Discount Price: £196**
Non-sound version, Discount Price £93 + ZIMO sound chip £82 + bespoke
speaker £7 + FREE Digitrains sound upload = **Total cost £182 (Saving £14)**

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Perth & District MRC Exhibition, The Dewars Centre, Perth (June 27th & 28th).

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Welcome

THE EDITOR'S PAGE



THE FINAL WEEK of March proved to be exciting - it was like someone turned on a tap of new releases with Hatton's, Heljan and Hornby all revealing new products to whet our appetite. Add

to this Rails of Sheffield receiving the first samples of its models of LMS twins 10000 and 10001, and Revolution Trains second 'N' gauge crowd-funded model and there is a lot to take in! Plus on April 8 Locomotion Models and Rapido Trains are set to announce a new locomotive project.

Hatton's announcement of the ICI bogie hopper wagon is an important one as it marks the start of a new partnership with railway modelling's newest name, Oxford Rail, while also selecting a vehicle type which has long been wanted by modellers. It is an excellent choice too with 60 years in frontline service and haulage by a variety of steam and diesel classes.

In fact Hatton's is proving to be quite prolific on this front with its new 'OO'

models of the GWR 'King' 4-6-0 and '14XX'/'58XX' also in production with DJ Models and an extensive list of limited edition Hunslet 'Austerity' 0-6-0STs on the cards too from the same manufacturer.

Heljan meanwhile is re-issuing four of its popular diesel classes which will bring a choice of 27 new models to the market over the final months of 2015 and the first of 2016. Add to this Hornby revealing plans for two additional 'J15' 0-6-0s and a pair of 'K1' 2-6-0s - plus an extra batch of the highly sought after model of 34001 *Exeter* and it really has been busy!

On the new release front Bachmann, Heljan and Dapol have all released new products - and across three scales too. Our review section has full coverage of all the latest products including Bachmann's 'Modified Hall' 4-6-0 and Grain wagon for 'OO', Dapol's JNA and IOA ballast wagons for 'N' and Heljan's Class B tanker and OAA open wagons for 'O' gauge.

Our feature layouts this month are diverse covering the three most common scales in British modelling - 'N', 'OO' and 'O' gauge. It is fascinating to see the difference in how these scales are used and particularly how effective the moorland nature of the Settle

and Carlisle route can be captured by working in 'N' gauge, as shown by Dentdale.

We've also put together an exclusive supplement on digital sound - one of the market's rapidly growing and widely discussed subjects. This relatively new area of the hobby is opening up new possibilities and even more realistic driving characteristics with the latest high calibre decoders and our 32 page supplement sets out to explore all that it has to offer.

It's also a subject which gains mixed reactions. Many have fallen for its charms, but it isn't universally popular: its perceived complexity and fears of an unholy cacophony at exhibitions do put people off. But sound is an important part of encouraging new generations to be interested in railways and the technology that goes with sound is slowly but surely firing the imagination of young and old modellers alike.

Happy modelling!

Mike Wild
Mike Wild
Editor

FREE
32 page
supplement



ISSUE GUIDE

WEATHERING

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In his latest step by step guide, Tim Shackleton tackles Bachmann's new GWR '64XX' 0-6-0PT and gives that typical 'oily rag' finish which was so common on hard working steam locomotives in the British Railways era.

DIGITAL CONTROL

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Paul Chetter pushes the limits of space with his sound, smoke and lighting project.



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Issue 95 May 2015 USA \$12.99 CAD \$11.99 AUS \$10.95 UK £3.95



PLUS HELJAN REVEALS 27 NEW MODELS!
RAILS SHOWS LMS TWIN SAMPLES

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All the latest models are reviewed including Bachmann's 'Modified Hall' 4-6-0 and Grain wagon for 'OO', Dapol's IOA and JNA bogie wagons for 'N' and Heljan's new Class B tanker and OAA open wagons for 'O' gauge.

LAYOUT

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Lincoln and District Model Railway Club's 'O' gauge exhibition layout, Aisthorpe, sets out to offer a might have been through station in their home county. With fabulous kit and scratchbuilt locomotives, this stunning layout will capture your imagination.

EQUIPMENT GUIDE

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Rolling roads are useful tools in bedding in locomotive mechanisms in all scales. We try, test and evaluate a selection of products.

DECORATED 'TWINS'

First impressions of the Rails/
Bachmann diesels show a
highly promising model.



RAILS OF SHEFFIELD has received decorated samples of its exclusive black-liveried 'OO' gauge LMS 'Twins' 10000/10001 for evaluation.

First to be released is a limited edition of 500 wooden boxed sets (Cat No. 31-999Y) featuring 10000 in LMS black with chrome lettering and 10001 in BR black with chrome trimmings but no

crests and a tartan Royal Scot headboard, priced at £269.99.

Both locomotives from the wooden boxed set will also be available individually (31-999Z/ 31-999X respectively),

priced at £119.99 each.

A delivery date for Rails of Sheffield's exclusive LMS 'Twins' has yet to be confirmed.

● Visit www.railsofsheffield.com for further information.

Heljan plans new Class 15, 17, 27 and 33 models



Heljan has announced plans to release 27 new versions using its existing popular toolings for the Class 15, 17, 27 and 33 for 'OO' gauge with delivery expected from the third quarter of 2015.

Topping the bill are five new

versions of the BTH Class 15, six new Class 27s and, for the first time in several years, five new versions of the Class 33/2 for the Southern Region. In addition three new Class 17s, four Class 33/0s and four Class 33/1s are on the cards.

Popular livery choices include BR green and BR blue in varying configurations while more recent engineers and sector liveries will be made available on the Class 33s. All models are priced at £119.99 each and will feature directional

lighting and an 8-pin DCC decoder as per previous releases.

This fresh list of new locomotives is available to order through Heljan dealers – see Table 1 for the full list of new locomotives.

● Visit www.heljan.dk.

NEW HELJAN 'OO' GAUGE CLASS 15, 17, 27 AND 33 MODELS

CLASS	IDENTITY	CAT NO.	EXPECTED
Class 15	D8204, BR green, numbers on front and rear	1509	Q3 2015
Class 15	D8208, BR green, small yellow warning panels	1510	Q3 2015
Class 15	D8234, BR green, small panels, gloss finish	1511	Q3 2015
Class 15	D8242, BR green, small panels, double arrows	1512	Q3 2015
Class 15	ADB968000, BR green, full yellow ends	1513	Q3 2015
Class 17	D8523, BR blue, full yellow ends	1718	Q3 2015
Class 17	D8558, BR green, small yellow warning panels	1719	Q3 2015
Class 17	D8594, BR green, small yellow warning panels	1720	Q3 2015
Class 27	5373, BR blue, full yellow ends	2711	Q4 2015
Class 27	D5404, BR green, small yellow warning panels	2712	Q4 2015
Class 27	5370, BR green, full yellow ends	2713	Q4 2015
Class 27	D5349, BR green	2725	Q4 2015
Class 27	D5347, BR green, small yellow warning panels	2726	Q4 2015
Class 27	5363, BR blue full yellow ends	2727	Q4 2015

CLASS	IDENTITY	CAT NO.	EXPECTED
Class 33/0	D6516, BR green	3415	Q1 2016
Class 33/0	D6551, BR green, small yellow warning panels	3416	Q1 2016
Class 33/0	33049, BR blue, full yellow ends	3417	Q1 2016
Class 33/0	33047 <i>Spitfire</i> , engineers' grey/yellow	3418	Q1 2016
Class 33/1	D6511, BR blue, full yellow ends	3348	Q4 2015
Class 33/1	33119, BR blue full yellow ends	3349	Q4 2015
Class 33/1	33102, BR blue, full yellow ends	3356	Q4 2015
Class 33/1	33116, BR engineers' grey	3357	Q4 2015
Class 33/2	33208, BR engineers' grey/yellow	3327	Q1 2016
Class 33/2	6593, BR blue, full yellow ends	3328	Q1 2016
Class 33/2	33206, BR blue, full yellow ends	3329	Q1 2016
Class 33/2	33202 <i>The Burma Star</i> , BR engineers' grey/yellow	3336	Q1 2016
Class 33/2	33206, Railfreight Distribution triple grey	3337	Q1 2016

N DEBUT



Exeter and more...



Hornby has announced five additions to its 2015 range of 'OO' gauge models including a further production run of air-smoothed Bulleid 'West Country' 4-6-2 34001 *Exeter* in BR lined green with early crests (Cat No. R3115). First released in November 2014, it is hoped this new batch will satisfy demand following an initial shortfall of models. The price is set at £134.99 with delivery expected towards the end of this year.

New versions of recently tooled models include two new

Peppercorn 'K1' 2-6-0s as 62032 in BR lined black with early crests (R3242A) and 62064 in BR lined black with late crests (R3243B). Priced at £129.99 each, delivery is anticipated during November 2015.

Also receiving another run is Hornby's Worsdell 'J15' 0-6-0, finished as 7510 in LNER black (R3380) and 65475 in BR black with early crests (R3381). Price remains at £109.99 with delivery also due during November 2015.

● Visit www.hornby.com for more information.



HORNBY 2015 ADDITIONS

CLASS	IDENTITY	CAT NO.	EXPECTED RELEASE DATE
SR 'West Country' 4-6-2	34001 <i>Exeter</i>	R3115	December 2015
LNER 'K1' 2-6-0	62032	R3242A	November 2015
LNER 'K1' 2-6-0	62064	R3243B	November 2015
LNER 'J15' 0-6-0	7510	R3380	November 2015
LNER 'J15' 0-6-0	65475	R3381	November 2015

STOP PRESS HORNBY LMS NON-CORRIDOR STOCK ARRIVES!



As *Hornby Magazine* closed for press at the end of March Hornby took delivery of the BR liveried versions of its new Stanier 57ft non-corridor carriages for 'OO' gauge.

Announced at the Warley National Model Railway Exhibition in November 2015 (HM91) these newly tooled models were originally expected to become available in September but

have been brought forward.

Arriving in the first wave of releases are Brake Thirds M20769M (Cat No. R4678) and M20770M (R4678A), Composite M16623M (R4658) and Third M11703M (R4659).

Priced at £40.25 these carriages are also due to be released in LMS lined maroon with a release date of June currently anticipated.

● Visit www.hornby.com.

'N' GAUGE TEA BREWS



Revolution Trains is working with Rapido Trains to develop a brand new 'N' gauge ready-to-run model of the VTG owned TEA tanker wagons introduced from 2006.

Development of the model is to be funded by a crowd funding initiative following on from the principles laid down by the 'N' gauge Pendolino project (HM93).

The model will feature NEM couplings, etched metal detailing parts and detail variations. The project requires expressions of interest for at least 1,000 models to proceed and once this target has been reached the model will move to production. Prices are expected to be in the £20-£30 region for single wagons. A release date has not been set

at this stage in the process.

The TEA tankers will be available in single or triple packs with a choice of red, blue or grey VTG liveries plus, subject to company approval, EWS grey and Freightliner green. A triple pack in the blue and green livery of Greenery will also be produced with ordering through Revolution's website.

Mike Hale of Revolution Trains commented: "We are hoping to appeal not just to those customers who ordered a Pendolino, but also modern image 'N' gauge enthusiasts who model other parts of the country. A high-quality model of such an important type of wagon is long overdue."

● Visit www.revolutiontrains.com for more information.

5 MORE LAYOUTS JOIN

THE GREAT ELECTRIC TRAIN SHOW

OCTOBER 10/11 2015



THE LINE UP for the Great Electric Train Show is set to be impressive on the weekend of

October 10/11 2015 with five new layouts extending the show with exhibition favourites including Shipley Model Railway Society's stunning model of Leicester South GC, as featured in HM79.

Joining Leicester South is Lincoln and District Model Railway Club's Aisthorpe – which features in full on pages 16-25 – Graham Muspratt's Southern Railway shed Fisherton Sarum (HM22), Bob Vaughan's impressively compact Gas Lane (HM29) and Lutterworth Railway Society's delightful model of Stamford East (HM90) – all modelled to 4mm scale.

The new additions bring the list of revealed layouts to 14 with more to come to complete the 25 layout line up planned for the event – see panel for full details of confirmed layouts.

Also newly confirmed for the Great Electric Train Show is the Bachmann



GREAT ELECTRIC TRAIN SHOW EXHIBITS 2015

LAYOUT	EXHIBITOR	SCALE	FEATURED
Ackthorpe	Southampton MRS	'00'	HM39
Aisthorpe	Lincoln and District MRC	'0'	HM95
Fisherton Sarum	Graham Muspratt	'00'	HM22
Gas Lane	Bob Vaughan	'00'	HM29
Leicester South GC	Shipley MRS	4mm	HM79
Manston Airport	Andy Hopper	'00'	HM85
North of England Line	Scarborough and District RM	'N'	HM33
Oakenshaw	Redditch MRC	'00'	HM89
Redford Junction	Paul Hopkins	3mm	HM77
Rumbling Bridge	Nick Skelton	'00'	HM94
Shortley Bridge	Mike Wild/Hornby Magazine	'00'	HMVB7
Stamford East	Lutterworth Railway Society	'00'	HM90
Wheal Annah	Nigel Burkin	'N'	HM86-HM93

Top: Shipley MRS' Leicester South GC. Derek Shore/Hornby Magazine.

Above: Bob Vaughan's Gas Lane. Chris Nevard/Hornby Magazine.

Below: Graham Muspratt's Fisherton Sarum. Chris Nevard/Hornby Magazine.



Roadshow stand which will feature the latest pre-production samples as well as, for the first time, displays from the Bachmann Collector's club expanding the manufacturer's presence at the event.

The show takes place at the Heritage Motor Centre in Gaydon, Warwickshire, and is located a few minutes drive from Junction 12 of the M40. A free bus service will be available from Leamington Spa railway station on the Saturday only and advance ticket sales are already open for the event offering discounted rates and early entry to the show each day.

Entry to the Great Electric Train Show also includes freedom of the Heritage Motor Centre and its impressive collection of British automotive exhibits and history making this event a great day out.

Visit www.grealelectrictrainshow.com for more details and images of confirmed layouts for the 2015 show and purchase advanced tickets for the event.

THE DETAILS	
Event:	The Great Electric Train Show
When:	October 10/11 2015
Where:	Heritage Motor Centre, Gaydon, Warwickshire CV35 0BJ
Times:	Sat 10am-5pm, Sun 10am-4pm
Website:	www.grealelectrictrainshow.com
Advance tickets:	Adults £9, children £7 (advance ticket holders gain entry 30 minutes before normal opening time)
Tickets on the day:	Adults £12, concessions £10, children £8, family (2+3) £34



Above: Lutterworth Railway Society's Stamford East.



IN BRIEF

■ The Model Tree Shop celebrates its tenth anniversary this year. Born out of a necessity to source model trees for a layout project, the business started with a modest range produced in China which has grown to over 750 types available off the shelf.

In addition to being aimed at railway modellers, The Model Tree Shop's clientele also includes architects as well as film and television studios.

The majority of trees are based on British species and the range has extended to include scatter materials, static grass, electronic applicators, grass tufts and flower beds.

● www.themodeltreeshop.co.uk

■ Digital Command Control (DCC) specialist YouChoos has launched a new range of speakers to complement Zimo's extensive range of DCC sound decoders.

Offering new enclosure sizes and shape, each of the new speakers is supplied with a green enclosure. The YouChoos SugarCube and SugarCurve speakers feature the regular 15mm x 11mm speaker but come with a choice of 7mm or 9mm height with flat or curved top. The YouChoos Brick has a larger footprint of 18mm x 13mm and a choice of enclosures offering 8mm, 11mm or 13mm height.

Prices are £7 for YouChoos SugarCube and SugarCurve speakers and £8 for YouChoos Brick speakers.

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

■ Following the success of its Dapol 'N' gauge Pullman liveried Class 73 electro-diesel 73101 *Brighton Evening Argus*, Gaugemaster has added another limited edition model to the production run in the same livery but as 73101 *The Royal Alex* (Cat No. DAGM235), the name it carried from 1992 until withdrawal. Priced at £69.95 it is available to pre-order now.

● Visit www.gaugemaster.com.

■ Beaconsfield and District Model Railway Club has changed the date of its annual exhibition to Saturday July 4 2015 at Beaconsfield School in Buckinghamshire. Originally scheduled to take place in October, the new date avoids clashes with other exhibitions this autumn.

● For more details, visit www.beaconsfieldmrc.org

HATTON'S REVEAL ICI BOGIE HOPPER PROJECT



Hatton's has announced that it will be producing a new ready-to-run model of the ICI bogie hoppers with Oxford Rail. On June 4 1960 Stanier '8F' 2-8-0 48254 passes the limestone works at Peak Forest with empty ICI limestone hoppers from Northwich to Tunstead.

Kenneth Field/Rail Archive Stephenson.

HATTON'S has announced that it is working in partnership with Oxford Rail to produce an 'OO' gauge ready-to-run model of the ICI bogie hopper wagons which operated from Peak Forest quarries.

The wagons were introduced in 1936 specifically for traffic from Tunstead Quarry to Northwich refinery conveying limestone, these large bogie hoppers remained in traffic into the 1990s. Motive power was, initially, Fowler '4Fs', but these later gave way to Stanier '8F' 2-8-0s followed by Class 25s and latterly Class 37s. Other classes were seen at the head of trains too.

Hatton's new model will feature three hole disc wheels, NEM coupling pockets

and tension lock couplings, a choice of diamond frame and plate frame bogies, ladders (where fitted), vacuum reservoirs, brake hoses, pipework and handbrake wheels. The larger size ICI lettering will be raised on the body and full rivet detail is set to be reproduced. The hopper will also feature interior detail and an optional load is planned for separate sale.

Prices are set at £24 per wagon for pristine versions and £25 for weathered versions with 20 differently numbered wagons planned for release covering both pre- and post-TOPS numbering series. A release date had yet to be advised as *Hornby Magazine* closed for press.

● Visit www.ehattons.com for more information.

HATTON'S ICI BOGIE HOPPERS

VEHICLE NO.	LIVERY	CAT NO.
3203	Mid grey body, black underframes	ICI001A
3254	Mid grey body, black underframes, weathered	ICI001BW
3284	Mid grey body and underframes	ICI002A
3302	Mid grey body and underframes, weathered	ICI002BW
3274	Battleship grey body and underframes	ICI003A
3301	Battleship grey body and underframes	ICI003B
3215	Battleship grey body and underframes, weathered	ICI003CW
3299	Battleship grey body and underframes, weathered	ICI003DW
3222	Battleship grey body and underframes, weathered	ICI003EW
19093	Battleship grey body and underframes	ICI004A
19033	Battleship grey body and underframes, weathered	ICI004BW
19041	Battleship grey body and underframes	ICI005A
19090	Battleship grey body and underframes	ICI005B
19116	Battleship grey body and underframes, weathered	ICI005CW
19058	Battleship grey body and underframes, weathered	ICI005DW
19011	Battleship grey body and underframes, weathered	ICI005EW
19110	Battleship grey body and underframes	ICI006A
19019	Battleship grey body and underframes, weathered	ICI006BW
19078	Battleship grey body and underframes, weathered	ICI006CW
19087	Battleship grey body and underframes, weathered	ICI006DW

STEAM AND HATTONS JOIN FORCES

In a new partnership, Hatton's and STEAM the Museum of the Great Western Railway are joining forces to offer Hatton's model of 6000 *King George V* (Cat No. HK15) as an exclusive limited edition through the Swindon based museum.

The model will be produced in

its 1971 condition and will feature STEAM's packaging following in the footsteps of the museum's previous GWR theme limited editions. Hatton's has also revealed that it is working closely with the museum to ensure full accuracy of the model.

● Visit www.steammuseum.org.uk.

JERSEY GIVES HORNBY STAMP OF APPROVAL

Hornby's colourful trainset packaging features on a new set of postage stamps issued by Jersey Post. Produced in conjunction with Hornby Hobbies, six stamps are available in a selection of denominations depicting the British Pullman (46p), GWR Passenger Freight

(56p), Flying Scotsman (62p), Cornishman (70p), Mixed Freight (82p) and Caledonian Belle (90p), using original artwork illustrations.

Available as stamp sets, first day covers and presentation packs, they are available now.

● Visit www.jerseystamps.com for more information.

OCTOBER 10/11 2015

THE GREAT ELECTRIC TRAIN SHOW

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3mm scale, BR 1960s Southern Region

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OO gauge, BR 1960s North Eastern Region

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Opening Times: Saturday October 10: 10am to 5pm

AND Sunday October 11: 10am to 4pm.

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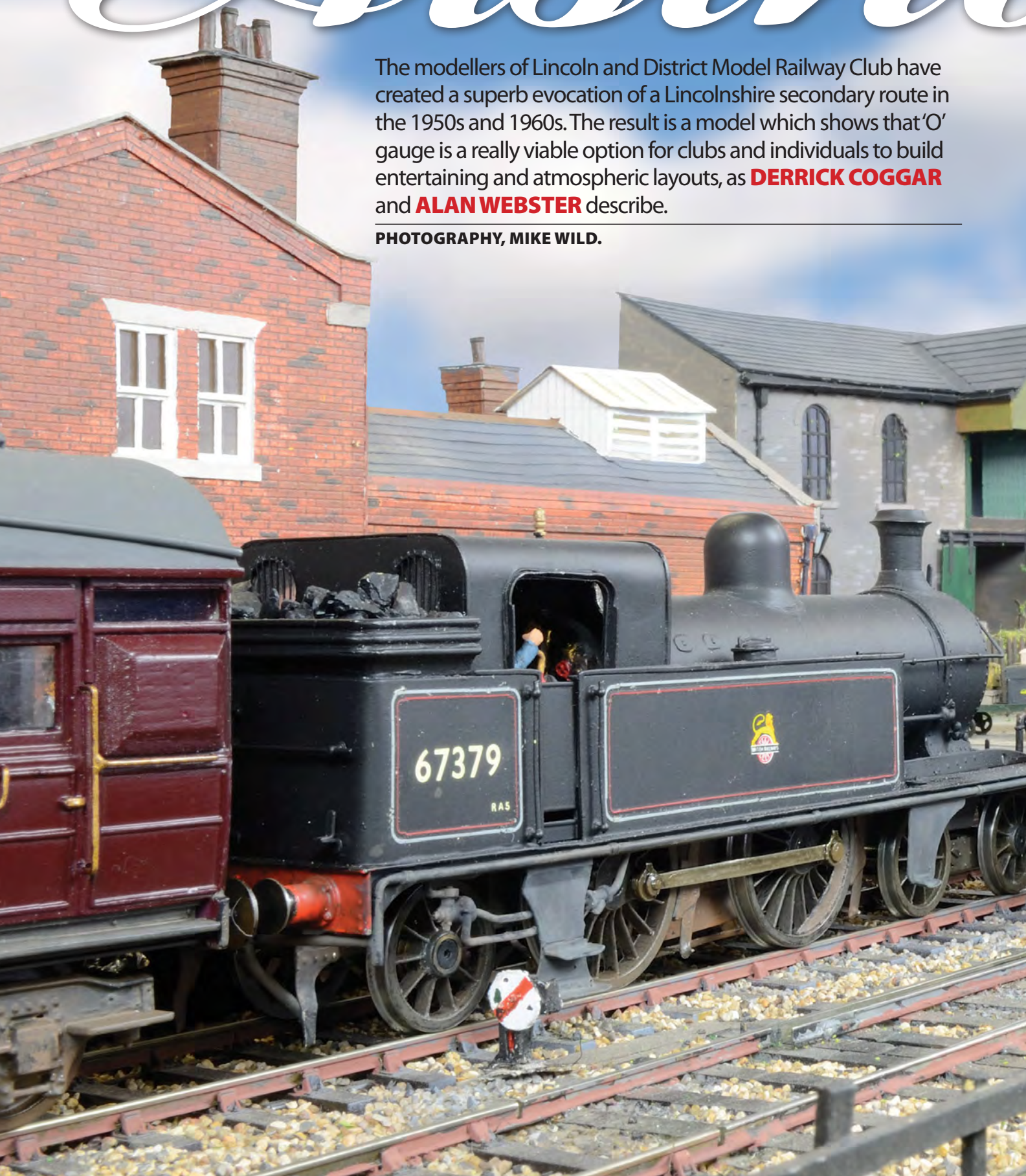
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Listh

The modellers of Lincoln and District Model Railway Club have created a superb evocation of a Lincolnshire secondary route in the 1950s and 1960s. The result is a model which shows that 'O' gauge is a really viable option for clubs and individuals to build entertaining and atmospheric layouts, as **DERRICK COGGAR** and **ALAN WEBSTER** describe.

PHOTOGRAPHY, MIKE WILD.



Scunthorpe



STATISTICS

Owner:	Lincoln and District MRC
Scale:	'O'
Length:	33ft
Width:	3ft
Track:	Peco with handbuilt points
Control:	Analogue
Period:	BR Eastern Region, 1940-1960

A ISTHORPE is a fictitious location somewhere in the East of England, but it could be a Great Northern Railway or Great Central Railway secondary line that was never built between Lincoln and Scunthorpe. We are assuming it was built, and the period modelled is 1940-1960. The rolling stock is mainly Eastern Region with some Midland Region interlopers as well

as occasional British Railways Standards and diesels making an appearance.

Depending upon which locomotive is available on shed, and at the shed foreman's discretion, anything could appear. There are local suburban passenger services which are locomotive hauled, and the occasional diesel railcars, plus through passenger workings. Various local goods trains run with box vans and open wagons for the goods yard, as well as coal trains with wagons for »



**Robinson 'C12' 4-4-2T
67379 waits in the
station loop as BR
'4MT' 4-6-0 75034
enters the loop with a
through coal working.**



“As a club we are very lucky to have several members with exceptional skills.”

DERRICK COGGAR

sorting and shunting to the coal drop.

The line carried quite a lot of through freight, including iron ore and coal to the steelworks at Scunthorpe and sometimes various finished steel items passing from the steelworks. Lincoln's heavy industry would have been rail fed with raw materials being delivered and finished products being transported away.

As a club we are very lucky to have several members with exceptional skills. Pete Brinded is expert with high end Computer Aided Design software and he produced all the scale plans for the pointwork. Bob Walker and John Whiteside are electronics wizards, Pete Mapleston is the scenic guru. Ian Tuffnall is the cardboard builder and Alan Webster scratchbuilds the infrastructure.

Like most club layouts it all started off with sketched out plans on pieces of paper to scale plans for the critical pointwork

being printed out and laid out on tables.

The 1,500mm x 750mm baseboards and supports were constructed by Pete Brinded using 18mm x 65mm softwood for the baseboards themselves and 2in x 1in timber for the leg supports. It is run as an end to end layout with a fiddle yard at each end.

The track layout was drawn by Pete Brinded using a CAD program. The track in the main is Peco but points were handbuilt using copper-clad sleepers. Construction of the points was by various members of the club, some of whom were making their first attempt at point construction. Point operation is by rod in tube using double throw switches for frog polarity. The rods are attached to the toggle of the switches. After laying all the pointwork and track on the baseboards to make sure it all fitted as it should, dropper wires were soldered to all the track, suitably placed 2mm holes were then drilled in the



**Scratchbuilt BR
'Britannia' 4-6-2**

**70007 *Coeur-de-Lion* rumbles
across the bridge on the
approach to Aisthorpe with a
diverted van train.**





Thompson 'B1' 61048 coasts into Aisthorpe with a mixed goods as 'J71' 68246 shunts the yard.

baseboards, the points and track were then permanently fixed using contact adhesive, and then tested to make sure the trains ran perfectly. It's always easier to identify and rectify problems with the track at this stage rather than after scenic work has started. All the wiring was carried out by Bob Walker and John Whiteside and then work started on ballasting the track.

CREATING THE SCENE

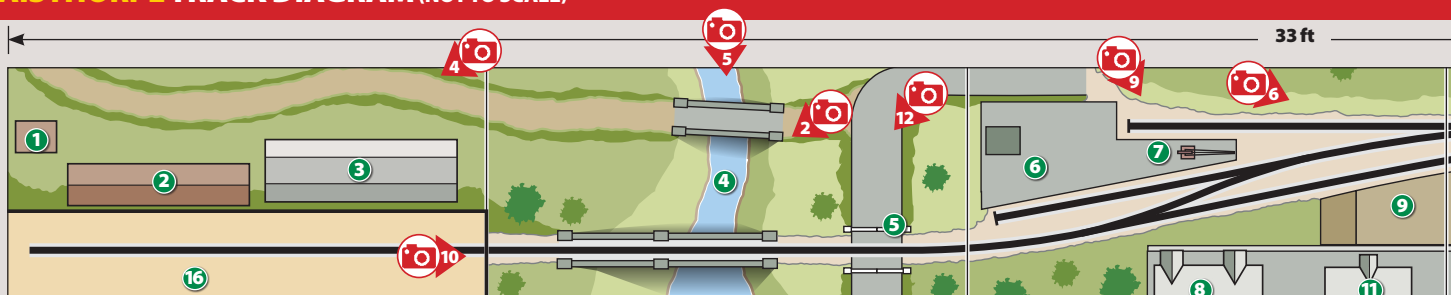
Ian Tufnell then started with the production of all the buildings and structures working from actual drawings sourced from various published material. It requires very close examination to notice that the buildings are of card, and the use of this medium is proof that 'O' gauge does not have to be beyond the pocket of clubs or individuals, as the card used was, in the main, empty cereal boxes. Take note of some of the lorries, which are also built using card.

Those who know Lincolnshire will probably recognise that the station building is based on that at Heckington between Boston and Sleaford. However, the coal drop is from an entirely different area of the country being pure North Eastern Railway and based on original drawings for Beamish in County Durham.

All the trees and scenery are the sterling efforts of Pete Mapleston. The scenery was started once the track was laid. We needed to create an undulating countryside effect, and this was done by gluing slabs of polystyrene insulation sheets and packaging to the baseboard, building them up in layers and then carving to the shapes Pete required. As a base for the countryside grass a trip to the local garden centre to acquire some hanging basket liner was made. This was then glued to the polystyrene and gave an immediate effect, but to create a realistic countryside scene wire wool and rubberised horse hair was teased out »



AISTHORPE TRACK DIAGRAM (NOT TO SCALE)



KEY

① Pigsty

② Stables

③ Dutch barn

④ River

⑤ Level crossing

⑥ Loading dock

⑦ Yard crane

⑧ Local housing



④ The farmer has stepped off the tractor to check livestock in the adjacent field reflecting the rural setting of Aisthorpe.

⑤ A BR 'Standard Four' 4-6-0 crosses the river bridge framed by the road bridge.

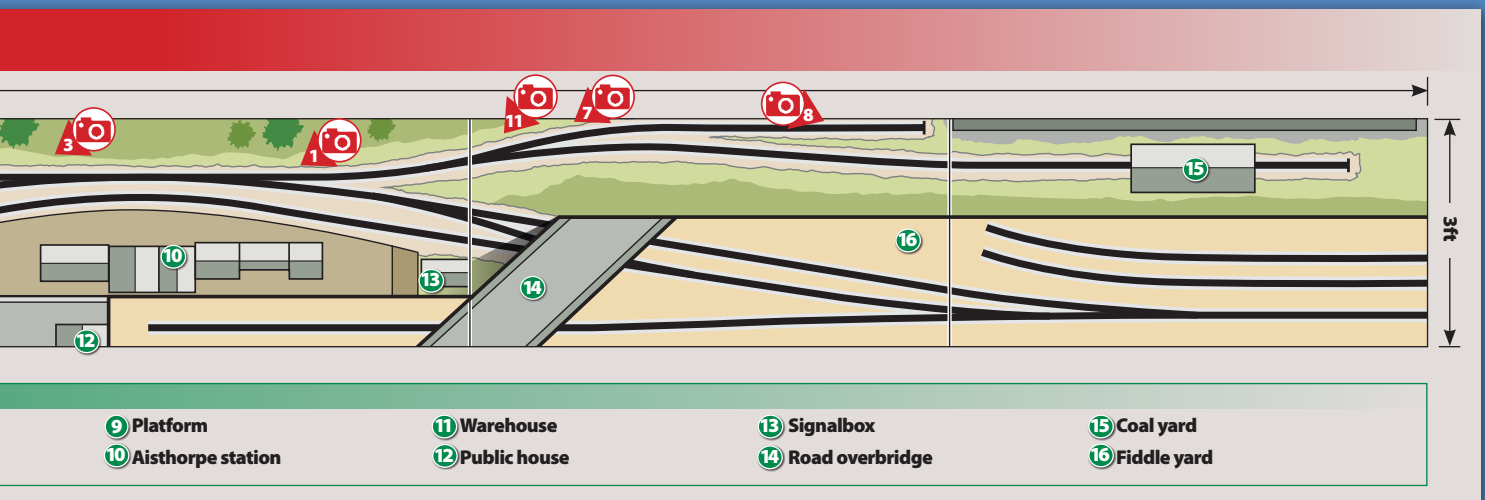



and covered with different shades of green scatter material to create ground cover, low hedges and small bushes.

The stream was made up by lining the bottom with a mix of sand and sawdust glued in place using diluted PVA wood glue - the same way the ballast was done on the track. Once dry this was painted with different shades of brown to give various depth levels. A sheet of polycarbon was cut to shape and layers of PVA glue stippled onto the surface to give a rippled effect, and when dry this was glued in place on the bank sides.

The trees are made using Bowden cable and florist wire twisted to the shape of the tree required. DAS modelling clay was used for the bark, and after it was applied a comb was used to create the »





 **Workstained**
 'WD' 2-8-0
 90662 rests at
 Aisthorpe waiting
 for a clear road.





7 At the coal staithes entrance a 'J71' 0-6-0T brings a pair of North Eastern Railway coal wagons down the gradient as an 'N7' 0-6-2T departs on the main line.



8 At the coal drops, based on those at Beamish, a 'J71' 0-6-0T shunts wagons for unloading.



9 A 'J71' shunts a pair of vans in Aisthorpe's goods yard.

bark effect. When dried this was painted a mixture of grey, green and brown to suit the trees being made. The foliage was created by using teased wire wool and rubberised horse hair to create the canopy. This was sprayed with the mix of PVA, water and washing up liquid, then different shades of green foliage material were scattered over this and, once dry, glued to the branches.

The next step was to build the level crossing gates and signalling. These were scratchbuilt by Alan Webster. When the crossing gates were produced and

initially fitted he was informed that they had to be working. He took them home to modify, returning them the following week. They were fitted and tested without problems but then someone asked if the gate lamps could be made to work. With good humour Alan took them back and made these alterations. Furthermore, not only do the gates work but the signals are also set up so that a clear road cannot be given if the gates are closed to rail traffic.

The two 'doll' bracket signal at the approach to the station is controlled by

the direction of the points at the station throat. The gates and signals are worked via servos and actuators. At the time of writing Alan is busy scratchbuilding a three-aspect Great Northern Railway 'somersault' signal, some London and North Eastern Railway upper quadrants and former Great Central Railway rotating head ground signals for the layout. To achieve the correct circuitry Bob Walker drew up a very complicated switch plan, which when wired up and installed is actually very easy to use. »

 The opening to
Aisthorpe tunnel
frames BR '4MT' 4-6-0
75034 as it works up
grade from the station
with a loaded coal
working.



“The signals are also set up so that a clear road cannot be given if the gates are closed to rail traffic.”

ALAN WEBSTER



Holden 'B12'
4-6-0 61572

– now preserved at
the North Norfolk
Railway – restarts its
rake of Gresley non-
corridor stock.





An 'N7' 0-6-2T makes light work of its passenger formation as it steps away from Aisthorpe.



THE TRAINS

All the locomotives and rolling stock have been built by the members, either scratch built, kits or modified ready-to-run. The steam locomotives range from a little 'J71' 0-6-0T from Connoisseur Kits to scratchbuilt 'B1' 4-6-0s and 'A3' 4-6-2s. There are also 'Britannia' 4-6-2s, a pair of 'B12' 4-6-0s, an 'Austerity' 2-8-0, 'N7' 0-6-2T, and a 'C12' 4-4-2T amongst others. A two-car Diesel Multiple Unit is from Westdale Kits, while a Heljan ready-to-run Class 31 also operates.

Pete Brinded has been particularly prolific in building locomotives from scratch and the impressive results speak for themselves including the 'Britannia' and 'A3' amongst others. Alan Webster has contributed heavily to the wagon fleet for Aisthorpe while all of the group continue to evolve their collections. We are also looking to complete weathering of some of the fresher locomotives including the Heljan Class 31 to give it a more realistic appearance for use on the layout.

The majority of the carriages and wagons, inevitably, are from kits or scratchbuilt but together we feel the combination presents a fair reflection of the sort of traffic such a route would have seen on a regular – and in some cases not so regular – basis in the period modelled.

OPERATION

In order to supply the trains to Aisthorpe there are two fiddle yards – one located at each end of the layout – which allow for a series of trains to be prepared for despatch. Operators are required to man each of these yards and also drive the trains – the latter being taken care of by analogue control through Modelux handheld controllers. With point control through the wire in tube method the control panel mainly features section switches to isolate sections of track on the front of the layout while the coal drops and goods yard can be shunted separately to the main line.

Aisthorpe has taken a lot of effort and dedication to complete, but we hope that it takes readers and viewers back to Lincolnshire in the 1950s and 1960s, and shows that 'O' gauge needn't be beyond the budget or abilities of average modellers like us. **EDMUND**

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RAILWAY

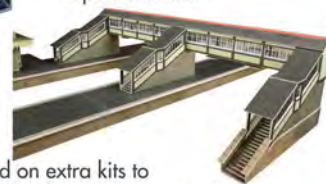
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Auto-fitted 'PANNIER'

TIM SHACKLETON gives the new Bachmann '64XX' 0-6-0PT a convincing oily rag finish that recaptures childhood memories.

BACHMANN'S long-awaited model of the motor-fitted '64XX' 0-6-0PT fully lives up to expectations. Only the splashers – which are bang on for the larger wheeled '54XX' but a bit generous for a '64' – are open to question on what is otherwise a splendid little engine. Whatever your persuasions, whatever your views on matters Great Western, it's all but irresistible, especially in the lined green livery which – don't you feel – always looks better when slightly scruffed up.

I didn't see many of these engines in BR days, but I can remember 6418 clearly. I was 12 at the time and my dad had business in Wolverhampton, so he took me with him on the train from Huddersfield, travelling First Class – a novelty for me, though it was a complicated journey via Stalybridge, Stockport and Crewe.

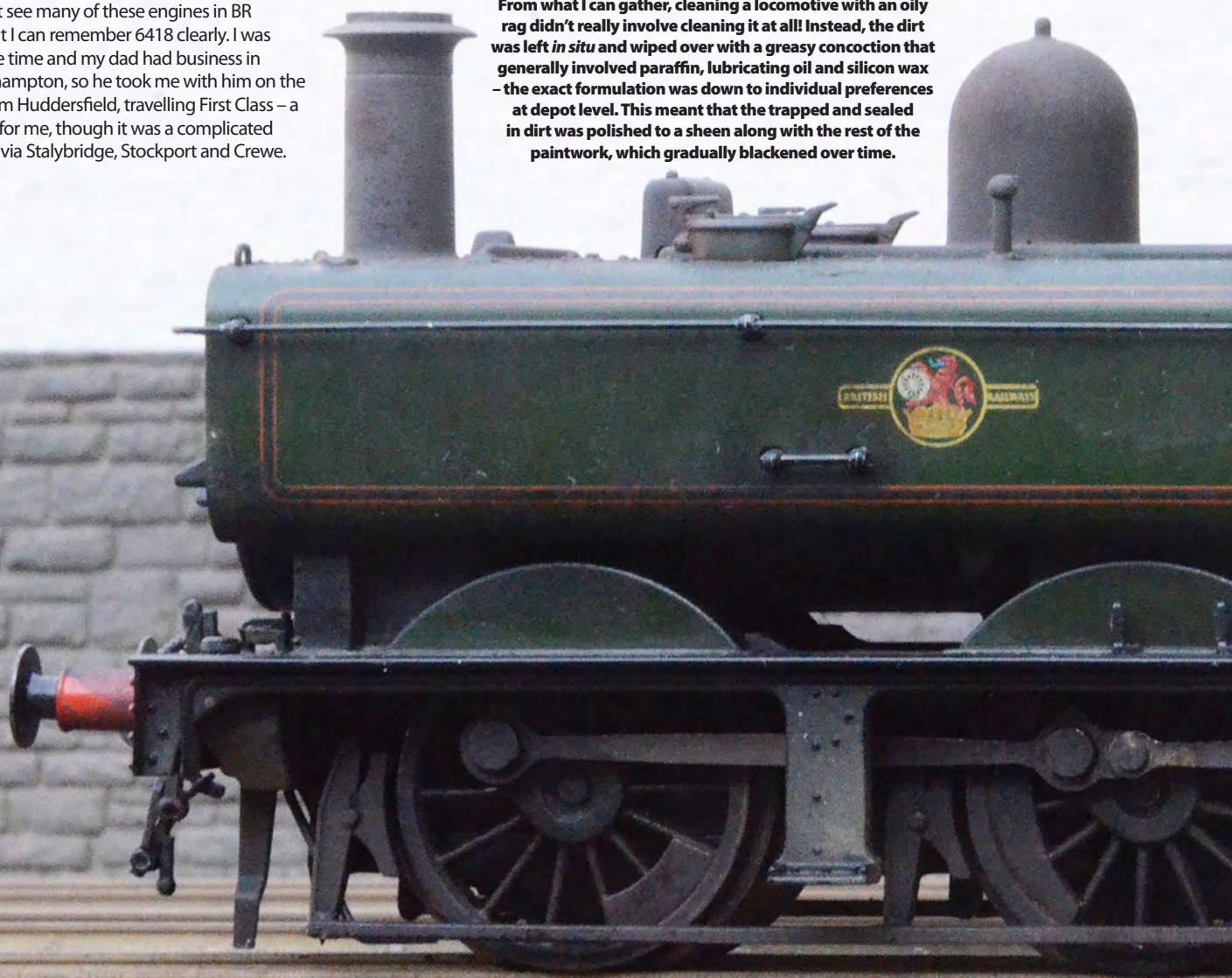
I spent the day at Wolverhampton Low Level station, the Western Region one, and to someone who'd not strayed far from Yorkshire before it was unforgettable – gleaming 'Kings', 'Castles', 'Halls' and even a '47XX' 2-8-0.

Early in the afternoon 6418 with an autotrailer fore and aft arrived at a bay platform at the South end and I got chatting to the fireman, who was a young man on secondment from Carlisle Kingmoor. It was a chilly February day of deceptively bright sunshine – it had

been snowing when we left – and it was comforting being in the cab, soaking up the warmth of the fire, passing the time of day with someone not much older than myself. Of the driver there was no sign.

Main line expresses came and went at the main platforms and we chatted on until the autotrailer's departure time arrived and I had to bid my friend farewell. Of moments such as these are a lifetime's memories made, inspiring modelling projects fully half a century later. 

From what I can gather, cleaning a locomotive with an oily rag didn't really involve cleaning it at all! Instead, the dirt was left *in situ* and wiped over with a greasy concoction that generally involved paraffin, lubricating oil and silicon wax – the exact formulation was down to individual preferences at depot level. This meant that the trapped and sealed in dirt was polished to a sheen along with the rest of the paintwork, which gradually blackened over time.





1



Bachmann's '64XX' is a gorgeous little model that many seem to have found hard to resist, especially in its lined out form. A total of 14 of these engines carried this livery. Of these, 6400/6403/6406/6412/6413/6415/6416/6418/6419/6420 and 6421 were identical to the Bachmann model. However 6430/6431/6437 differed in that they didn't have the overhanging lip at the front and rear of the cab roof. The join between cab and bunker, meanwhile, was a right angle rather than the gentle curve seen on the main batch.



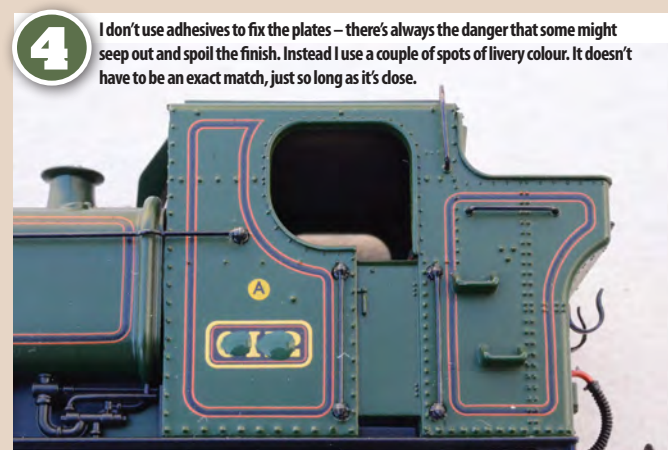
STEP BY STEP WEATHERING A BACHMANN '64XX' 0-6-0PT



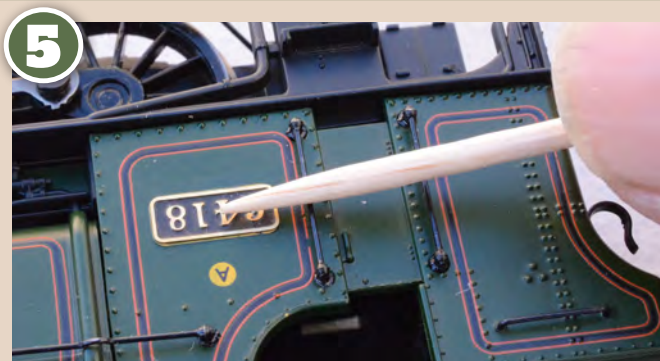
I renumbered my model using the excellent etched plates from 247 Developments. Name and number plates normally come as part of a fret to which they're attached by fine tabs. You need to cut through the tabs to release the plates. Here's how it's done.



Place the fret face up on a sheet of hardboard – a cutting mat has too much give. Using a strong, sharp blade slide the tip of the knife right up to the edge of the plate, hard against the tab. Press down firmly and the tab will break. Do this to all the tabs on the fret and file off any surplus, being careful not to bend the plates.



I don't use adhesives to fix the plates – there's always the danger that some might seep out and spoil the finish. Instead I use a couple of spots of livery colour. It doesn't have to be an exact match, just so long as it's close.



To move the plates into position I lick the tip of a wooden cocktail stick and pick them up with this. I can then jockey them into position using the wet paint as an adhesive. If any seeps out, it will be invisible against the main livery colour. The paint has a firm grip but – unlike glue – it's not difficult to get the plates off again and reposition them if you find they're not square.



On a nippy February day in 1962, '64XX' 6418 makes ready to leave Wolverhampton (Low Level) with an autotrain for Stourbridge. I still have the Brownie 127 with which I took this photograph.

6

Job done – how simple was that? Always use a fresh blade to cut etched parts from the fret and don't hack at them – if you do, they'll invariably end up distorted and battered looking. A clear, sticky varnish will hold plates in position if you don't have a suitable paint colour.



7



Weathering begins by an all-over discoloration of the tank tops using a thin airbrushed coat of LifeColor Burned Black acrylic (UA736). I've looked at a lot of pictures of 'Panniers' and I've yet to see one where this part of the locomotive was even vaguely clean.

8



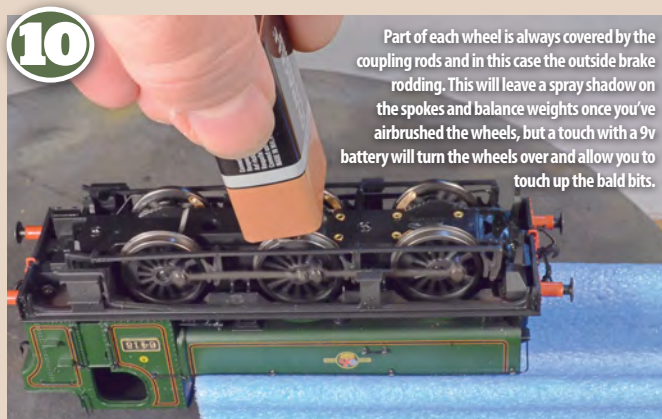
More of the same colour on the cab roof and bunker rear. I'm using my Iwata Hi-Line HP-CH airbrush, whose Micro Air Control (MAC) valve under the colour cup gives phenomenal control over paint delivery and spray pattern.

9



With the locomotive inverted in a foam cradle, I've put a basic coat of weathering – again using Burned Black – over the wheels and underframe. You don't need too much paint, just sufficient to knock back Bachmann's shiny black plastic.

10



Part of each wheel is always covered by the coupling rods and in this case the outside brake rodding. This will leave a spray shadow on the spokes and balance weights once you've airbrushed the wheels, but a touch with a 9v battery will turn the wheels over and allow you to touch up the bald bits.

11

Having emptied out the colour cup, I've recharged it with a mid-grey colour to simulate the fine coat of ash found on top of many engines, especially shunting tanks. I used LifeColor's Dunkelgrau (UA605) which tones well with Burned Black. Only a very light waft is necessary.

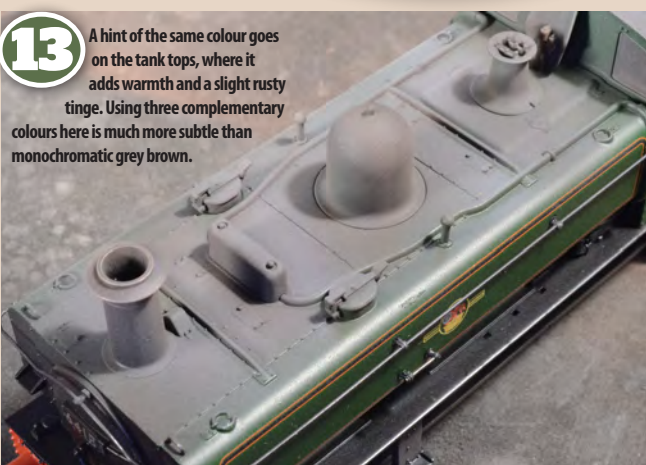


12



To represent road dirt I've mixed up a grey-brown colour by adding LifeColor Matt Rust 2 (LC38) to the Burned Black in a 50:50 proportion. To get the consistency I want for spraying I add no more than about 10% acrylic thinners. This is then sprayed lightly over the underframe.

13



A hint of the same colour goes on the tank tops, where it adds warmth and a slight rusty tinge. Using three complementary colours here is much more subtle than monochromatic grey brown.

STEP BY STEP WEATHERING A BACHMANN '64XX' 0-6-0PT

14

Around steam fittings such as injectors and overflow pipes you will often encounter a yellowish orange discoloration. Lifecolor's Matt Leather (LC36) is a good match as is Brake Dust (UA724) from the Rail Weathering set, a colour that I find a bit too ochre-tinged for its intended application.



15

Dark green bodywork blackens with time, and cleaning with oily rags only emphasises the effect. I darkened the lined out areas using an airbrushed coat of Engine Grime, an enamel wash from AK-Interactive (AK082).



16



Engine Grime is very thin and can be wiped off with a broad brush, dampened with white spirit if necessary. This mimics the patchy discoloration you see on a real locomotive. While I had this colour in my airbrush I sprayed a light coat over the wheels to add further tonal variation.

17



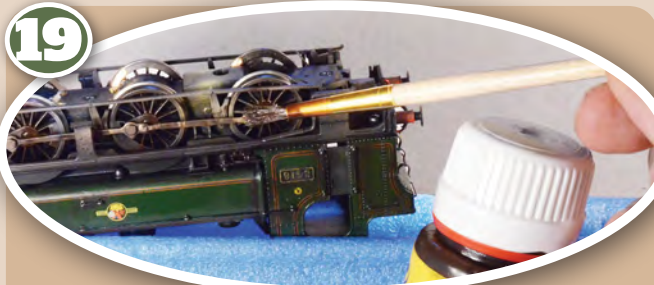
When the Engine Grime had hardened off I brush painted the lined green areas with another wash – this time Dark Streaking Grime (AK024) from the AK-Interactive range. It's actually dark green in colour which complements the Brunswick green bodywork very well, suggesting further layers of built up grime and discoloration. I used it straight out of the jar, with minimal stirring, so it would dry with a slight sheen that mimics the oily rag finish I wanted.

18



Adam Wilder's Old Grease weathering powder (GP11) is the best thing I know for suggesting caked on, dried out muck such as you find all over the working parts of a steam locomotive.

19



Using a cheap paintbrush – a good one will be ruined doing this kind of thing – I flooded the wheels with a wash of MIG Oil and Grease Stain Mixture (P410) – yet another excellent product that comes to us from the military modelling field. Far from being dead matt, steam and diesel locomotives show a rich variety of finishes even when dirty and careworn. A hint of oiliness really brings a model to life.

20

We have started to see the beginning of the end now and from this point on the weathering is all about touching in small areas that have escaped my attention – the injectors and pipework, for instance, and the wheel centres. I like to leave a model overnight when it reaches this stage, both to allow paint to dry and to allow me time to reflect on what, if anything, still needs to be done.



WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
GWR numberplate	247 Developments	6418
Engine Grime	AK-Interactive	AK082
Dark Streaking Grime	AK-Interactive	AK024
Rust Streaks	AK-Interactive	AK013
Burned Black	Lifecolor	UA736
Dunkelgrau	Lifecolor	UA605
Matt Rust 2	Lifecolor	LC38
Matt Leather	Lifecolor	LC36
Oil and Grease Stain Mixture	MIG Productions	P410
Track Brown	MIG Productions	P414
Old Grease	Wilder	GP11

Several different techniques have been used in weathering this model – airbrushing with acrylics, enamel colour washes, weathering powders and brush-painting. The knack is to combine the different methods and materials sensitively so that it all comes together into a harmonious whole.



TIP

Weathering on real locomotives builds up over time and in layers. Following this pattern in model form will result in a model which looks so much more realistic than one with a single blast of colouring from an airbrush.

21

Tiny quantities of a rust coloured wash (AK-Interactive's AK013 Rust Streaks) and a purplish old rust weathering powder (MIG P414 Track Brown) are selectively dabbed on to the tank tops and boiler fittings. Understatement is everything – less is definitely more when building up rust effects. Once the paint is dry you'll hardly notice the difference but it's there nevertheless.

USEFUL LINKS

■ 247 Developments	www.247developments.co.uk
■ AK-Interactive	www.ak-interactive.com
■ Lifecolor paints	www.airbrushes.com
■ MIG Productions	www.migproductions.com
■ Wilder paints	www.airbrushes.com

Landscaping with **FOAM**

**Back to
BASICS**

NIGEL BURKIN shows that lightweight landscaping can be created easily using spare packing materials, as he demonstrates here.

SOME OF THE BEST landscaping materials are found in the home - you just have to be alert to the opportunities to save good stuff for modelling before it ends up in the bin! A recent household acquisition turned up a chunk of packing material which I quickly realised would suit landscape production. It was a large piece of dense foam that could be cut cleanly with a kitchen knife - it certainly had potential.

Once you start down this road of reusing packing materials, all sorts of ideas will present themselves. Look for extruded insulation foam,

which can create a great deal of mess when cutting if you are not careful; polystyrene foam, which disintegrates into a mass of tiny balls when cut; and Styrofoam. It turns up everywhere - you don't need to spend money on insulation foam if you can find off cuts in builders' skips.

The problem with packing and insulation foam is that it is bulky. Typically you will come across good supplies for nothing when it is not of immediate use, leaving you the problem of finding somewhere to store it, especially if you will need sufficient to landscape a large layout. It rarely turns up precisely when it is needed!

The clear benefit of saving and putting up with

the potential mess of foam is that it adds little to the weight of a layout and is strong - usually strong enough to bridge wide gaps between pieces of baseboard top. It can be cut to create a landscape or covered in plaster cloth to make a well supported hard shell for scenery. Some modellers will cut thin pieces of foam and layer them up for painting to make rock strata. The addition of a little rock strata plaster (Woodland Scenics Hydrocal is my preferred choice) will fill in gaps in the foam layers and create different textures. The landscaping possibilities of using packing foam are endless and it could cost you next to nothing.



The small amount of landscaping on Wheal Annah is built up from packing foam and a layer of plaster cloth to make a smooth hard shell. A Class 22 eases a couple of 12ton vans slowly down the clay dries spur ready for loading with bagged clay.

STEP BY STEP HARD SHELL LANDSCAPING WITH PACKING FOAM



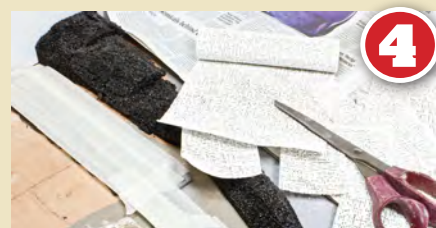
1 At the start, pieces of foam are cut roughly to shape with a kitchen knife or scissors and placed on the layout without glue as a dry run. The position of each piece is carefully noted.



2 To secure the foam pieces, Woodland Scenics Foam Tack glue was applied to the underside of the foam pieces and the baseboard top.



3 After allowing the glue to dry for a few minutes until it is tacky, the foam pieces are pressed firmly into place in the correct order.



4 The Foam Tack applied to the baseboard top grabs and holds the foam straight away, allowing work to continue almost immediately. Other types of glue such as PVA adhesive may require up to 24 hours to set before work can continue and during that time, the foam pieces will have to be held in place until the glue sets.



5 I decided to apply a covering of plaster cloth to smooth over the rough finish of the carved foam to make a more rounded landscape feature. Note how the track is protected with masking tape.



6 Hard shell landscape is left to dry out completely before painting - at least a few days until it no longer feels cold to the touch.



7 The first coat of colour consists of a mix of acrylic paint, fine sand and some matte medium to colour and seal the hard shell. None of the underlying packing foam is now visible.



8 The sandy texture applied to the foam and plaster landscaping on Wheel Annah is apparent in this picture. The feature creates a viewing block between the china day spur and the rest of the layout. Its height will be increased when grasses and bushes are planted.

TOOLS AND MATERIALS

Packing and insulation foam is easy to cut and shape to create good landscaping with a saw or kitchen knife dedicated to the job and shaped with a file or rasp. Avoid using a good knife from the kitchen - it will never be the same again. A considerable amount of mess can be avoided by using a hot wire cutter to cut extruded and polystyrene foam material, but use it in a well ventilated area as the fumes are toxic. Suitable adhesives include a variety of DIY glues such as 'No More Nails' products, PVA glue and foam safe glue. If in doubt, test your chosen adhesive on a piece of foam material first before setting to work on landscaping. I like to use Woodland Scenics Foam Tack glue which dries quickly, can be cleaned away with water and does not corrode the foam over time. Should you need to hold foam in place whilst glue sets, use a handful of long nails to pin it into place.

APPLICATION

I cut the packing foam into smaller, more manageable pieces before carving them into shape. Each piece is test fitted to the layout and the order in which they are to be permanently fixed is noted. Foam Tack is an impact adhesive where both mating surfaces are coated with a thin layer of glue and allowed to go tacky before the foam pieces are pressed into place. The glue

grabs immediately with only a few minutes for adjustment and sets sufficiently hard after a short time to allow the foam to be further trimmed.

Unlike cardboard lattice landscaping there is no need to protect the supporting foam pieces or core from water when applying plaster cloth to make a hard shell covering. As always, it pays to prepare your working area carefully before using plaster cloth. Protect the track with masking tape and the rest of the layout with plastic sheet cut from carrier bags. Have some mopping up cloths to hand just in case the container of water used to soak the plaster cloth is spilled.

Apply plaster cloth in small pieces at a time because soaked plaster cloth will harden very quickly indeed and much waste can be avoided this way. Transfer it to the working area after the excess moisture has been removed and smooth down with your fingers to remove the tiny holes as far as possible. You could mix a small quantity of landscaping plaster such as Hydrocal to make a really smooth surface to the hard shell.

The strength of the supporting foam core means that there is no need to apply more than a couple of layers of plaster cloth to smooth off the landscape, unlike the card lattice technique which needs a minimum of four or five layers for strength. There is no way of avoiding the few days' wait for plaster cloth to cure, however. Plaster cloth is ready for painting and scenery

when it feels warm to the touch. A cold area indicates that it still has excess moisture which may cause problems if paint is applied too soon.

PAINTING

For this project, I mixed together a fine cocktail of tan coloured acrylic paint, matte medium, water and fine sand for a textured paint finish to the hard shell. Applied with a flat paintbrush (not one of my best ones), the textured finish becomes the ideal base to apply static grass, ground foam scatter, undergrowth and bushes. Colouring can be done with a variety of different paints including Woodland Scenics pigments, dilute acrylic paint (without sand) applied as a wash and poster paints. Even household emulsion paint of a good earthy colour and suitably diluted makes a good sealant for the hard shell.

In many layouts weight saving is important. The use of packing foam not only saved money - it saved some weight too. Its strength means that the thinnest layer of plaster cloth can be used to smooth it down and the ease of cutting and carving foam helped to create natural-looking contours.

It certainly pays to keep your eye open to opportunities for collecting foam and other landscaping materials, especially if they are going for nothing and modelling budgets are under pressure! [Alana](#)

GRADIENT

Gradients have always posed a problem to model railway builders. **MIKE WILD** tackles the subject using DCC Concepts Powerbase equipment to install two gradients on our much modified 'N' gauge office test track, with impressive results.

NO MATTER WHAT SCALE or gauge you model in gradients have long posed a problem to modellers and in British circles they are comparatively rare. In European and American modelling circles gradients have long been part of layout construction where design spaces either call for or allow for these challenging features to be installed.

Gradients are equally challenging for the full size railway too. Steel wheels on steel rails can only create a certain level of friction – which in turn becomes adhesion. Increase the gradient too much, or increase the weight of the train beyond the capabilities of a locomotive, and all of sudden problems will arise and the locomotive will

struggle to cope with moving its load forwards.

On the real railway some of the steepest banks on the British main line network include the 1-in-37 of the Lickey Incline near Bromsgrove and the tortuous Devon Banks on the Great Western Main Line from Exeter to Penzance which range from 1-in-57 to 1-in-38 at their steepest.

Of course there are adhesion operated railways which feature steeper gradients and the 1-in-19 from Dillhorne Colliery on the preserved Foxfield Railway has long been the source of spectacular displays of performance from both locomotives and crews using industrial locomotives.



TS

Below: The completed storage yard features 14 tracks – eight on the level on the lower section and six on the 1-in-68 incline. This type of storage yard has radically improved the operational flexibility and enjoyment of this layout instantly.

Powerbase tests

BR MK 1 CARRIAGES

	No Powerbase	No Powerbase	With Powerbase	With Powerbase
Locomotive	1-in-30	1-in-68	1-in-30	1-in-68
Stanier 'Duchess' 4-6-2	4	8	8	8
Stanier 'Jubilee' 4-6-0	8	8	n/a	n/a
Stanier 'Royal Scot' 4-6-0	8	8	n/a	n/a
BR 'SMT' 4-6-0	2	5	7	8
Fairburn 2-6-4T	6	8	8	8
BR '9F' 2-10-0	8	8	n/a	n/a
Ivatt '2MT' 2-6-0	3	8	5	8
Fowler 'Jinty' 0-6-0T	4	8	6	8

BR 16TON MINERAL WAGONS

	No Powerbase	No Powerbase	With Powerbase	With Powerbase
Locomotive	1-in-30	1-in-68	1-in-30	1-in-68
Fowler '4F' 0-6-0	7	24	15	24
BR 'WD' 2-8-0	10	10	15	24
BR '9F' 2-10-0	24	24	n/a	n/a
Thompson 'B1' 4-6-0	24	24	n/a	n/a
Stanier 'Black Five' 4-6-0	24	24	n/a	n/a
Stanier '8F' 2-8-0	24	24	n/a	n/a
Ivatt '2MT' 2-6-0	10	24	16	24
Fowler 'Jinty' 0-6-0T	15	24	18	24

WEIGHT REDUCTION

When it comes to model railways, a level layout has always been seen as the best way forward. However, there are many layout designs where gradients could be employed for a more attractive scenic section or to allow flyovers and the like to be created. Just as with the real railway we need to consider the impact of any gradient and keep as close to level as possible, but there are methods which make the introduction of gradients more attainable.

Our models now are generally lighter than their earlier counterparts. The advancement in detail as manufacture shifted from heavy die-cast bodies to lightweight, highly detailed plastic mouldings means modern locomotives – and particularly in 'OO' and 'N' gauge – have less adhesive weight than older models. Steam locomotives are particularly prone to being lightweight due to the finesse employed in their creation while diesel locomotives are less affected by this due to the inclusion of heavy die-cast chassis blocks inside.

Traction tyres have made a return on models within the last decade – particularly on steam locomotives – to increase their haulage capacity, but there is another option in DCC Concepts' Powerbase system which the manufacturer claims can double the haulage capacity of model locomotives! We wanted to test the theory, and test it well, so rather than going for the 'OO' gauge version we opted to install Powerbase on our 'N' gauge test track to really test its potential.

POWERBASE ELEMENTS

DCC Concepts' Powerbase system consists of two elements - thin steel plates which are specifically designed to sit beneath 'N' gauge or 'OO' gauge track and specially created high strength NEO

magnets which are fixed underneath locomotives.

The magnetic force created by the NEO magnets enhances adhesion of the locomotive making its bond with the rails stronger and more effective and DCC Concepts also says its Powerbase products also assist with improved electrical pick up and track cleanliness.

The products are supplied in various kits and packs. Powerbase plates can be bought in bulk packs while magnets have been specifically designed to work with 'OO' gauge or 'N' gauge models – the latter being considerably smaller. DCC Concepts also recommends installing Powerbase under an entire layout's trackbed, whether on a gradient or not, through its abilities to improve locomotive performance at all levels.

THE PROJECT

To give Powerbase the thorough test that it deserves we elected to use Barrenthorpe Shed as the basis for a project. A plan was developed to expand the width of the layout by 16in – adding 10in at the rear for an expanded fiddle yard and 6in at the front to accommodate new running lines. The plan also required a 4in extension to the length of the layout to accommodate the return curves for the new track plan.

The aim was to introduce two gradients and also expand upon the operational potential of the layout – see Staff Projects on pages 108-109 – and to move the layout up from being a permanent exhibit of the office to an exhibition layout in its own right.

The reconfigured layout now features four main running lines – two running on the level using the original alignment and two with contrasting gradients at the front and rear of the layout. Through the extended fiddle yard »

STEP BY STEP INSTALLING POWERBASE IN 'N' GAUGE



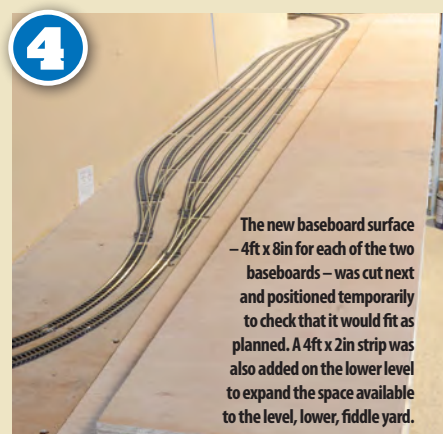
1 The first stage of this project was to modify the existing baseboards for Barrenthorpe, expanding them from 4ft x 2ft to 4ft x 3ft 4in. This involved removing the original sides and outer end, cutting new timbers from 69mm x 18mm timber and adding extensions.



2 At the central baseboard joint risers were set 17mm above the main frame as the centre point for the 1-in-68 incline through the new fiddle yard section.



3 At the top of the inclined fiddle yard area a riser was positioned to raise the trackbed by 35mm above the height of the level baseboard. All risers were screwed into place to allow for adjustment if required.



The new baseboard surface – 4ft x 8in for each of the two baseboards – was cut next and positioned temporarily to check that it would fit as planned. A 4ft x 2in strip was also added on the lower level to expand the space available to the level, lower, fiddle yard.



5 The gradient on the scenic section is much steeper, rising 35mm in just 40in. Initially just the final riser was screwed in position while the track plan for the front was established as this would result in the nearest plywood panel being cut down in size to match the trackbed shape.



6 Using the plywood top as a guide, risers were then fitted to each of the cross braces underneath the fiddle yard to support the baseboard surface.

With all the track laid progress then turned towards thorough testing of the trackwork and locomotives to establish which models would require Powerbase magnets fixing to their chassis base plates.





To ensure a strong joint between the new strip of plywood on the lower level and the original board a bead of No More Nails adhesive was applied along its length to join the boards together. Screws were then inserted to fix the new strip to the cross braces.



With the extension for the level fiddle yard in place the inclined section was fitted in place for the final time. 4.0 35mm screws were used throughout to secure it to the risers.



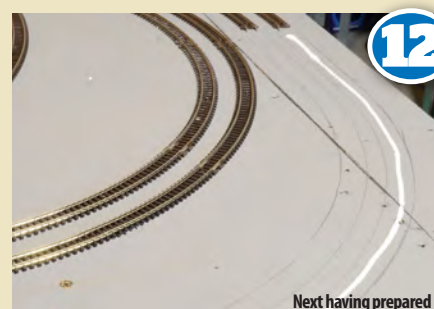
To improve the appearance of the fiddle yard all of the original track was lifted so that the baseboard surface could be painted grey. This also sealed the baseboard surface.



With the lower level fiddle yard relaid – and now expanded from six to eight tracks – the pointwork for the inclined fiddle yard was mocked up. The aim is to build a six track fiddle yard on the gradient offering space for a minimum of 14 trains on this layout between the two yards.



Having lightly pinned the track in place to establish its position a pencil was used to draw a line around both sides of each running line where Powerbase plates would be installed. The plates themselves are the same width as 'N' gauge track and made of thin metal. A blue plastic cover marks the upwards face of the plates.



Next having prepared holes for point motors, the track was lifted and a bead of PVA glue run round the centre of the previously drawn pencil marks.

at the rear the outer two tracks climb a 1-in-68 gradient over 8ft to achieve the 35mm height increase required to cross over the original alignment. On the scenic side things are much more severe with a 1-in-30 gradient taking the trains from ground level to 35mm above in just 40in. This latter gradient is a real challenge in model terms, but that was our aim – to create an ultimate testbed for the product.

The modifications to the layout required extensive reworking of the baseboard frames to accommodate the additional width. First the original frames were removed from the sides and outer ends – the original cross braces and inner ends of the two baseboards being retained due to the desire to leave as much of the engine shed scene intact as possible. With the frames removed new outer sides and ends were cut to length and fixed to the original baseboard frame before extensions were added to each of the cross braces and original inner end faces to complete modification of the baseboards. This process was unique to this layout, but could be used in modification of other baseboards should it be necessary.

Having established the new framework progress turned to the new surfaces for the baseboards. Using matching 9mm thick plywood new pieces were cut 8in wide and 4ft long to suit the new inclined fiddle yard at the rear together with two 2in x 4ft strips to extend the width of the low level fiddle yard and its capacity too. At the front two 6in x 4ft sections of 9mm plywood were cut initially – the first retaining a level position and the second to make the gradient from the new double junction which was to be installed to allow trains to move between the inner and outer circuits in any direction.

To facilitate the height increase risers were cut from 69mm x 18mm timber and screwed to the cross braces along the length of the layout. The process for this saw the middle height calculated first – 17mm – allowing two pieces to be positioned at this height at the centre of the fiddle yard. Next the maximum height piece was installed, raising the trackbed the full 35mm required at the far end of the fiddle yard. The additional support pieces were then positioned and screwed in place – cut from the same material – on each of the two cross braces on each baseboard.

At the front life was a little more complex as the double junction had to be completed first so the new incline timber could be cut to shape to follow the route of the trackbed. Having done this risers were installed in the same manner as the fiddle yard starting with the maximum height and inserting the additional risers to support the plywood incline.

INSTALLING POWERBASE

Fitting of Powerbase to a model railway is a simple and straightforward task, but it does require planning and careful consideration – particularly around points and baseboard joints.

The basic process requires the track formation to be mocked up first. This can then be drawn round with a pencil to mark its position. Removing the track, a bead of PVA glue is applied inside the pencil markings on the baseboard surface which sets as the Powerbase plates are pressed onto it. Leaving these to dry fully first, the blue plastic covers can then be removed from each Powerbase plate leaving a shiny smart metal finish ready for track laying.

DCC Concepts recommends gluing track

in place over the top of this, but we preferred the route of track pins, particularly for 'N' gauge. This requires careful drilling of pilot holes through sleepers where there is a gap between the Powerbase plates.

The most care is required around points where it will be necessary to trim the plates to fit certain areas. The thin metal is easily cut with a pair of sharp scissors, but trimming needs to be done neatly to avoid curling the metal. If curling does occur gentle manipulation with a pair of pliers will return the metal back to a flat state. Care will also need to be taken around point motor holes and, when adding wiring, to ensure that there is no chance of bare wires touching the metal plates and causing a short circuit. Holes are provided in each plate for wires to be directed through.

MAGNET FIXINGS

Once the track and plates are installed there is one final component required to complete the transformation which Powerbase can offer – fitting of NEO magnets to locomotives. Various packs are available to suit 'OO' and 'N' gauge locomotives together with fixing methods and products.

The closer to rail height the magnets are the better they will perform, but this can pose a problem with some locomotives where the height of the chassis base plate is a considerable distance from the rails. To accommodate this the plastic packing which contains the Powerbase magnets can be used or, alternatively, a set of etched brass frets can be obtained for use in certain circumstances.

In 'N' gauge fitting the magnets does call for ingenuity due to the very close proximity of some chassis base plates to the rails. »

The only locomotives, so far, that we have found it near impossible to add Powerbase magnets to are the Dapol '9F' 2-10-0s due to the number of exposed gears meaning there isn't room. That said, in the case of the '9F' these models don't really need Powerbase to achieve impressive haulage capability – our samples waltzed an eight coach train up the 1-in-30 unaided and without hesitation.

Magnet installation needs to be carried out on a case by case basis with some locomotives needing more magnets than others to achieve suitable haulage capacity.

ON TEST

Testing of the Powerbase system commenced with trials without magnets fitted to locomotives which revealed interesting results with locomotives that we didn't expect to perform well out performing others that we expected more from.

One of the undoubted highlights was the Bachmann Fairburn 2-6-4T which tackled eight carriages with ease on the 1-in-68 and even managed six carriages on the 1-in-30 without any magnets at all! On the opposite end of the scale the Bachman '5MT' 4-6-0 struggled on both gradients without magnets, being only capable of handling two carriages on the 1-in-30 and five on the 1-in-68.

We limited our tests to eight carriages and, for freight stock, 24 wagons, as these are essentially the maximum train lengths possible

on this layout. However, keep an eye on the Staff Projects pages as we fully intended to do full haulage tests with more locomotives in the future – the tables listing those which were used in our first round of testing.

With magnets fitted underneath we noticed a marked difference in performance. The '5MT' for example instantly went out on eight carriages on the 1-in-68 with capacity to spare and equally tackled seven carriages on the 1-in-30 without slipping. The 'WD' 2-8-0s which proved only able to handle 10 wagons on the 1-in-68 without magnets were able to handle 24 wagons with the addition of magnets proving, through these two models alone, that when installed correctly Powerbase is indeed capable of doubling the haulage capacity of locomotives, even in 'N' gauge.

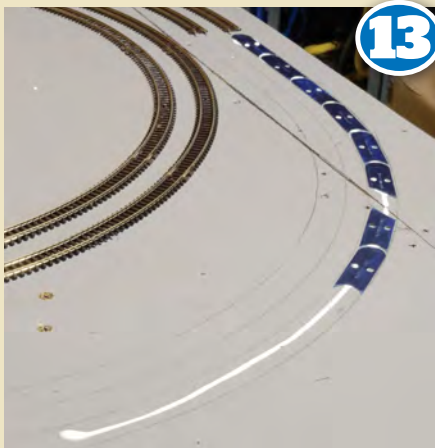
As an ultimate test we chose the Bachmann Farish LMS 'Jinty' 0-6-0T. Without Powerbase this model tackled eight carriages on the 1-in-68 and four on the 1-in-30 – with magnets that increased to six on the 1-in-30.

On the whole we found it wasn't necessary to add Powerbase to diesel locomotives, but trials with a Class 25 proved that it had advantages for use on goods trains.

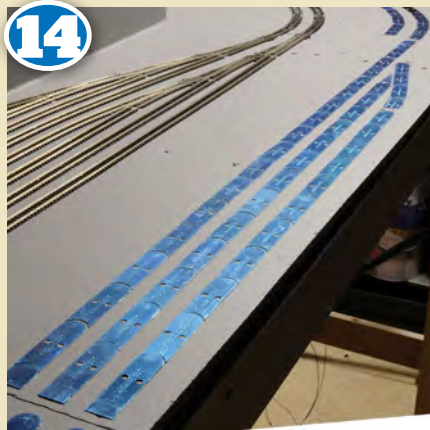
Powerbase is an impressive product and with it fully installed on Barrenthorpe we have been impressed by its ability to enhance the performance of a locomotive. The principles of the system are very basic, yet the results speak for themselves. [Video](#)



STEP BY STEP INSTALLING POWERBASE IN 'N' GAUGE



Ensuring that the blue covering faced up on each piece, Powerbase plates were pressed onto the PVA glue leaving a small gap between each to allow track pins to be inserted.



The process was then repeated through the fiddle yard under the full length of the running lines leaving a gap between the plates at the baseboard joint to allow copper-dad strip to be fitted to secure the rails at the joint.



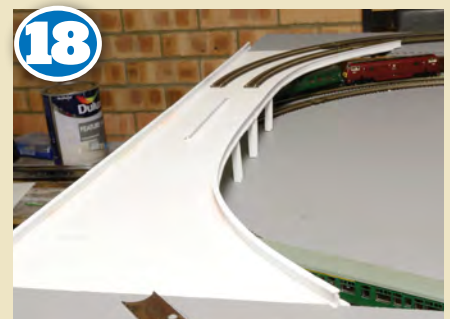
Leaving the plates to set in place overnight, the blue plastic covers were then peeled off each plate to reveal a smart polished metal finish to the Powerbase plates. Track can now be relaid over the top of them.



Starting with the pointwork at the fiddle yard entrance, the first elements were carefully positioned to ensure that the point tie bars returned over the holes for the point motors.



Plain track was then added to create the three through lines for the outer circuit storage tracks.



At the top of the gradient we needed to create a lower profile means of connecting the two gradients together – this was to reduce the overall height required for the gradient. Our solution was a plasticard trough made up of 2mm thick plasticard and supported by 8mm deep 'I' section plastic beams on the top side and 'H' section support below.

Adding the Powerbase magnets to 'N' gauge locomotives can be a very simple project, but it takes care to choose the right magnets for the right locomotives.



19



Once complete we painted the trough grey to match the rest of the fiddle yard. Once installed clearances are tight to the low level tracks, leaving around 2mm between the base of the plastic and top of trains passing underneath.

20



An important consideration was including Powerbase on the downgrade sections of the two inclines – without it there is potential for the weight of the train coming off the gradient to be too much for a locomotive to handle.

21



Through the inclined fiddle yard Powerbase plates were installed under all three tracks of the downhill storage yard to maximise performance of trains.

22



The same process was adopted for the 1-in-30 gradient on the scenic side of the layout with Powerbase being extended down the entire gradient until trains reached the level base.

23

Testing of the first tracks and clearance underneath the plastic bridge at the end was then carried out with a number of different locomotives and vehicles, particularly to ensure that the weight of trains didn't bow the bridge. Having confirmed all was well the remaining tracks through the outer circuit storage yard was laid and finished off ready for full testing of the complete layout with a variety of stock on the gradients.



The Western at **Westbury**

The busy junction of Westbury saw a huge variety of traffic.

MARK CHIVERS turns the clock back to the 1960s to discover what this BR Western Region location had to offer.

'Western' diesel hydraulic
D1019 *Western Challenger*
departs Westbury with 1A12
for Paddington in April 1963.
www.railphotoprints.co.uk



FAMOUS for its white horse carved into the nearby escarpment of Salisbury Plain, Westbury in Wiltshire has long been an important railway junction. It is situated between Reading and

Taunton on the Great Western Railway's (GWR) Berks and Hants line, providing links to London Paddington and the West Country together with local services radiating to Bristol, Bath, Swindon, Salisbury, Southampton and Weymouth.

In addition to passenger traffic, it was a strategic freight hub thanks to a long association with nearby Mendip stone quarrying operations, which enabled millions of tons of aggregate to be moved by rail, as well as the Blue Circle Cement works on the outskirts of the town which generated much traffic, including inbound coal and outbound finished product. Today the area still enjoys plenty of freight and engineering traffic.

We focus this month on typical train formations that would have passed through the town during the early 1960s, a period of transition from steam to diesel traction on British Rail's Western Region, with both locomotive types operating side by side. Indeed, by 1963 many of the main line expresses to and from London Paddington were hauled by Class 42 'Warship'

and Class 52 'Western' diesel-hydraulics, relegating former express steam locomotives to lesser local services to Reading and Swindon as well as freight and parcels train haulage.

MOTIVE POWER

From a model railway perspective we are particularly well served in terms of highly detailed Western Region motive power and rolling stock from the period with Bachmann manufacturing 'OO' gauge models of the GWR 'Hall', 'Manor' and 'Modified Hall' 4-6-0 locomotives while Hornby provides an ever-growing collection of GWR 4-6-0s covering the 'Castle', 'County', 'Grange', 'Hall' and 'King'. The diesel-hydraulics are equally well represented with Bachmann's Class 42 'Warship' soon to be joined by the Class 43 together with Dapol and Heljan 'OO' gauge models of the Class 52 'Westerns'.

For mixed traffic and freight motive power Bachmann offers a good selection including '57XX' 0-6-0PT, '56XX' 0-6-2T, BR '5MT' 4-6-0 and '9F' 2-10-0, while Hornby offers signature models including the GWR's '28XX' 2-8-0 and '2884' 2-8-0s along with visiting types such as the London Midland & Scottish Railway (LMS) 'Black Five' 4-6-0s and Southern Region (SR) Bulleid 'West Country' and 'Battle of Britain' 4-6-2s, and more.

CARRIAGE DESIGNATIONS

BCK	Corridor Brake Composite
BG	Gangwayed Brake
BSK	Corridor Brake Second
CCT	Covered Carriage Truck
CK	Corridor Composite
FK	Corridor First
FO	Open First
GU	General Utility Van
RB	Restaurant Buffet
RFO	Restaurant First (no kitchen)
RU	Restaurant Unclassed
SK	Corridor Second
SO	Open Second
TSO	Tourist Open Second

Heljan's popular 'OO' gauge Class 35 'Hymek' often appeared on both freight and passenger trains, proving a versatile locomotive which could also be witnessed in the area acting as a banking engine to assist heavy steam hauled freight trains heading away from Westbury.

In the pipeline, suitable new 'OO' gauge models of the Collett '14XX' 0-4-2T and 'King' 4-6-0s are promised from DJ Models on behalf of Hattorn's of Liverpool, while Hornby is also developing a model of the latter type. Bachmann's newly tooled model of the Class 43 'Warship' diesel-hydraulic is also nearing completion, with models currently at the decorated sample stage.

ROLLING STOCK

Express passenger coaching stock in this period was formed mainly of BR Mk 1s, although ex-GWR designs were also still much in evidence on local services in the area including GWR Collett and Hawksworth coaches, as well as examples from further afield including LMS Stanier and London and North Eastern Railway (LNER) Gresley corridor stock. Bachmann offers its extensive selection of BR Mk 1 coaches together with suitable models of Collett types in BR maroon livery. Meanwhile, Hornby's increasing range of BR Mk 1s includes BR chocolate and cream and maroon liveries, together with 'OO' models of its sublime Hawksworth, Stanier, Gresley and versatile suburban 'B-set' coaches. Another useful model is the 64ft BR Mk 1 suburban coach, produced in small ready-to-run batches by Replica Railways.

Between them, the main model railway manufacturers produce plenty of staple freight wagons from the period including 12ton ventilated vans, 16ton steel mineral wagons, 22ton 'Presflo' bulk powder wagons, BR 20ton hopper wagons, six-wheel milk tankers and 'Dogfish' ballast hopper wagons.

THE FORMATIONS

The typical train formations listed offer a snapshot of those witnessed operating through, or by-passing, Westbury station in the early 1960s and showcase the range of trains and motive power that could be witnessed at this busy rail centre. They are not exhaustive, but aim to show you how to recreate these trains in model form using readily available 'OO' gauge products.

Train size varied in length significantly depending on demand and time of year, so an element of selective compression has been adopted for longer formations to allow you to model them in context with your layout. Those shown below represent what would have operated in the area on a given day, but may have varied greatly over time. ■



THE FORMATIONS: PASSENGERS



Class 52 'Western' BR maroon (Dapol), BR Mk 1 BSK, SK, RU, BSK, FK, SK, SK, BSK – BR chocolate and cream.
1962, Mainline Paddington service



Class 52 'Western' BR maroon (Dapol), BR Mk 1 BSK, SK, FK, BCK, TSO, RU*, BSK, SK, FK, BSK, SK – BR maroon except * BR chocolate and cream.
1963, Mainline Paddington service



GWR 'Grange' 4-6-0 BR lined green, late crests (Hornby), Gresley 61ft 6in BCK, BR Mk 1 SK, BCK – BR maroon.
1963, Local Swindon service



GWR 'Castle' 4-6-0 BR lined green, late crests (Hornby), BR Mk 1 CCT, Hawksworth SK, BCK, BR Mk 1 BG – BR maroon.
1963, Local Reading service



GWR 'Hall' 4-6-0 BR lined green, late crests (Bachmann), Stanier BSK, Collett SK, Gresley 61ft 6in BCK, LMS 50ft parcels van – BR maroon.
1963, Local service



BR '3MT' 2-6-2T BR green, late crests (Bachmann), Suburban 'B set' coach, BR Mk 1 64ft suburban SO – BR maroon.
1963, Local service



Class 35 'Hymek' BR two tone green, small yellow panels (Heljan), BR Mk 1 BSK, Gresley 61ft 6in BCK, BR Mk 1 GUV, BR Mk 1 BG – BR maroon.
1963, Local service



Class 42 'Warship' BR green, small yellow panels (Bachmann), BR Mk 1 BSK, SK, SK, BSK, SK, SK, RU*, CK, SK, BSK – BR maroon except * BR chocolate and cream.
1963, Mainline Paddington service



GWR 'Hall' 4-6-0 BR lined green, late crests (Bachmann/Hornby), Hawksworth SK, BR Mk 1 BSK, CK – BR maroon.
1964, Local Reading service



LMS 'Black Five' 4-6-0 BR black, late crests (Hornby), Hawksworth BCK, Stanier SK, Hawksworth SK, BR Mk 1 SK, CK, CK, SK, SK, BSK – BR maroon.
1965, Inter-regional Wolverhampton service



SUITABLE 'OO' GAUGE READY-TO-RUN GOODS STOCK			
WAGON	LIVERY	MANUFACTURER	CAT NO.
8ton cattle wagon	BR bauxite	Bachmann	37-712C
12ton BR vent van corrugated ends	BR bauxite	Bachmann	38-171C
12ton BR vent van planked ends	BR bauxite	Bachmann	38-161B
12ton BR vent van plywood ends	BR bauxite	Bachmann	38-170C
12ton SR vent van 2+2 planks	BR bauxite	Bachmann	38-082C
13ton high sided steel open	BR bauxite	Bachmann	38-326
16ton steel mineral open wagon	BR bauxite	Bachmann	37-256
16ton steel mineral open with top flap	BR bauxite	Bachmann	37-226F
16ton steel mineral open with top flap	BR grey	Bachmann	37-225G
16ton steel mineral without top flap	BR grey	Bachmann	37-250H
16ton steel mineral open pressed end	BR grey	Bachmann	37-378
20ton Class B tank wagon (kit)	Esso black	Dapol	C036
22ton 'Presflo' wagon (triple pack)	BCC yellow	Bachmann	38-286
30ton bogie bolster 'C' wagon	BR grey	Bachmann	33-856D
45ton TTA tank wagon	Black	Bachmann	37-582C
BR 20ton brake van	BR bauxite	Bachmann	37-530
BR 20ton brake van	BR bauxite	Hornby	R6508
BR 20ton hopper wagon	BR grey	Hornby	R6677
Conflat with A container	BR bauxite	Bachmann	37-961
Conflat with AF containers	BR bauxite	Bachmann	37-981
Conflat with BD container	BR bauxite	Bachmann	37-951B
Eight-plank open wagon	BR grey	Bachmann	37-158C
Five-plank open wagon	BR grey	Bachmann	37-016C
LMS 50ft Parcels Van	BR maroon	Bachmann	34-325C
Seven-plank open wagon	BR grey	Bachmann	37-081F
Six-wheel milk tanker	Express Dairies	Hornby	R6378
Six-wheel milk tanker	Express Dairies	Dapol	4F-031-009/017
Six-wheel milk tanker	MMB	Hornby	R6406
Six-wheel milk tanker	MMB	Dapol	4F-031-005
Six-wheel milk tanker	United Dairies	Hornby	R6379
Six-wheel milk tanker	Unigate	Dapol	4F-031-003/013
ZFV 'Dogfish' ballast hopper wagon	Engineers black	Heljan	4097
ZUV 'Shark' Ballast plough	Engineers black	Hornby	R6432

Representing the Southern Region at Westbury, rebuilt Bulleid 'West Country' 4-6-2 34048 *Crediton* pulls away from Westbury Yard with freight for Salisbury in June 1963. www.railphotoprints.co.uk.



'Hymek' D7014 banks a heavy freight headed by Collett 'Hall' 4-6-0 4951 *Pendeford Hall* away from Westbury, on November 2 1963. www.railphotoprints.co.uk.



Freshly painted 'Warship' D801 *Vanguard* awaits departure from Westbury with a Plymouth-London Paddington express on June 6 1959. Sid Rickard/www.railphotoprints.co.uk.



THE FORMATIONS: FREIGHT



GWR '57XX' 0-6-0PT BR green, late crests (Bachmann), ten 12ton vent vans, BR 20ton brake van.
1960, Vans



BR '9F' 2-10-0 BR black, late crests (Bachmann/Hornby), three 12ton vent vans, five-plank open wagon, 12ton vent van, seven-plank open wagon, 16ton steel mineral open wagon, five seven-plank open wagons, 12ton vent van, eight-plank open wagon, two 12ton vent vans, seven-plank open wagon, two 12ton vent vans, three seven-plank open wagons, BR 20ton brake van.
1963, Mixed freight



GWR 'Hall' 4-6-0 BR lined green, late crests (Bachmann/Hornby), two 12ton vent vans, 30ton bogie bolster wagon, 45ton TTA tank wagon, five-plank open wagon, 15 16ton steel mineral open wagons, BR 20ton brake van, Class 35 'Hymek' BR two tone green with small yellow panels - banking engine (Heljan).
1963, Mixed freight



Rebuilt Bulleid 'West Country' 4-6-2 BR lined green, late crests (Hornby), two 12ton vent vans, 20ton class B tank wagon, 12ton vent van, six 20ton class B tank wagons, BR 20t brake van.
1963, Fuel tanks



GWR '2884' 2-8-0 BR black, late crests (Hornby), ZUV 'Shark' ballast plough, 13 ZFV 'Dogfish' ballast hoppers, ZUV 'Shark' ballast plough.
1963, Engineers' ballast



BR 'SMT' 4-6-0 BR lined black, late crests (Bachmann), 11 six-wheel milk tanks, Hawksworth BG - BR maroon.
1963, Milk empties



GWR 'Modified Hall' 4-6-0 BR lined green, late crests (Bachmann), 12ton vent van, 16ton steel mineral open wagon, Conflat with A container, six-wheel milk tank, two Conflats with BD containers, 11 12ton vent vans, BR 20ton brake van.
1963, Mixed freight



GWR '2884' 2-8-0 BR black, late crests (Hornby), five 12ton vent vans, two 8ton cattle wagons, two 12ton vent vans, ten 16ton steel mineral open wagons, 12ton vent van, 12 16ton steel mineral open wagons, BR 20ton brake van.
1963, Mixed freight



GWR 'Hall' 4-6-0 BR lined green, late crests (Bachmann/Hornby), five 12ton vent vans, 16ton steel mineral open wagon, six 12ton vent vans, two 16ton steel mineral open wagons, two 12ton vent vans, four five-plank open wagons, 16ton steel mineral open wagon, BR 20ton brake van.
1963, Mixed freight



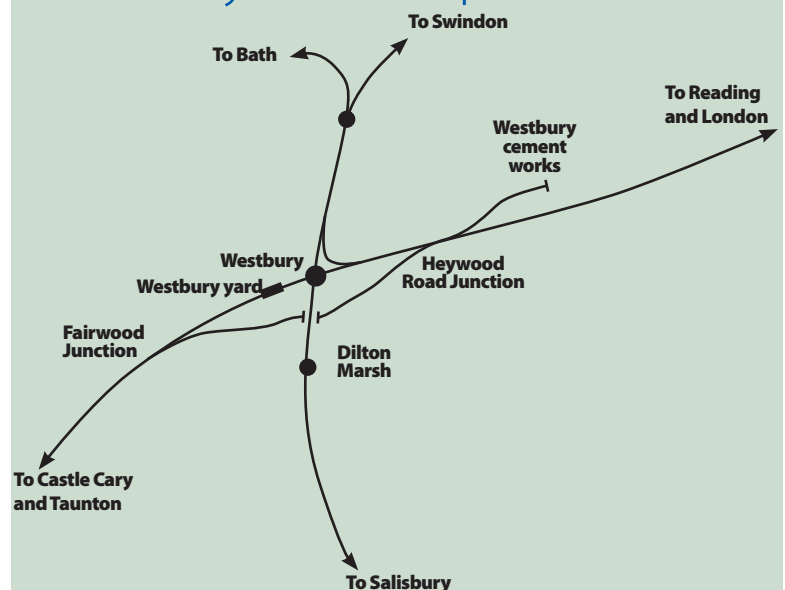
Class 35 'Hymek' BR two tone green, small yellow panels (Heljan), 21 22ton Blue Circle Cement (BCC) 'Presflo' bulk powder wagons, BR 20ton brake van. 1964, Cement traffic

USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.co.uk
Hatton's of Liverpool	www.ehattons.com
Heljan	www.heljan.dk
Hornby	www.hornby.com
Replica Railways	www.replicarailways.co.uk



Westbury route map



Hawksworth 'County' 4-6-0 1011 *County of Chester* reverses a mixed collection of stock for a local service back into Westbury Station in April 1963. www.railphotoprints.co.uk





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Scott BR ScotRail
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Graham Farish 372-246
Class 47/7 47715 'Haymarket'
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Graham Farish 372-310
Merchant Navy Class 35024
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Graham Farish 372-653
BR Standard Class 4MT 76079
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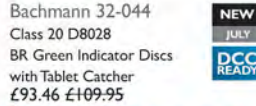
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MAY
DCC
READY



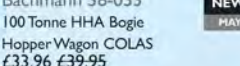
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32500 BR Lined Black L/Crest
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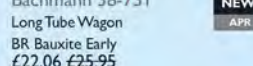
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JUN



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100 Tonne HHA Bogie
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JUN



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Wagon not included



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of Bachmann open top HEA and HSA
£1.75
Wagon not included



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APR
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MAY



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20 Ton ZTO Brake Van
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NEW
MAY



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APR



Wagon Essentials WE061A
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LIVE
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INFO

Beeching kickstarted

IT WAS INTERESTING AND thought provoking as Evan Green-Hughes looked at an alternative history of the British branch line. However it should never be forgotten that had those ideas he suggested been put in place, and the Beeching cuts either not happened or been very much reduced in scope, then today we would be far worse off



How can I replace 'N' couplers?

I would love to move to 'N' gauge so that I would have a better layout in a compact space. The main issue for me is the ugly standard couplings that this gauge has. They are so big and out of proportion in my view. Is there anything that can be done, or can you or Hornby Magazine readers recommend any alternatives?

**Andy Stewart-Wright,
Rugby, Warwickshire.**

Hi Andy, there are alternative coupling systems available in 'N' gauge to replace the Rapido type which is factory fitted to all ready-to-run models. Dapol has produced a range of smaller



couplings which are designed for use on fixed rakes while it has also produced a magnetic knuckle coupling, similar in style to a 'HO' scale Kadee coupling. We'll be looking at the latter system in more detail in a future issue of Hornby Magazine – Ed.

DCC standards are anything but

I buy your magazine every month and was particularly interested in HM94 when I read the feature on DCC point decoders. I have the Gaugemaster Prodigy Advance and have been trying to get it to work with Peco point motors and the Bachmann/ESU Switchpoint decoder. I cannot! I have had loads of advice but it still doesn't work.

I have been unable to comprehend the instructions, but as you say, they are primarily for the Bachmann Dynamis and it seems even though they are supposed to be interchangeable they don't actually work very well together.

A lot of people seem to use a separate setup for points with DCC. Maybe sometime in the near future you might like to run a step-by-step feature in the magazine about how you actually set up a DCC point decoder. I find it easier to follow a diagram or pictures!

May I also add that building a model railway is a very expensive hobby and DCC is really expensive, so if some products are not as reliable as others we need to know so we can make informed purchases. All advice is greatly appreciated!

Martyn Forster, by e-mail

preservation

in respect of rail preservation.

We may have had another 100 branch lines, but we would probably not have had many of the great steam and diesel classes from the past saved, and the few which were would most likely be 'dead' in museums or confined to short pieces of track rather than living things available for so many to enjoy and recall those days long

ago when their favourite engines were in everyday service, simply because the tracks to store and run them would not be available.

Dr Beeching is not a popular name in railway circles but without him the railway preservation movement as we know it today would probably have never got started.

Greg Heathcliffe, Swindon.



Without the Beeching cuts Greg Heathcliffe suggests preservation's path could have been very different. On April 1 2007 Holden 'B12' 4-6-0 61572 arrives at Weybourne on the North Norfolk Railway, Mike Wild.

REALISTIC OPERATION

Your article on DCC decoders for turnout control rekindled the flames of thoughts on the subject of DCC.

Whilst I am wiring my new layout for DCC, I have kept signal and turnout control separate from train driving. This is for the simple reason that on the real railway control of the track is in the hands of signallers: the idea of drivers controlling signals would be horrifying!

Coupled with the unrealistic operation one sometimes sees at exhibitions these days I wonder if the obvious benefit of DCC in separating the functions of driving and signalling has been lost.

Articles on how to achieve railway-like separation and safety interlocking using DCC would probably be of benefit, because I CAN see the point of using DCC for infrastructure control, even though I cannot stomach the cost!

Chris Gardner, Alton, Hampshire

Paul has helped transform my layout!

I am building a small Digital Command Control (DCC) 'OO' gauge heritage railway using Hornby set track and points and 0-4-0Ts and 0-6-0Ts. The short wheelbases mean unreliable running, particularly on dead frog points. Paul Chetter's marvellous article in October 2014 (HM88) *What can DCC do for me?* was transformational.

On my Hornby 'Pug' I was able to fit four Nichicon 1farad 2.7 volt supercapacitors in the smokebox and two between the frames under the cab floor. These capacitors are smaller than all other makes

of this type, which is critical in the little 0-4-0ST. The Zimo MX645 decoder went on top of the motor, set forward as far as possible to keep it low enough, and the new ultra small Zimo speaker went in the cab, hidden by locomotive crew and a taller cab backplate. The result was perfect sound and running - it will now run with power switched off or along the bench for three or four feet!

Thank you Paul and *Hornby Magazine* for solving all my problems.

Mike Shepherd, by e-mail.

A QUESTION OF COLOUR

I was interested to see the Southern Railway 'S15' described as BR lined green with both crests - in BR and Southern Railway days they were mainly unlined black being the railway's heavy goods engines whereas the very similar Great Western Railway 'Granges'

were largely green, being regarded as mixed traffic with 2-8-0s doing the heavy goods.

I think the only lined BR green 'S15' was 841 restored on the North Yorkshire Moors Railway.

Chris Finch, Fareham Hants.

Volumes are too loud to hear

Over many years I've purchased 17 sound equipped 'OO' locomotives and the latest one was a disaster. My dealer installed a commercially available sound chip into a new DCC ready locomotive at the time of my purchase. I discovered that although the steam locomotive's exhaust volume was adequate, other independently adjustable sounds were barely audible. The problem is that on this chip, the volume controls of all these independently adjustable sounds are already set at maximum, and cannot be increased

other than by winding up CV63, resulting in the locomotive's exhaust level sounding more like gunfire!

Your comments and personal adjustments prove that the programmers of Hornby's Twin Track Sound Class 37's chip haven't practiced what they preach, by not actually installing what their manual's ultimate settings suggest! However, Hornby is correct that provision should always be available to either raise or lower any individual volume control.

Bob Compton, by e-mail.

Handrails spoil 'J15'

Very well done Hornby for such a fine looking new model as the ex-Great Eastern Railway 'J15'. Everything looks just right - except a most visible detail, the boiler handrails.

Comparing the model and prototype photographs in the same issue, it's so obvious that the handrail supports are radial to the boiler and not horizontal as on the model. When so much obvious effort and careful observation has gone into the whole lovely model, what a shame that this detail couldn't be right.

David Gibson, Bungay, Suffolk



ROLLING ROADS

If you don't have a continuous run layout, running in new models can be a challenge. However, a number of suppliers offer rolling roads to achieve this. **MARK CHIVERS** evaluates some of the more popular options.

JUST LIKE THE FULL SIZE RAILWAY, a period of running in is recommended for new locomotives to settle the mechanism in and ensure it runs smoothly and fault free, which is particularly important if you are planning to install a Digital Command Control (DCC) decoder.

One option is to use a static rolling road, a useful tool comprising a set of roller bearing wheel cradles in which locomotive driving wheels can sit securely and operate through different speeds. Rolling roads are ideal for this purpose as they allow you to monitor the process on a workbench without the need for a layout, offering an uninterrupted period of running in each direction. It is also much easier to detect problems such as a tight spot or misaligned valve gear on a locomotive away from the layout.

Some rolling roads are fixed plinth like

affairs while others come with sets of roller cradles which can be placed on a length of track and moved into position according to the locomotive's wheel configuration. Incidentally, depending on the manufacturer these roller cradles are also described as saddles, supports or dollies.

Running in new models really can make a difference to their overall performance. When applying power for the first time, don't be tempted to apply full power straight away. Start slowly in each direction and once you are happy that all is well with the mechanism, increase the power to the model accordingly. Ensure all wheels are seated correctly and always monitor a model while it is on a rolling road - a lesson learnt from experience.

In addition to its running in capabilities, a rolling road can also prove useful as a DCC programming track as well as acting as a final check that all is well following maintenance or repair.



Rolling roads are a useful tool in running in model locomotives. This collection of five have all been tested for Hornby Magazine's Equipment Guide.

DCC Concepts rolling road

THE DETAILS

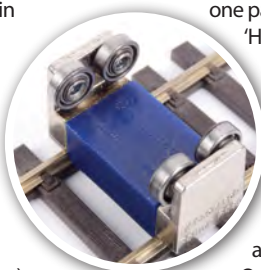
Manufacturer:	www.dccconcepts.com
Cat No:	DCM-RR 6/DCM-RR 12
Price:	£74.95/£119.95
Number of rollers:	Six/12

DCC Concepts is renowned for its high quality model railway products and its rolling road range is no exception.

Available in active and support sets, the active packs are designed to accommodate the driving wheels of locomotives with each pair of rollers featuring high quality bearings mounted on metal supports and screwed to a plastic spacer. The support sets feature pairs of plain metal rollers designed to support non-driving wheels and tenders.

Supplied in packs of six rollers to suit most standard diesel and steam locomotive wheel configurations, a larger value pack of 12 active rollers is also available.

As supplied, the packs are set to 'OO' gauge, but 18.6mm ('EM'/'P4'), 12mm (3mm:1ft) and 9mm ('N' gauge)



plastic spacers are also supplied covering a wide selection of gauge possibilities from the one pack including 'EM', 'P4', 'N', 'On30', 'HOn3', 'HOM', 'TT' and 'OO'. To change gauge, you unscrew the two small crosshead screws on the wheel cradle and replace the plastic spacer with the alternative.

Suitable for analogue or DCC use, the DCC Concepts rolling road is simple to set up and easy to place on the track. On test, the rollers performed

faultlessly throughout a range of speeds demonstrating smooth and positive operation as the driving wheels engaged.

The road is good value for money, equating to £12.49 per set of rollers in the six pack and £9.99 per set in the larger 12 pack. Easy to use and flexible according to wheel configurations.

GUIDE RATINGS

Reliability					
Setup					
Price					
Availability					

EQUIPMENT GUIDE

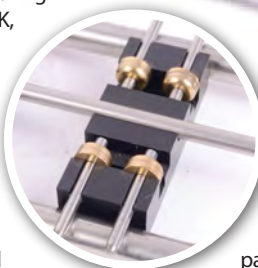


Marion Zeller slide bar rolling road

MANUFACTURED in Germany, the impressive Marion Zeller range of sliding bar rolling road stands is now available in the UK, distributed by Wealistic Models.

These robust high quality products feature a conductive frame formed from two stainless steel bars which are set in to plastic clip-in end panels. The steel bars support sets of brass roller dollies which are designed to slide freely along the bars on fixed axles, enabling you to easily and simply match each one to the wheelbase required.

At the centre of the rolling road is a third smaller diameter metal bar which can provide pick-up for three-rail models such as Marklin products and older Hornby Dublo models.



Power connection is as simple as connecting two wires from the power controller direct to the two main 6mm steel bars, one each side, by easing the ends of the bars from the clip fit plastic panel, slipping the bare ends of each power lead in and popping the bars back in place, holding the wire against the metal bars.

On test, this rolling road was incredibly simple to use, the rollers were easy to manoeuvre beneath the locomotive wheels and the models sat comfortably on the rollers. Throughout

the speed range the sets of brass roller dollies operated smoothly, although there was a tendency for steam locomotives to slowly work their way along the bars on our sample due to the momentum of the rotating locomotive wheels.

Of the units tested, this model was the easiest to use in terms of positioning and balancing the roller dollies beneath locomotives and represents good value for money, our six dolly sample working out at £10.83 per roller.

Suitable for DC and DCC, they are available for 'Z', 'N', 'TT', 'OO', 'EM', 'P4', 'O' and Gauge 1 in a selection of different lengths.

THE DETAILS

Manufacturer:	wealisticmodels@hotmail.com
Cat No:	'OO'
Price:	£65
Number of rollers:	Six

GUIDE RATINGS

Reliability					
Setup					
Price					
Availability					

Hornby rolling road



ORIGINALLY developed for use with its range of live steam models, Hornby's 'OO' gauge rolling road stand is a fully self contained unit, featuring a fixed length of track on a metal plinth base occupying roughly half its length, together with three pairs of independently adjustable live metal rollers.

This latest version of the rolling road stand is designed for use with DC and DCC models, and particularly suited to steam locomotives or diesel models which feature a powered bogie at one end only.

Each roller is connected to the plinth through a metal channel either side which allows them to slide to their desired position for matching with the driving wheel configuration. A screw-tight

bolt is fitted to each roller to fix it firmly in place.

Whilst simple to set up, it can prove fiddly when lining up both sets of rollers beneath a locomotive as each side is independent from its corresponding roller. An adjustable block is also provided at one end of the rolling road, designed to support front or rear bogies on steam locomotives. A set of sprung terminals is provided for connecting power from a suitable controller, which feeds the live rollers.

Hornby's rolling road demonstrated smooth and true operation throughout as we put a selection of different locomotive types to the test including tender pick up models, tender drive models and tank locomotives.



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R8211
Price:	£58.84
Number of rollers:	Three

Unfortunately, larger all-wheel drive diesel locomotives are precluded from utilising this product as supplied, as they are longer than the space available. However, it is possible to reduce the length of track on the plinth and provide extra space for additional sets of rollers (available separately) to be installed if you wish to make substantial modifications to the original design.

The Hornby product proved sturdy and easy-to-use, although it does suffer limitations in terms of its flexibility. Equating to £19.61 per set of rollers it also works out quite expensive, especially if you need to add extra sets of rollers.

GUIDE RATINGS

Reliability					
Setup					
Price					
Availability					





Bachrus Locomotive running stands

CANADIAN manufacturer Bachrus may be a new name for many, but since 1998 its range of quality hand crafted products has gained it an impressive reputation.

Its range of easy to use locomotive running stands come in sets of two, three or four saddles designed to be placed on a length of track ready for locomotive placement.

Each saddle is of lightweight metal construction mounted on an adjustable plastic bar, which can be set to the required gauge using the supplied Allen key. Gauge stops are moulded beneath each side of the metal saddle and simply slot between the rails. Once the gauge stops sit against the rails, the adjustable plastic bar can be tightened to achieve the correct gauge.

THE DETAILS

Manufacturer:	www.bachrus.com
Cat No:	50SA4
Price:	£49
Number of rollers:	Four

The roller sets on each saddle feature double shielded ball bearings which help conductivity and provide smooth motion whilst in use too.

On test our four saddle 50-series set proved easily adjustable to the wheel configuration required. The units demonstrated how quietly and smoothly they can operate, although there was a slight tendency for the momentum of steam locomotives to inch the saddles along the track.

Bachrus also manufactures additional useful accessories for its rolling road range including

stirrups for supporting locomotive tenders and pony trucks together with a useful speedometer.

Suitable for DC and DCC, three versions of the locomotive running stands are available including the 40 series suitable for 'Z' and 'N' gauge, 50 series suitable for 'HO', 'OO' and 'S' and 60 series designed for 'O' and 'G' scale models.

Equating to £12.25 per saddle, the Bachrus product represents good value and offered smooth, quiet operation with all roller wheels engaging throughout.

GUIDE RATINGS

Reliability					
Setup					
Price					
Availability					

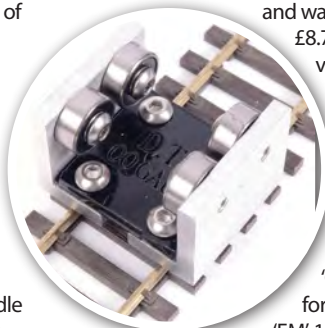
Direct Train Spares rolling road

DIRECT Train Spares of Burnley manufactures a range of low cost, high quality model railway accessories.

Engineered and assembled in the UK, its range of rolling road cradle units are constructed from aluminium angle, insulated plastic board, metal rollers and hex head screws. Adjustments can be made using the supplied Allen key.

Each set of rollers is designed to locate between the sleepers in the track, the tails of the hex head screws protruding beneath the cradles and providing the correct gauge width to clip between the rails. Whilst this provided a tight fit to the track, on our sample set the thread of the screws did leave small scratch marks on the edge of the rails where they had been clipped in – a moments work with a needle file would cure this easily though.

Each pack contains four cradle units which are, incidentally, the largest of all the rolling road products we've tested. Fitted with rubber sealed bearings, the roller wheels are also larger and provided very smooth operation throughout the speed range, although not all the rollers moved freely with all locomotives on our sample.



THE DETAILS

Manufacturer	www.directtrainspares-burnley.co.uk
Cat No	'OO'
Price	£35
Number of rollers	Four

This rolling road offered the smoothest ride and was the cheapest equating to £8.75 per cradle. However, the very tight fit of our sample did make it difficult to slide them along the track when aligning the wheel configuration.

Suitable for DC and DCC operation they are available in a wide range of sizes including 9mm for 'N' and 'OO'; 12mm for 'TT'; 16.5mm for 'OO' and 'HO'; 18.2mm for 'EM'; 18.83 for 'P4'; 32mm for 'O' and SM-32 and 45mm for 'G' scale.

GUIDE RATINGS

Reliability					
Setup					
Price					
Availability					

OUR PICK

So which rolling road would we choose? Purely based on cost per unit and ease of operation the Bachrus products would be our choice, as they are easy to work with, smooth and quiet in operation and represent good value for money. However, the Marion Zeller locomotive stand is also an impressive piece of kit and delivers a good quality, smooth product - the only issue for us was the tendency of steam locomotives to creep along the locomotive stand.

If price is your main factor, the Direct Train Spares product offers the lowest price per cradle and also delivers a super smooth, quiet operation.

Overall, though, when you factor in reliability, price, set up and availability the DCC Concepts rolling road would be our natural choice – offering smooth reliable operation and ease of use, together with the flexibility of being able to use it across other scales and gauges all from one pack.



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Era 4/5. All wagons have different running numbers: B100605, B562301, B103891, B130741, B137671 & B84118.

Two wagons have split spoke wheels and four have 3 hole disc wheels. Each wagon has welded construction end door and top flap £74.99 (+p&p)

GRAHAM FARISH
by BACHMANN



377-325Z Graham Farish, N scale, conflated BR yellow shunter running wagon. TMC limited edition pristine - £10.95 (+p&p) weathered by TMC - £14.99 (+p&p)

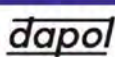


pristine light weathering medium weathering heavy weathering faded weathering



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Dentdale

'N' gauge offers the potential for a really expansive layout, and **WAYNE WEBB**, **TONY FRAZER** and **BOB TAYLOR** have exploited its potential to brilliant effect in their impressive Settle and Carlisle recreation.

PHOTOGRAPHY, TREVOR JONES.




STATISTICS

Owner	Wayne Webb, Bob Taylor and Tony Frazer
Scale	'N'
Length	19ft
Width	2ft 6in
Track	Peco code 55
Control	Analogue
Period	BR London Midland Region 1950s-1960s or 1990s-2000s



 **Diverted from the West Coast Main Line, an EWS Class 67 hauled parcels train heads south on Arten Gill viaduct.**



 **A northbound InterCity working hauled by a Class 47 crosses Dent Head viaduct.**

WE MET WHILE operating our club's 'N' gauge layout, which had been completed by others before we joined. The

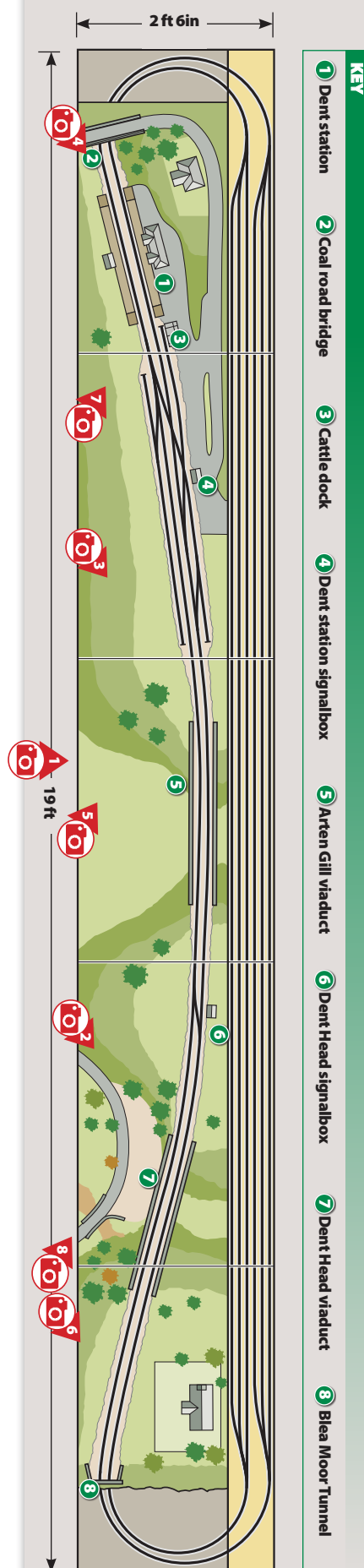
idea of building our own exhibition layout inspired by the high moorland sections of the Settle and Carlisle railway appealed to us, and with a little help from Google Earth, we rapidly put together an outline plan for a layout based in Dentdale. Our plan features Dent station, Arten Gill and Dent Head viaducts, with the scenic section starting at the Coal Road Bridge on the left, and the north entrance to the 1 1/2 mile long Blea Moor Tunnel on the right.

The Settle and Carlisle line is one of the last great Victorian main lines in Britain, taking four years to build, with 6,000 navvies building 20 viaducts, 14 tunnels and numerous access bridges to give the Midland Railway its own access to Scotland. The line was threatened with closure in the early 1980s but was saved after a massive campaign and has since seen a dramatic increase in passenger and freight traffic - enough to warrant relaying all the track on the 72 mile route to bring it up to modern standards.

PLANNING

Tony spent some time on the overall design and planning the scenics on Dentdale. Our research included visiting the area and studying photographs. We chose a gentle constant curve for the track, bowing inwards toward the centre of the scenic section, and then placed the main features such as the station, viaducts and buildings. We decided to swap the buildings to the other side of the track to provide a more interesting view from the front of the layout. We then marked »

DENTDALE TRACK DIAGRAM (Not to scale)




the position of drystone walls, types of trees and signals relative to the main features.

Wayne began baseboard construction in May 2012. The layout is made up of five 3ft 10in x 2ft 6in boards able to fit in a small hatchback car. Each board is made up of 12mm plywood, 6mm plywood and 40mm x 22mm softwood battens, made up as a box section. Three of the boards are 100mm high and the other two which hold the viaducts are 220mm high. The backscene panels fit into a groove made of 6mm MDF board. The boards are aligned by patternmakers dowels and

held together by 6mm bolts, one size used throughout the layout for easy assembly.

LANDSCAPING

The landscape was constructed using cardboard cut to shape to form the contours of the landscape. Cardboard strips were then glued across the shaped sections to form a lattice and covered with three layers of paper towel using PVA glue, which forms a strong surface when set. A mix of green and brown acrylic paints was applied and later covered with a mix of fine, then coarse scenic scatter to produce a moorland look.

 An EWS Class 66 approaches Dent station with a lengthy cement train.



The beds of the rivers and streams were formed from cutouts in the baseboards and shaped further when forming the contours in the landscape. Various stones were used to line the riverbed, to which several layers of varnish were applied, making sure each layer was completely dry before applying the next. About six layers were used to give depth.

Bob made most of the trees on the layout. All the trees in the area modelled are broadleaf and we set the layout in summer. In total over 100 trees were used on the layout. Florist wire was used as the

basic material to form the armatures with up to 40 wires being used on individual trees. Once the wires were twisted into a realistic shape they were brush coated with a mixture of PVA, wall filler, acrylic paint and water to cover the wires and give the trees their form. Woodland Scenics and Heki foliage materials were then glued to the armatures using diluted PVA glue. Five different colours were used to vary the colour and leaf textures of the trees.

The walls were constructed using card as a former and then fixing budgie grit on to the card using PVA glue. Budgie grit - available

from pet shops - proved to be a very effective material as the individual pieces of grit are to scale and enable the construction of perfect 'N' gauge drystone walls. The walls were finally given a coating of acrylic paint to give them the natural Yorkshire Dales colour. The technique could be used in other scales by using different materials for the stones such as 7mm scale ballast.

BUILDINGS

All the buildings on the layout are either kit or scratchbuilt by Wayne. The first construction project was the coal road »





Left: DMUs arrive simultaneously at Dent station.

Below: A Settle and Carlisle liveried Class 156 accelerates south out of Dent Head station, passing an engineering team.

bridge. The structure was made out of cardboard and covered with embossed plastic card, then painted and weathered. This method was also used for Dent station and the waiting room. The plans were found in a book on Settle and Carlisle structures. The station was given a pristine finish in London Midland and Scottish Railway (LMS) colours as it would have appeared in the 1950s. By the late '60s the real station was very run down but has now been beautifully restored.

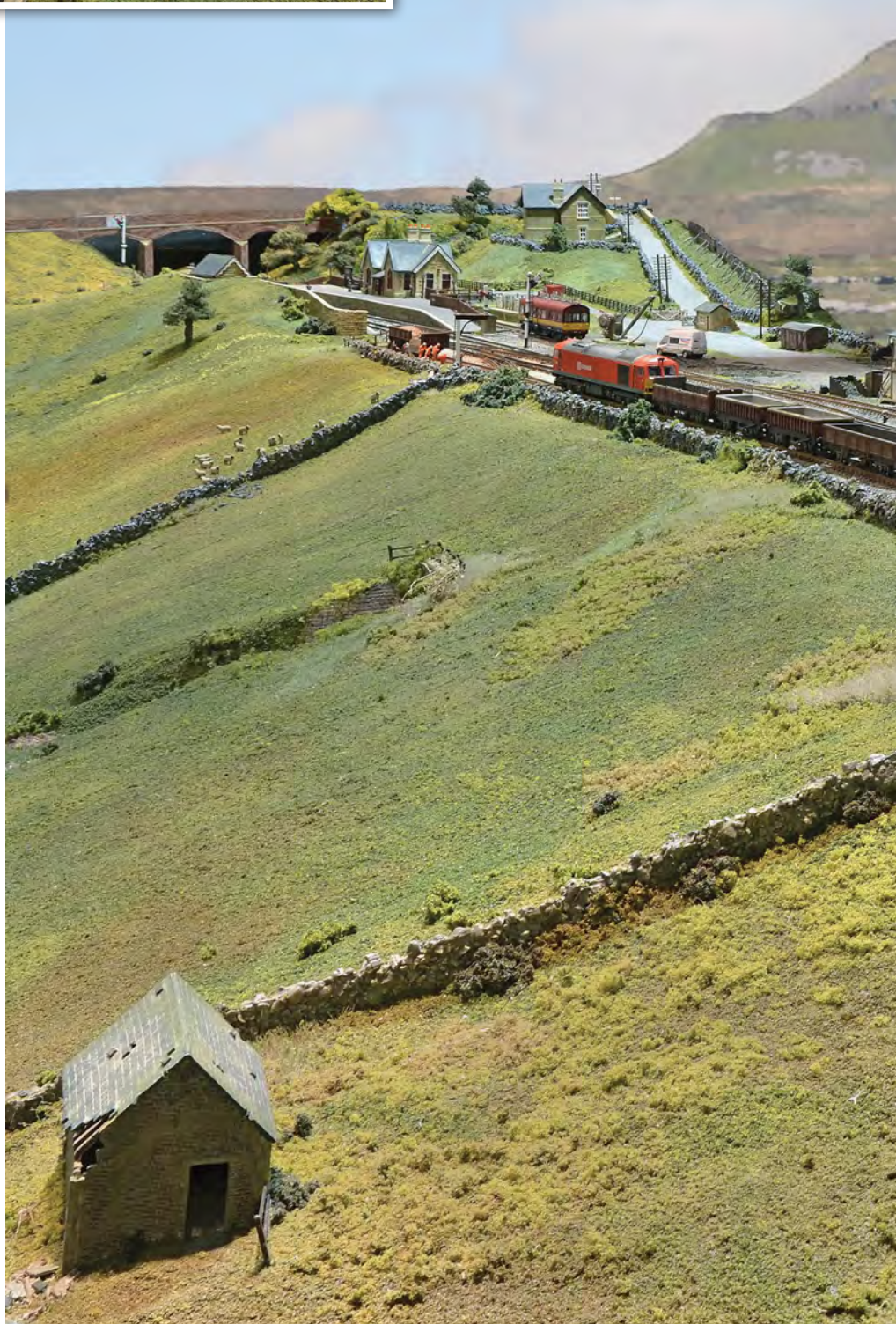
The Stationmaster's house is a Kestrel kit, modified with finer guttering and downpipes. A little filing of the window frames could have reduced their thickness as they do look a little on the heavy side. The snow fences are made from a mix of embossed plastic card and plastic strip and painted in a weathered look just to give an impression of the prototype fences behind the station.

Signalboxes are by Ratio. There is one full size 'box for Dent while that for Dent Head is half the size due to this being only a nine lever frame structure. The prototype signalboxes also came in kit form - all made of wood. The cattle dock is a Ratio kit which is slightly more extravagant than the original.

One problem we did have is with the station car park area. Having used cardboard as the base, when the layout was stored over winter in a shed, the cardboard rippled with the damp weather. To cure this we used 40 thou plasticard. First we cut the area affected out and then inserted the plasticard and repainted it, which, fingers crossed, has solved the problem.

The viaducts were a challenge having no prior experience of building something this long or high. Wayne decided to use plasticard to get the textures which it needed. The bases of the viaducts are made of 12mm plywood uprights with 6mm plywood on top, then cardboard box sections were built around the timber frame and covered in plasticard on both sides and under all the arches. They were then painted and weathered.

The church of St Leonard's is scratchbuilt out of plasticard. We are very pleased



with the finish of this building. The windows were scored lightly using a knife and rubbed over with a white coloured pencil to give the impression of leaded light windows. The scene is completed with two visiting hikers, rather than the usual wedding or funeral. The headstones are made from plasticard too.

Bob provided a Metcalfe tunnel mouth, which he had built for an earlier project, for the north entrance to Blea Moor Tunnel. An old dilapidated farm shelter near Arten Gill viaduct was made out of plasticard, with rubble from partial

collapse and tiles fallen from the roof scattered around the base of the building.

THE TRAINS

As the Settle and Carlisle hasn't changed much over the years, we decided to run different eras. For a two day show we usually run mid 1950s to mid 1960s steam on the Saturday and 1990s to modern day diesels on the Sunday.

The steam era gives us a good range of LMS and BR Standard locomotives and even London and North Eastern Railway (LNER) classes. Our LMS range consists of 'Jubilees',

'Royal Scots', '3Fs', '4Fs', 'Black Fives' and '8Fs', plus tank engines and 'Princess Coronation' 4-6-2s. BR is represented by Standard '2MTs' to '5MTs' plus 'Britannias' and of course '9Fs' on heavy freight work. In 1960 a batch of nine ex-LNER 'A3' 4-6-2s were used on the Scottish expresses, so we also have an 'A3' on express duty too.

Goods trains consist of anhydrite hopper wagons heading to Widnes chemical plant, 16ton coal wagons, mixed freight wagons, parcels, steel girder wagons and a mix of crimson and cream and maroon passenger trains. We enjoy running a good mix of »





A southbound coal train hauled by an EWS Class 66 passes a Freightliner Class 70 with intermodal containers emerging from Blea Moor tunnel.



1950s and 1960s freight wagons because of the many styles of wagons and coaches.

Amongst our modern stock we run southbound HTA bogie coal hoppers (mainly Freightliner and EWS) - typically 15 wagons in length rather than the prototypical 22 so they remain in proportion to the length of the scenic section of the layout.

Northbound gypsum containers to the plasterboard plant at Kirkby Thore for processing are adapted Farish 20ft containers with plasticard hydraulic doors fitted to the top and the end doors replaced by Milliput stamped with the pattern from the closed end of another container. British Gypsum logos found on the internet were laser printed onto waterslide transfers and affixed to plasticard plates on the sides of each container. The containers were finished in several shades of blue, washed and weathered with some light grey weathering powder sprinkled around the doors on the roofs. This train is typically hauled by a Medite or GBRf Class 66. A Castle Cement train with a prototypical length of 13 tankers, meanwhile, is hauled by an EWS or DB Schenker Class 66. We are assembling a couple of engineering trains, comprising mainly flat wagons, autoballasters and N Gauge society 'Osprey' flat wagons with track section loads.


A log train comprising 15 Mini'Trix bogie wagons is handled by a Colas Rail Class 66. The prototype used cut-down and adapted ferrywagons, but we think the DB bogie wagons are a good substitute, although we don't think the logs loads

supplied with the wagons are particularly realistic, so we will be replacing these with short sections of dried dogwood (Cornus) cuttings in the near future.

Steam specials are typically headed by a 'Princess Coronation' with a mixture of maroon, crimson and cream and occasional blue and grey coaches and of course, a dummy Class 67 at the rear. Scheduled passenger trains include the Dapol Settle and Carlisle Diesel Multiple Unit (DMU) set, and a Class 156 and Class 158 in Northern Rail livery. Due to the location of the Settle and Carlisle, we can also run other modern stock that may

have been diverted from the West Coast Main Line, so there is plenty of variety.

NEW SKILLS

All three of us have learnt new techniques and modelling skills whilst building and running the layout. We are amazed at shows by the amount of people who have travelled on the line or visited the area on holidays and driven trains on that line who tell us their tales and adventures. We have talked about extending the layout and doing Ribbleshead viaduct - almost as a joke - but we would seriously consider building it if we had the storage and transport to take it to shows! 



The Medite liveried Class 66 takes empty desulphogypsum containers south through Dent station.



A loaded log train
powered by a Colas
Rail Class 66 crosses Dent Head
Viaduct on its way South.



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Bachmann delivers *modified* 'MODIFIED HALL'

The final evolution of the GWR's 'Hall' 4-6-0 returns to the shops after an absence of more than 15 years. MIKE WILD is impressed with the tweaks.



The decoder socket is located under the cab floor and will require careful positioning of decoder wires.

THE GWR 'Modified Hall' has made its return to the Bachmann range and first to arrive for review in the Hornby Magazine office is BR lined green liveried 6988 *Swithland Hall*. The models were initially released in March 2013, but without the

fire iron tunnel on the fireman's side of the locomotive and incorrect steam pipes. These omissions saw Bachmann recall the full batch for correction.

The 'Modified Halls' were last available from Bachmann in 1997/1998 and for this new production run the chassis has

been upgraded from a split chassis design to a DCC ready version. The body tooling has been modified to suit the new DCC ready chassis and enhanced in areas too including correct shaping of the frame extension and correct profile 'Modified Hall' cylinder casings. Other changes include the addition



"The chassis has been upgraded to a DCC ready version"

MIKE WILD





THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	31-780
Description:	GWR 'Modified Hall' 4-6-0 6988 <i>Swithland Hall</i> , BR lined green
Scale:	'OO'
Price:	£124.95
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



The differences between the 'Modified Halls' and earlier versions have been depicted well.

of NEM coupling pockets front and rear and a correct plate frame design front bogie – previous versions being issued with a standard Collett style front bogie.

The 'Modified Halls' – or '6959' class – were introduced in 1944 to a modified version of Collett's original design created by Hawksworth. This pattern followed in the path laid down by Collett who had modified numerous designs from his predecessor Churchward for improved

operation and crew comfort.

In total 71 '6959' 4-6-0s were built by 1950 and whilst modifications were mainly invisible – including the use of plate frames and introduction of a three row superheater to increase steaming with poorer quality coal – the most obvious was the extra framing around the smokebox saddle.

Our sample of 6988 was paired with a Hawksworth 4,000gallon tender which is finished in matching BR lined green with late crests on each side. Decoration of both the locomotive and tender was



"In total we loaded it with eight coaches which proved to be the limit for this 4-6-0."

MIKE WILD

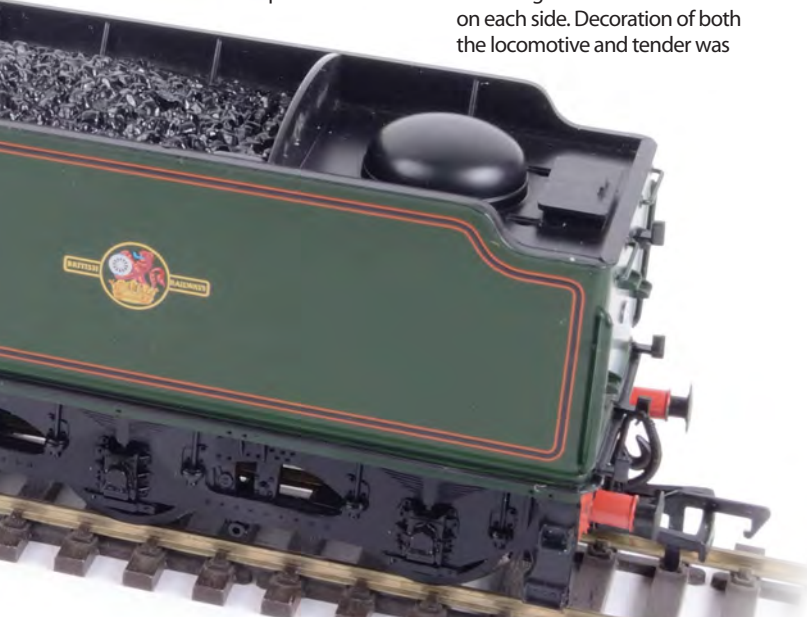
excellent on our sample with crisp orange-black-orange lining on the boiler, cab and cylinder casings. Add to this a copper trim on the chimney, brass coloured safety valve bonnet and neatly printed numbers and nameplates and Bachmann has created a fine looking package. The only item which could be improved is the addition of etched metal cabside number and nameplates – a modification which is simple to undertake, see pages 28-33 for our step by step guide.

On the track our sample proved to be a smooth running and competent performer. Following running in we subjected it to loaded tests with an increasing rake of Bachmann Mk 1s. In total we loaded it with eight coaches which proved to be the limit for this 4-6-0.

The chassis inside also now features an 8-pin DCC decoder socket. This, though, is located

under the cab while a weight ahead of the motor sits in a plastic cradle which has been designed to host a decoder. This space will be adequate for basic motor control decoders, but those wishing to move forward and install sound will find this model more challenging than the very latest releases. Space is available in the tender for both a speaker and decoder to be positioned, but this will require hardwiring of the decoder to the chassis.

The return of the 'Modified Hall' is good news for all BR Western Region modellers as it adds another choice of mixed traffic 4-6-0 to the roster – and one with the option of DCC installation too. Its looks may not have changed much from the last round of releases, but its performance is greatly enhanced bringing it into the modern age. (MW)



Network Rail BALLAST WAGONS

NEW from Dapol are these impressive 'N' gauge Network Rail liveried IOA-(E) and JNA ballast wagons.

The Polish built IOA-(E) wagons were designed for transporting large payloads of ballast to Network Rail's Virtual Quarries while the Romanian built JNAs are used on infrastructure duties for carrying fresh ballast or spoil.

Dapol's new models display a high level of finesse with crisply moulded plastic bodies and finely detailed underframes, the latter forming an important aspect of these models. Both models feature a die-cast metal chassis for extra weight and stability and feature plenty of separately applied parts including handbrake wheels, steps, grabrails, pipe runs and brake gear.

The IOA-(E) captures the distinctive large box-like appearance of the prototype

well with the deep capping strips around the top and vertical ribs along the sides while the JNA also displays all the characteristics of its low sided open shape.

Overall, decoration is good with both wagons finished in vivid Network Rail yellow with grey interiors, although some parts are self coloured plastic. Each carries a plethora of neatly printed signage, lettering and data panels and, of course, Network Rail logos. The IOA-(E) features three of these strategically positioned on each side while the JNA correctly features just one to the left of the central opening door on both sides. Other prototype differences are also equally well captured including black buffers and shanks on the IOA-(E) and the yellow shanks and black buffers on the JNA.

Both models feature good representations of the respective bogie types and are fitted with



THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2F-010-001
Description:	JNA 'Falcon' ballast wagon, Network Rail yellow
Price:	£21.60
Cat No:	2F-045-001
Description:	IOA ballast wagon, Network Rail yellow
Price:	£21.95
Scale:	'N'
Era:	9
Couplings:	Rapido couplings in NEM pockets

metal wheels, Rapido couplings in NEM coupler pockets and supplied with a replacement pair of buckeye couplings.

Sure to prove popular, they are just crying out to be weathered and distressed to match the prototypes! Excellent and available now. (MC)



New identity for Dapol HST

Dapol's HST returned to the market during March with new versions being issued in original BR blue as well as Intercity executive, Intercity Swallow and First Great Western livery for 'N' gauge. This is the second round of releases on the Dapol HST – the first batch being released in 2011 (HM47).

The model is a superb replica of the prototype and is delivered in a 'book set' containing Western Region power cars 43047 (powered) and 43046 (unpowered) to form set number 253023. Also included is Mk 3 First Open W41047 and Second Open W42069.

The level of detail incorporated into the power cars is exacting, creating a stunning model of these iconic trains. This version also correctly features the additional window in the rear compartment of the HST – a feature which

was later deleted from the class. Rapido couplings are fitted as standard in NEM coupling pockets, but alternative close couplings are included with the set too.

Livery decoration was excellent on our sample with flawless white lining around the grey section of the vehicles plus crisp edges between all main body colours and neat printing of the BR double arrow logos and Inter-City 125 legends on the power cars.

On the track we tested the sample under both DC and DCC control – two 6-pin decoders being required to operate both power cars with DCC – and the set proved to be a smooth, reliable and capable performer.

This new batch of HST sets from Dapol is great news for modellers of the 1970s-1990s period railway. Excellent and available now. (MW)



THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2D-019-001
Description:	Class 43 'book set', BR blue, W43047/W43046 plus two Mk 3 carriages
Scale:	'N'
Price:	£175.00
Era:	7
DCC:	DCC ready, 6-pin socket (one per power car)
Couplings:	Rapido couplings in NEM pockets



These wonderful models show the potential for incredible detail in modern 'N' gauge.

Longmoor Military Railway train pack



This latest collectable 'N' gauge train pack from Bachmann represents the famous Longmoor Military Railway (LMR) between Liss and Bordon in Hampshire.

Following a need to train and educate members of the armed forces in all areas of railway operation, the Royal Engineers built an extensive standard gauge railway, opening in 1907, which also included a connection to the main London & South Western Railway (LSWR). The LMR officially closed in 1969.

Containing Bachmann's stunning 'N' gauge War Department

'Austerity' 2-8-0 as 400 *Sir Guy Williams* in LMR blue and red livery together with three BR Mk 1 57ft suburban brake coaches in LMR blue as ARMY 3031, ARMY 3032 and ARMY 3034, this desirable pack also includes a limited edition certificate, historic summary of the LMR, pack of locomotive bufferbeam details and etched metal nameplates.

Attractively packaged, this latest Graham Farish release represents excellent value at under £140 and follows up to the 'Cumbrian Mountain Express' train pack released in February (HM94). (MC)

THE DETAILS

Supplier:	www.bachmann.co.uk
Cat No:	370-400
Description:	'Longmoor Military Railway' train pack featuring WD 'Austerity' 2-8-0 400 <i>Sir Guy Williams</i> and three BR Mk 1 suburban brake coaches
Price:	£139.95
Scale:	'N'
Era:	5/6

The Longmoor Military Railway is celebrated in this great value train pack for 'N'.



20 ton Class B TANK



NEW FROM HELJAN IS this stunning 'O' gauge model of the 20ton Class B four-wheel tank wagon.

Built in the late 1950s, these vacuum braked wagons were introduced to transport fuel oil and diesel, often seen hauled by BR '9F' 2-10-0s and other steam designs while later they were well-known for haulage by pairs of Class 33s.

Our review sample represents a vehicle built by Charles Roberts in 1959 and is finished in plain black livery with Esso logos on each side. Heljan's model features

a cast metal chassis fitted with a plastic tank cylinder which sits on twin saddles. The body tooling is excellent, capturing the essence of the prototype well with crisp panel lines, tapered barrel ends topped with finely moulded filler cap, valve, ladders and walkways either side. Other refinements include sprung metal buffers, lamp irons, fine separately fitted handbrake levers and metal screw link couplings.

The metal chassis adds extra weight for stability and features plenty of rivets, exquisite underframe detail and vacuum

THE DETAILS	
Manufacturer:	www.heljan.dk
Cat No:	1007
Description:	20ton Class B tank wagon, Esso black
Price:	£84.95
Scale:	'O'
Era:	5-7
Couplings:	Metal screw links

brake gear, sprung suspension, roller bearing axleboxes, metal three-hole disc wheels and inline brake shoes.

Decoration is to Heljan's usual high standards featuring a simple high quality matt black paint finish with

crisply printed Esso logos, builder's plates and wagon markings.

Supplied un-numbered it is ideal for customising, enabling a full rake of these superb vehicles to be assembled easily. (MC)

24 ton ore hopper returns

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	37-507
Description:	24ton Ore hopper wagon, BR bauxite (early)
Price:	£13.95
Scale:	'OO'
Era:	4/5

Bachmann's 'OO' gauge BR 24ton ore hopper wagon makes a welcome return. Finished as B437221 in early BR bauxite livery, it represents the vehicle when in use on sand traffic and

features a neatly moulded hopper with plenty of rivet detail, inline brake shoes, fine handbrake levers and ladders at each end.

Decoration is up to the standard we've come to expect from



Bachmann with a quality bauxite satin paint finish to the hopper exterior while the interior is decorated grey. Printed detail is limited to wagon markings, lettering, speed restrictions

and builder's plates, all of which are neatly printed.

Metal buffers, turned metal wheels and small tension lock couplings in NEM coupler pockets complete this latest issue. (MC)



Heljan 'O'AA wagon arrives

Following on from Heljan's 'O' gauge models of the VAA and VBA vans (HM93) are the OAA and OBA open wagon types used on British Rail's (BR) general merchandise traffic. Built during the 1970s and designed for use on BR's air-braked network, these useful vehicles featured wooden drop-side doors and steel ends with a 31 ton capacity.

Our OAA review sample is based on one of the first 100 wagons built in lot 3727 at Ashford works in 1971 and correctly features representation of the three six-plank dropside doors on each side.

The model displays a high level of detail including superbly moulded planks, separately fitted lamp irons, fine handbrake levers, sprung metal buffers, fully detailed chassis, pre-fitted brake pipes, roller bearing axleboxes and sprung suspension. A metal weight is fitted beneath the wagon floor for added stability too.

Decorated in early BR bauxite livery, the model is finished as OAA 100013 and features an evenly applied coat of matt bauxite to the wagon body together with a brown interior floor and black underframe. Crisply printed data panels and

small markings are applied, although the BR double arrow logo on our sample lacked definition in the gaps between planks.

Turned metal wheels with disc brake inserts, disc brakes and intricate but operational metal screw link couplings complete this fine new addition to Heljan's air-braked wagon fleet. (MC)

Detailing is impressive on the new 'O' gauge OAA, with intricate mouldings throughout on the chassis.

THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	1050
Description:	Railfreight OAA open AB wagon, BR early bauxite
Price:	£84.95
Scale:	'O'
Era:	7/8
Couplings:	Metal screw links



Circus guise for Bedford QLD

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76QLD003
Description:	Bedford QLD, Bertrum Mills Circus
Price:	£11.95
Scale:	'OO'
Era:	4-6

Oxford Diecast has now added the Bertrum Mills Circus livery to its Bedford QLD lorry. The Bedford QLD was the general service version of the vehicles manufactured for military use during the Second World War.

Finished as UYP 194 in the delightful green and red livery of the circus troupe, our sample also features a crisply moulded, very effective tautly secured light green canopy over the truck, even down to the rope



ties and folds in the canvas.

Rubber tyres, crisply printed lettering, detailed cab interior

and rear tow hook complete the package. Roll up, roll up – the circus could be coming to your layout... (MC)

Grain wagon blooms



BACHMANN'S latest release is this newly tooled BR 20ton grain hopper wagon. Built at Derby in the early 1950s to diagram 1/271, this common wagon type was based on the final London Midland & Scottish Railway (LMS) design

and used – as its name suggests – for transporting bulk grain.

The model is being released in late BR bauxite and two versions of BR grey. For review we received the early BR grey version representing an unfitted vehicle with plain bearings and welded construction.

This neatly produced vehicle features a crisply moulded body with a fine representation of the steel bodied hopper and welded side strapping. The hopper roof is equally well rendered with the top access hatches featuring tiny separately fitted metal handles, which is a neat

touch, although the sides feature moulded representations of the grab handles. However, for the price it might have been nice to have featured metal grab handles on the sides to match those on the roof hatches.

Ladders are fitted at each end, while underneath the

TEA is served

Bachmann has issued a new version of its popular 'OO' gauge TEA Class A bogie tank wagon in Fina livery.

Based on a prototype built in 1969, the model is finished as FINA 85519 in weathered grey livery featuring the company's distinctive blue and red logo.

Bearing the hallmarks of previous

releases decoration is up to Bachmann's usual high standards featuring a high quality paint application with crisp masking throughout. Weathering is basic but effective with the lower half of the model receiving a slightly heavier application. A neat touch is the subtle sheen effect from the three tank roof filler caps, simulating

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	38-115
Description:	TEA bogie tank wagon, FINA (weathered)
Price:	£42.95
Scale:	'OO'
Era:	8
Couplings:	Small tension locks in NEM pockets

spilt liquid down both sides.

Registration and warning notices are crisply printed on the tank barrel while legible tare and overhaul dates feature on the prototypically sparse underframe.

Fitted with turned metal three-hole disc wheels and NEM coupler pockets with short tension lock couplings, this latest and useful addition to the fleet is available now. (MC)



in stores



model incorporates plenty of fine detail including discharge chutes and associated handwheel, handbrake levers, plain axleboxes, finely moulded springs and in-line brake shoes.

Finished as B885053, decoration is simple but effective with an evenly applied satin BR grey

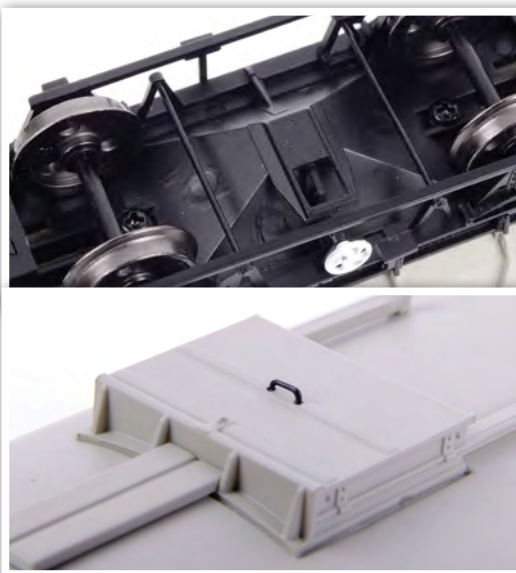
paint finish to the hopper while the underframe is painted black. Crisply printed GRAIN wagon markings and numbers together with builder's plates and small details on the solebar are also neatly applied.

Metal buffers, turned metal wheels and small tension lock

couplings in NEM coupler pockets complete the package.

This is a super new model from Bachmann providing extra variety for goods train formations and it stands head and shoulders above previous models for the scale of these attractive steam era wagons. (MC)

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	38-600
Description:	BR 20ton grain hopper, BR grey
Price:	£22.95
Scale:	'OO'
Era:	4/5
Couplings:	Small tension locks in NEM coupler pockets



Taff Vale 0-6-0 returns...

Golden Valley Hobbies has taken delivery of a small quantity of its popular 'HO' scale model of Taff Vale Railway (TVR) 0-6-0ST 264 *Taff Vale*, which originally sold out shortly after release in 2013.

The TVR operated in Glamorgan, South Wales until 1922 when it was absorbed into the Great Western Railway (GWR). Based on a locomotive designed by Sharp Stewart and operated by the TVR, this model is not an exact replica due in part to the origins of its European 'HO' scale chassis and cab design, but does have a passing resemblance to the prototype.

Manufactured by Electrotren, the diminutive locomotive features a detailed body, multitude of rivets, lamp irons, whistle, cab handrails, cab interior backhead detail and blackened wheels.

Decorated in Taff Vale Railway black, it features a high quality



THE DETAILS	
Supplier:	www.goldenvalleyhobbies.com
Cat No:	GV2004
Description:	Taff Vale Railway 0-6-0ST, plain black
Price:	£49.99
Scale:	'HO'
Era:	2
DCC:	DCC ready, 6-pin socket
Couplings:	Electrotren in NEM coupler pockets

evenly applied paint finish together with crisply printed nameplates, number plaques and TVR crests.

Fitted with a 6-pin DCC decoder

socket, the model ran smoothly and quietly straight from the box and is available exclusively from Golden Valley Hobbies now. (MC)

RECOMMENDED READING

HERITAGE DMUs

Author: Roger Marks

Publisher: Amberley

Website: www.amberley-books.com

ISBN: 978-1-4456-4020-4

Price: £14.99

Spec: 96 pages, softback



THIS LATEST BOOK from Roger Marks recalls first generation Diesel Multiple Units (DMUs) during their final years in revenue earning service.

Withdrawal of older DMU types gathered pace in the 1990s as new generation units entered traffic, although some such as the Class 101s, 121s and 205/207 Diesel-Electric Multiple Units (DEMs) soldiered on into the New Millennium.

Today, a Class 121 single car DMUs remains in frontline service with Chiltern Railways in Buckinghamshire, while a large number of preserved examples continue to operate on heritage railways.

The book focuses on the final years of service on the privatised rail network and covers Arriva Trains Wales, Chiltern Railways, First North Western, Scotrail, Silverlink Trains and South Central operations together with a section on departmental units too.

Illustrated throughout with a wide selection of photographs and informative captions it also features some very useful cab and passenger saloon interior images. In addition, Roger has also included an anatomy of a DMU making clever use of detail views of underframe equipment, bogies, bufferbeam detail and more. (MC)

Absolute signals are set to impress

NEW FROM ABSOLUTE Aspects is this sensational four aspect stop signal with position light and working dot matrix route indicator. These signals can be observed across the rail network on approach to stations with multiple routes and provide appropriate indicators for drivers.

This highly detailed product features all metal construction, four aspect LED signal head, position light, lineside telephone box, personalised signal identification plate and functional dot matrix route indicator.

On our review sample, the dot matrix route indicator was supplied with four combinations – 1, 2, 3 to represent platform numbers and the letter 'H' to indicate a branch. Any letter can be supplied and the characters can also be doubled up to provide DF for down fast, for example.

Suitable for use with DC and DCC control, the signal comes with a printed circuit board (PCB) and plug-in connector to aid placement on a layout.

A length of ribbon wire is also connected to cater for the number of features

THE DETAILS	
Manufacturer:	www.absoluteaspects.com
Description:	Four aspect stop signal with dot matrix route indicator
Price:	£110 (+ £10 for optional personalised ID plate)
Scale:	'OO'
Era:	8/9

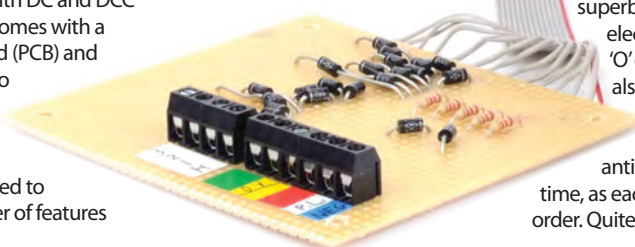
available. A set of simple to follow instructions is provided.

The supplied PCB featured clearly labelled terminals and once connected to a DCC signal accessory decoder demonstrated its phenomenal capability, lighting the four aspects, position light and choice of dot matrix route indications with ease.

This sort of quality comes at a price, starting from £80 for a two-aspect stop signal with route indicator and £110 for the four aspect version with position light and route indicator, but

for that you are getting a superb piece of miniature electronic engineering. 'O' gauge versions will also be available.

Order books open in June with an anticipated six month lead time, as each signal is handbuilt to order. Quite simply stunning. (MC)



Regent Foden FG tanker

New to Oxford Diecast's 'N' gauge Oxford Haulage range is this attractive Regent liveried Foden FG eight-wheel tanker. Finished in the smart red, white and blue livery of the fuel company, the Foden captures the look of

the prototype well with an impressively detailed radiator grille plus headlights, age related number plates and a neatly produced tanker. At under £5 too this model will make a great addition to a late steam era layout. (MW)

THE DETAILS	
Manufacturer:	www.oxforddiecast.co.uk
Cat No:	NFG006
Description:	Foden FG tanker, Regent
Scale:	'N'
Price:	£4.75
Era:	5



Cobalt IP digital POINT MOTOR



The Cobalt slow action point motor by DCC Concepts is an established product, but it has now been upgraded to improve its operation and reliability while also featuring an inbuilt DCC decoder in the Digital IP version.

The Cobalt motor is amongst the simplest to install on a layout. We fitted 20 to *Hornby Magazine's* Twelve Trees Junction layout and, including fitting of all wiring and setting of decoder address, it took just two hours – that's quicker than we can install point motors with any other brand.

This is down to the design of the Cobalt and the fact that it now comes with self adhesive double sided pads which can be used to hold the point motor in place during installation – they also have sound deadening

capabilities too. The Cobalt IP also features pull back connections for wiring which require no soldering in order to connect a motor to the DCC power supply and its 'learning mode' addressing means that changing an address takes a matter of seconds. Flick the switch to the 'learn' mode, select the address you want it to be on your handset, change it, set the switch back to 'run' mode and it is done.

However, the IP's features go much further than this. DCC Concepts has installed a rubber infill inside the casing to reduce motor noise while each one is now delivered from the factory preset to the centre – helpful for ensuring alignment is correct. Like the original Cobalt motor designs a support bracket for the actuating rod can be moved up and down to give the motor

THE DETAILS	
Manufacturer:	www.dccconcepts.com
Cat No:	DCP-CB1DiP
Description:	Cobalt slow action point motor
Scale:	Any
Price:	£21.95 (single unit)
DCC:	DCC fitted

output rod a degree of 'flick' which is helpful when operating the motors with spring loaded points such as those produced by Peco.

Other features including inbuilt frog switching, control panel feedback to LED lighting, the option to add manual operation with switches as well as digital control, CV control of reversing the direction of operation plus it now features gold plated electrical contacts to improve its performance.

Admittedly these are not cheap items, but you certainly get what you pay for and once installed the Cobalt point motor has proved to be a highly reliable and dependable item from our experience with Twelve Trees, particularly once we deactivated auto centring. They offer smooth and near silent point changing once installed and Cobalt IP is definitely one of the simplest and quickest point motors to install – and with impressive capabilities too. (MW)

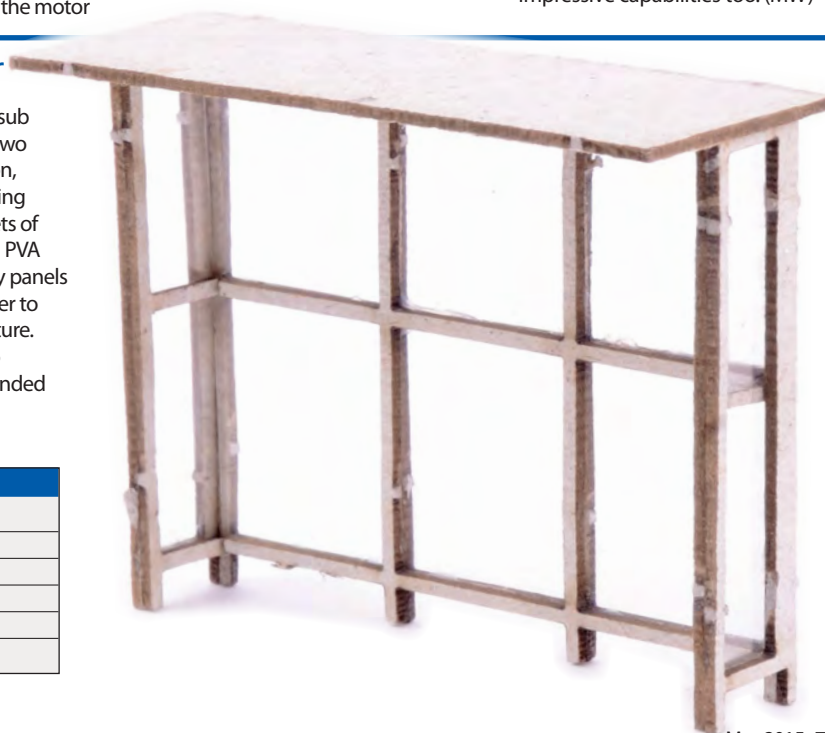
LaserScenes bus shelter

LaserScenes' new range of pre-cut card kits is bolstered by this pack of two small bus shelters. Representing the simple modern metal-framed glazed shelters seen at the roadside, this latest addition from ModelRailwayScenery.com contains a fret of pre-cut card components for the main structure and a sheet of transparent material for the glazing.

The kit is built as three sub assemblies, comprising two ends and a central section, by sandwiching the glazing material between two sets of each laser cut panel with PVA glue. These sub assembly panels are then brought together to create the finished structure.

Instructions are easy to follow and it is recommended to paint the card parts prior to assembly. (MC)

THE DETAILS	
Manufacturer:	www.modelrailwayscenery.com
Cat No:	LX005
Description:	Small bus shelter (pack of two)
Price:	£3.99
Scale:	'OO'
Era:	9



Return of the '0298'



KERNOW Model Rail Centre (KMRC) has taken delivery of a new batch of its popular 'OO' gauge London and South Western Railway (LSWR) '0298' 2-4-0WTs, including this model of 30587 in BR black livery with late crests.

Originally released in 2011 (HM52), these latest models are the first ready-to-run locomotives to be produced in association with DJ Models and bear all the quality traits of previous issues, but now also feature DJ Models'

coreless motor. On test, our Digital Command Control fitted example operated smoothly and quietly throughout the speed range, although it did demonstrate a slight tight spot initially in reverse.

The BR black livery is evenly applied and features a quality satin base coat topped off with neatly printed BR late crests and numbers. Separate details such as vacuum pipes, fire irons and Southern Region route indicator discs are supplied in a separate pack for customer fitment.

THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	K2056DC
Description:	Beattie 2-4-0WT 30587 BR black, late crests
Price:	£124.99
Scale:	'OO'
Era:	5
DCC:	DCC fitted, 6-pin socket
Couplings:	Small tension locks in NEM pockets

Whilst still available as 30586 in British Railways black with Bulleid 'sunshine' lettering in DC and DCC fitted versions, this

particular BR black issue of the diminutive model has proved very popular with another batch due for delivery later this year. (MC)

Upgraded '42XX' goes black

As a follow up to the Great Western Railway liveried version (HM94) comes Hornby's 'OO' gauge Churchward '42XX' 2-8-0T in BR black livery with late crests.

Finished as 4257, this model also features a separately fitted smokebox dart, rear guard irons, fine metal handrails, sand pipes, drain cocks, lamp irons and metal buffers. The fine plastic frames on this example showed a small amount of distortion,

although this can be rectified with careful adjustment.

Decoration is up to Hornby's usual high standard, featuring a quality matt black paint finish together with crisply printed numbers, 86J (Aberdare) shed plate and particularly well applied BR late crests. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3223
Description:	BR '42XX' 2-8-0T 4257 BR black, late crests
Price:	£119.99
Scale:	'OO'
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



QUICK REVIEWS

Modern street lights for 'N'

TrainSave's 'N' gauge street lighting range includes this pack of four modern single headed versions.

These finely produced lamps feature an integral LED which casts an effective cool white light,

replicating modern street lighting. Finished in grey and ready to be installed, each pack is supplied with a set of resistors together with wiring instructions. Attractively priced and highly effective. (MC)

THE DETAILS

Supplier:	<i>www.gaugemaster.com</i>
Cat No:	TSV253
Description:	Modern single head street lights (pack of four)
Price:	£10.95
Scale:	'N'
Era:	7-9



Miniature modellers for your layout

German manufacturer Noch's extensive range of 'HO' scale scenic products includes this fun set of railway modellers.

The set includes five adults and two children in a variety of poses. Also included is a

miniature representation of a model railway layout with baseboard mounted on a table.

The model railway layout is particularly well moulded and suitably picked out in appropriate colours. (MC)

THE DETAILS

Supplier:	<i>www.gaugemaster.com</i>
Cat No:	15596
Description:	Railway modellers and layout
Price:	£9.95
Scale:	'HO'
Era:	8/9



Laser cut garden shed



THE DETAILS

Supplier:	<i>www.gaugemaster.com</i>
Cat No:	GM453
Description:	Wooden garden shed
Price:	£6.00
Scale:	'OO'

Gaugemaster's range of structures for 'OO' gauge has expanded with this laser cut kit for a wooden garden shed.

Supplied on a single fret of pre-cut parts, the components are easily released from their tabs and fit

together well. The roof, sides, door and base feature a convincing wood effect grain and build into a realistic model which just requires a small amount of PVA glue and glazing material to complete.

Quick, simple and effective. (MC)

Wooden fence panels

Gaugemaster has added to its 'OO' gauge range of laser cut structures with packs of plain and lattice wooden fence panels.

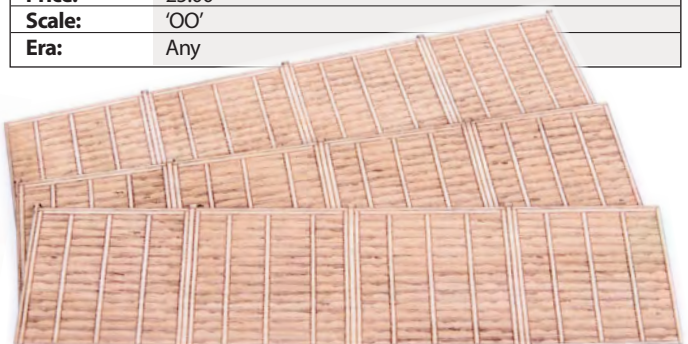
Each contains three separate pre-cut wooden fence sections,

providing approximately 300mm of fencing per pack. Measuring 23mm high, the finish of each panel is superb with the wood grain effect appearing particularly convincing.

Available now. (MC)

THE DETAILS

Supplier:	<i>www.gaugemaster.com</i>
Cat No:	GM451/GM452
Description:	Wooden fence panels/wooden fence panels with lattice (set of three)
Price:	£5.00
Scale:	'OO'
Era:	Any



Billinton's 'E4'

Throughout the history of the railway many locomotive classes have made an invaluable contribution to providing services, yet have remained largely out of the limelight. One such design was the Brighton built 'E4' 0-6-2T, as **EVAN GREEN-HUGHES** relates.

TOWARDS the close of the 19th century the London Brighton & South Coast Railway (LBSCR) found that its collection of 0-6-0Ts was insufficiently powerful

for many of its goods services. To counter this problem William Stroudley drew up a design for a larger locomotive which had a radial axle at the rear to enable additional coal and water to be carried and permit the use of a larger boiler.

Only one, 158 *West Brighton*, was under construction when Stroudley died and this was in due course completed by his successor, Robert Billinton, after he had made a number of changes to the design. Another 16 similar locomotives followed and these were to form the 'E3' class and the underpinning for a series of more powerful locomotives based around the same wheel arrangement.

When designing the 'E3' it had been intended that the new engines would be used for freight trains but during construction passenger train air brake equipment had been added, enabling them to be used on a more widespread range of work. For these duties they seemed very well suited but their 4ft 6in driving wheels hampered them in terms



Billinton 'E4' 0-6-2T 32481 enters Clapham Junction with a rake of empty coaching stock from Waterloo on the evening of June 7 1962. Brian Stephenson.

of available top speed, though they proved useful when pulling away with impressive acceleration from the small driving wheels.

THE 'E4' TAKES SHAPE

Consequently when 12 further engines were ordered in 1896 the design of the 'E3s' was amended and 5ft 0in driving wheels were substituted, giving rise to what were initially called the 'E Specials' but later became the 'E4s'. The change to the size of the driving wheels plus detail modifications provided a truly versatile locomotive that proved useful for all manner of work from local passenger trains right through to yard shunting, so much so that another 22 were ordered from Brighton works, and these were delivered in 1898-1899. Construction then continued over following years until 1903 by which time 75 had been built.

Most of the class were allocated to sheds in London or at Brighton but Portsmouth, Littlehampton, Horsham and Newhaven also had one each. In service the class was found to have limitations, in that when used on faster passenger workings at speeds of more than 40mph performance was retarded by the design of the valve chests and this made really fast running impossible. There was also an issue arising from the original design which incorporated



'E4' 0-6-2T 2463 stands beside 'E2' 0-6-0T 2109 at New Cross shed in the mid-1930s raising steam for the day ahead. [Rail Archive Stephenson](#).

lever reversing, as was usual for goods engines, but for passenger duty a more precise method of cut-off adjustment was required and so from 507 onwards screw reversers were fitted. It had been intended that all of the class would be modified

to conform with this improvement and a works order was issued but for some reason the work was never actually carried out.

The 'E4s' settled down to an unremarkable existence, but were well liked by enginemn and fitting staff alike. In 1902 one of >>

THE DETAILS				
Date	Built	LBSCR	SR	BR
1896	12	463-474	2463-2474	32463-32474
1898-9	22	475-496	2475-2496	32475-32496*
1900	14	497-510	2497-2510	32497-32510
1901	19	511-520	2511-2520	32511-32520
		556-564	2556-2564	32556-32564
1902	2	565-566	2565-2566	32565-32566
1903	6	577-582	2577-2582	32577-32582

*2483 was written off in 1944 and never carried its BR number



them, 565 *Littleton*, was converted for oil burning and put to work on semi-fast trains from London to Tunbridge Wells but the trials cannot have produced much advantage as the locomotive was returned to its original state the following year.

The class was badly affected by the efficiency troubles at Brighton works between 1904-1908 and several spent periods out of use awaiting repairs. Ten engines were sent to the Yorkshire Engine Company for repairs, including retubing and fitting with new copper fireboxes but the amount spent on these angered the company's directors and caused an investigation into the company's workshops. Despite this enquiry recourse was often made to outside contractors in the years that followed, including the building of new boilers for the 'E4s', which were supplied again from the Yorkshire Engine Company.

In 1909 DE Marsh, the then Locomotive Superintendent, decided to fit the larger I2 type of boiler to three 'E4s' and this involved moving the side tanks outwards by five inches. A fourth conversion was undertaken in 1911 but although steaming was improved the restrictions of the chassis design prevented any real advantage being gained. These four locomotives were to remain the only examples of the 'E4X' class to be built as a result.

'E4S' ABROAD

Towards the end of the First World War the Government's Railway Operating Division found itself short of motive power and requested the use of 12 six-coupled goods locomotives from the LBSCR. As the company could not spare the numbers required 'E4s' were offered as a substitute and as a result a dozen found themselves allocated to shunting the ammunition depot at Audruicq in France, some subsequently being sent to the Western Front near Arras. Following the end of the war they were employed on ordinary passenger services in France for a short time but were back home by 1919, and for a time could be easily identified as they were repainted light grey instead of umber upon their return.

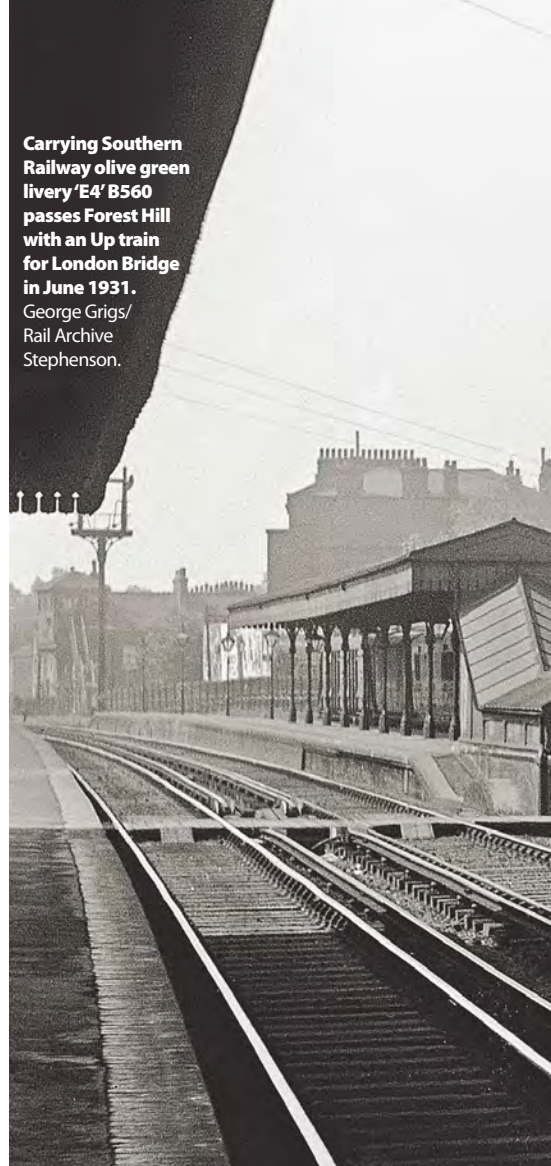
Following the First World War, again

FACTS AND FIGURES	
Designer	RJ Billinton
Built	1897-1903
Withdrawn	1955-1963
Number built	75
Builder	Brighton Works
Purpose	Mixed traffic
Power classification	2MT
Wheel arrangement	0-6-2T
Weight (loco)	56tons 15cwt
Brakes	Locomotive - steam brake
	Train brakes Westinghouse air (as built)
	Vacuum (after 1923 Grouping)
Driving wheel diameter	5ft 0in
Radial wheel diameter	4ft 0in
Overall length	35ft 3in
Boiler diameter	Parallel, 4ft 3in
Boiler pressure	160psi
Cylinders	Two inside, 17½ in x 26in (as built 18in x 26in)
Tractive effort	18,050lbs
Coal capacity	2tons 5cwt
Water capacity	1,408 gallons

due to a lack of capacity at Brighton, another ten engines had to be overhauled elsewhere and while two of them were dealt with in Yorkshire the other eight made the long journey to Vickers in Barrow-in-Furness for attention.

By the grouping of 1923 the class was more widespread and had covered around half a million miles each. The Southern Railway classified all of them as passenger locomotives and painted them green, thus ending the previous practice of some

Carrying Southern Railway olive green livery 'E4' B560 passes Forest Hill with an Up train for London Bridge in June 1931. George Grigs/Rail Archive Stephenson.



nominally being for goods work and some for passenger. The company also embarked on a scheme to replace the 18in diameter cylinders with those of 17½in, after which many drivers said that the engines became freer running, and also to fit the class with the more common vacuum train brake. Revised boilers with extended smokeboxes and a shorter chimney were also progressively fitted thus continuing a programme commenced in 1912, but it was to be 1949 before all were dealt with. During this time boilers of the different pattern were often swapped between engines.

VARIED DUTIES

By this time more of the Southern's lines were being electrified and so four 'E4s' were transferred to Gillingham shed to be used on the Sheerness Branch and for local goods and shunt work, but there they did not find universal favour and eventually found themselves back on home territory. However the class really came into its own during the Second World War when very high mileages were achieved working heavy trains. The conflict inevitably took its toll on the mechanical state of the engines and following the end of hostilities and the arrival of more modern motive power many found themselves more commonly used on local goods and shunting work.

All bar 2483, which had been damaged in 1944, survived into British Railways ownership and most subsequently received



Running bunker first 'E4' 2501, with Bulleid 'sunshine' lettering, enters Chichester goods yard with a Down goods train in 1947. Lewis Coles/Rail Archive Stephenson.



lined black livery. It was not until 1957, however, that all the class were in this colour scheme. By this time the 'E4s' were increasingly being relegated to more mundane duties as more modern locomotives arrived and by 1955 many were surplus to the Southern Region's needs. Consequently withdrawals started with 16 going fairly quickly thereafter and the rest over the next eight years. The final 'E4' to go was 32479 which was taken out of service at Newhaven in June 1963.

SOLE SURVIVOR

Only one 'E4' survived into preservation and that was 473 *Birch Grove*, which worked down light engine under its own power from Nine Elms to Horsted Keynes on the Bluebell Railway on October 16 1962. The locomotive soon regained its Marsh umber livery and worked continuously until 1971 by which time its boiler needed repair. Unfortunately restoration work did not start until 1983 and it was not until 1994 that the boiler was fit for use again following extensive repairs. Cracks in the frames were also dealt with before the engine went back into service for a few more years.

Ten years later it was time for another rebuild, this time the major work centred round the cylinders which needed lining but the locomotive emerged in 2010 again ready for another period in service, which should last until boiler attention is required again in 2019.

In its preservation career the 'E4' has carried LBSCR umber and BR black liveries but is currently running in Southern Railway green. It has always been based on the Bluebell but has visited other railways, including the Severn Valley and the Isle of Wight, the latter in homage to classmate 32510 which had spent some time working there experimentally between 1947 and 1949.

Billinton's 'E4s' were one of a long line of 0-6-2 radial tanks used by the LBSCR,

some of which were aimed at goods traffic and others at pure passenger work. However it was only the 'E4' which could be used on all manner of duties due to the intermediate size of its driving wheels and for this reason it was probably the most successful of all these related designs. In preservation *Birch Grove* continues to be both a useful and popular engine and with luck should enable enthusiasts to sample just how good a design the 'E4' was for many more years to come. [E4s](#)



E4 0-6-2T No 32581 calls at Bramber with a Brighton to Horsham train in June 1960. Stopping trains like this were daily activity for the 'E4s' in BR ownership. [Lewis Coles/Rail Archive Stephenson.](#)

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How many Digital Command Control features can be built into Hornby's little Hunslet 'Austerity' 0-6-0ST? **PAUL CHETTER** investigates, with astonishing results...

The installation of a DCC sound decoder, smoke generator, working lamps and firebox flicker makes this Hornby 'Austerity' an impressive package.



DCC sound, smoke, lights and firebox flicker – and a ‘stay alive’ capacitor: all of this can be installed in a Hornby ‘Austerity’ 0-6-0ST, and while it is an advanced installation it is, as always, possible for you to undertake only those parts with which you are comfortable.

At first glance of the cutaway picture the possibility to fit anything in this model does not look promising. The huge ballast weight is the key to successful operations with this modestly sized 0-6-0, so, tempting as it would be to remove it to gain space, it has to stay. Removing the body from the chassis required the removal of three screws, two from below holding the rear of the cab, and one inside the

chimney. The latter was not used on reassembly.

The weight in the coal bunker was removed to make way for the speaker and decoder. I used the smallest widely available sound decoder, Zimo’s MX648, fitted transversely in the lower section of the bunker with a Zimo 10mm x 15mm cube speaker above it in the bunker extension. Even so, I had to cut the cab’s rear bulkhead to allow it to pass through a couple of millimetres. Being black, it blends with the cab interior, but it could be decorated to represent a cabinet if further disguise is required.

STAYING ALIVE

Additional wires were soldered to the decoder to provide outputs for lights and the ‘stay

alive’ capacitor. Since the MX648 does not have the onboard management circuitry for external power supply this would need to be added using a standard electrolytic capacitor. This consists basically of a resistor and diode and is not difficult to make, but DCC Concepts supplies a small capacitor with these extra components already attached on a tiny circuit board, so I chose to use one of these for ease. To accommodate this component, it is necessary to remove the semi-circular protrusion from the main ballast weight. I used a junior hacksaw for this.

Firebox flicker is a very inexpensive though sometime fiddly addition which gives a result far in excess of the cost involved. A few pence »

WHAT WE USED		
PRODUCT	SUPPLIER	PRICE
‘J94’ 0-6-0ST	www.hornby.com	£65.00
Zimo MX648 sound decoder	www.digitrains.co.uk	£90.00
Zimo 10mm x 15mm x 8mm miniature speaker	www.digitrains.co.uk	£8.50
Seuthe No 22	www.digitrains.co.uk	£23.00
DCC Concepts locomotive lamps x 4	www.dccconcepts.com	£22.00
DCC Concepts ‘stay alive’	www.dccconcepts.com	£5.00



STEP BY STEP INSTALLING SOUND, SMOKE AND LIGHTS IN A HORNBY 'AUSTERITY'

1

For clarity, I have broken this guide into several sections, each relating to the installation of specific items. In reality the work was undertaken as a single exercise. The first stage is to remove the body – to start this process release the screw found inside the chimney.



2

Remove the chimney and set aside safely for later. The screw will not be reused if a smoke unit is fitted.

3

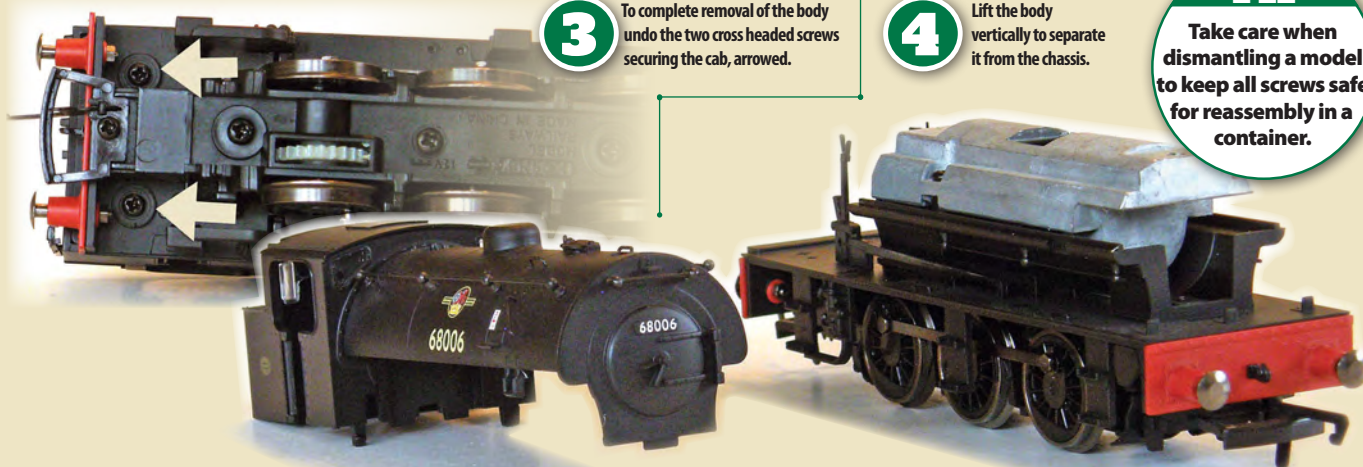
To complete removal of the body undo the two cross headed screws securing the cab, arrowed.

4

Lift the body vertically to separate it from the chassis.

TIP

Take care when dismantling a model to keep all screws safe for reassembly in a container.



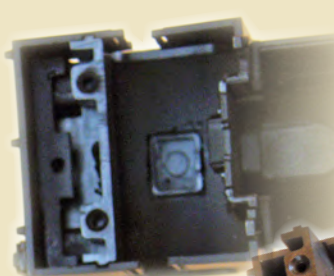
DECODER AND SPEAKER INSTALLATION

5

There is a weight in the bunker which needs to be removed to make way for the decoder.

6

It is held in with a strip of mastic so it is not difficult to remove. Discard the weight. An internal moulding with a single hole can be seen here. This must be removed later to allow the decoder enough height to fit comfortably in the bunker.

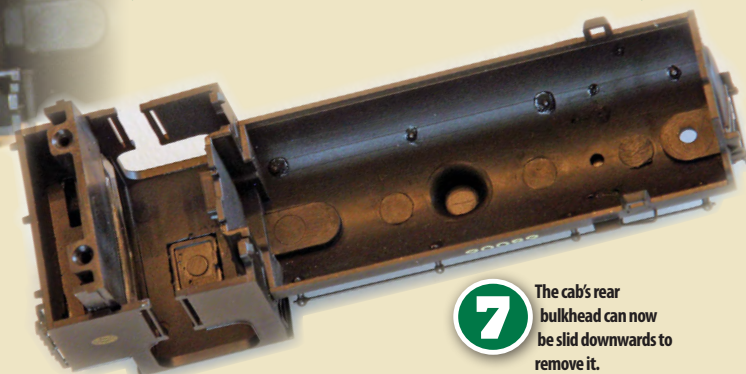


TIP

Removing small weights can provide handy locations to position decoders or speakers.

7

The cab's rear bulkhead can now be slid downwards to remove it.



for a suitable red or amber LED, some flexible wire and a series resistor to limit the current are all that's required. The decoder provides the power to illuminate this LED and can be set up to provide a steady glow or a flicker effect whenever the coal shovelling sound plays, either under manual control or via one of the random generators onboard.

I used a 3mm red LED and inserted it into

a hole drilled in the firebox doors. In such tight confines, it is important to find a route for the wires to the decoder which does not interfere with the motor or gearbox, and does not prevent correct reassembly of the body. Apart from the two wires to the rear lamps and those to the speaker, I laid all the wires in parallel across the cab floor from the bunker to firebox and fixed them in place

with super glue. When painted matt black they will merge with the floor. A pair of crew members will complete the disguise.

WORKING LAMPS

DCC Concepts also supplies working locomotive lamps in a pretty convincing 4mm scale. I've found that they need some preparation before use. Light can bleed from the base,



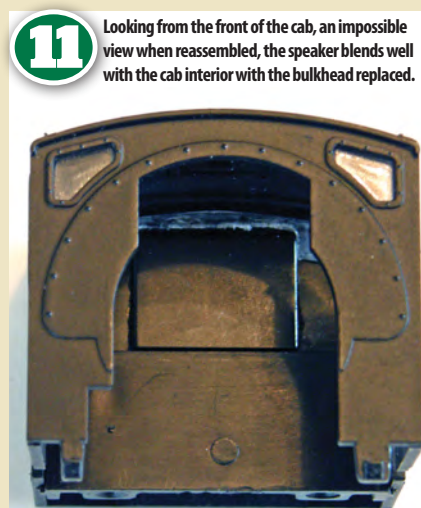
8 When removed, it will be possible to create an opening to allow the speaker enclosure to partially pass through.



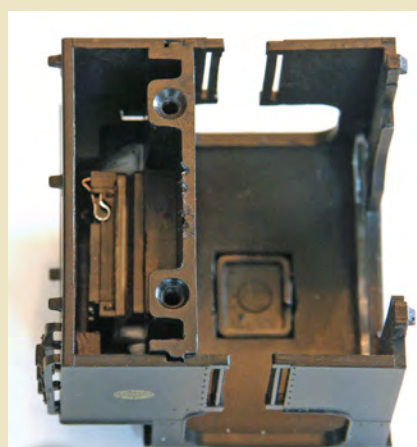
9 This before and after image shows the internal moulding which needs to be removed. I used a scalpel but a file or grinding disc could be used instead.



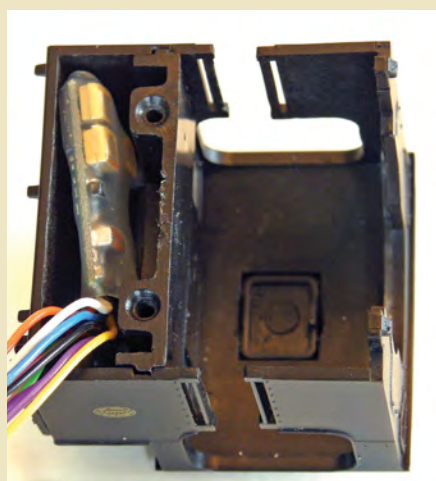
10 Using the speaker as a template I scribed a rectangle to be cut from the bulkhead. Here, you can see the speaker roughly in its final position. The lower edge of the hole is adjacent to a narrow ledge in the bulkhead moulding.



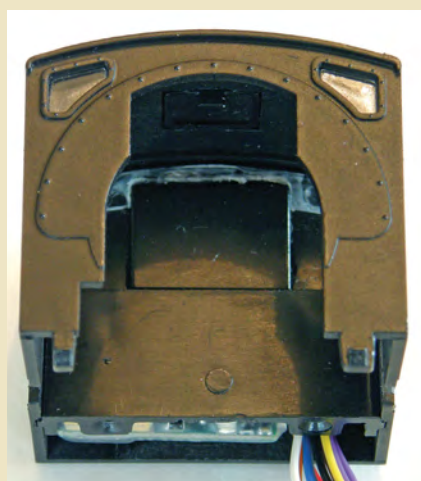
11 Looking from the front of the cab, an impossible view when reassembled, the speaker blends well with the cab interior with the bulkhead replaced.



12 Viewed from below, the speaker can be seen located in the upper bunker extension.



13 Also from below, the decoder is test fitted to confirm it will fit without damage.



14 Initially fitted with the harness to the left of the locomotive it became clear that the handbrake moulding would be in the way.



15 I removed the cab and bunker assembly to show the final deployment of decoder and speaker. The blue and yellow wires have been retained in this area for later fitment to the rear lamps.

easily blocked with a tiny spot of Blu Tack, and through the plastic body. This is best cured by carefully painting them with thin coats of black paint until no light escapes before adding the final colour, in this case dirty white.

The wires from these lamps are very fine, about a hair's width, and springy with a life of their own, it seems. The insulation is a layer of lacquer. I drilled through the front footplate just in front

of the lamp irons and fed the wires through, securing both lamp and wire with a spot of super glue. These wires were then fed below the footplate and into the boiler cavity where they were soldered to the appropriate decoder wires via series resistors to protect the LEDs and to reduce their brightness to realistic levels. The rear lamps required horizontally drilled holes to take the wires to the adjacent decoder,

again with a current-limiting resistor in series.

Contemporary rules for lighting of shunting and pilot locomotives required one red lamp and one white lamp illuminated together at each end of the engine above each buffer during darkness and driving snow. There was no stipulation which lamp should be white, but common practice was to fit white lamps on the side closest to running lines. ➤

GENERATING SMOKE

Fitting a Seuthe No 22 smoke generator to a small, plastic bodied locomotive requires good planning and preparation to avoid a meltdown. The installation needs to avoid heat transmission as much as possible, and the decoder's ability to control the heat created at different speeds and to limit the duration for which the unit will operate each time it

is switched on. This is particularly important if the unit should ever 'boil dry' as the act of generating the vapour has a cooling effect which is lost if there is no fluid in the unit.

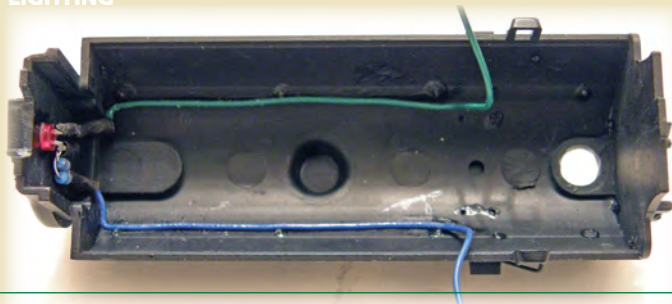
I drilled out the chimney and the part of the saddle tank to which it attaches to allow the smoke generator to pass through without physically touching the plastic, thereby avoiding heat conduction.

The smoke generator is held in place within the ballast weight. This is an interference fit allowing the unit to be adjusted vertically after the body is reattached and for the weight to act as a heatsink around the neck of the Seuthe. This does not diminish the output of the unit but provides additional safety.

Seuthe No 22 units come with a thin rubber-type insulating coating. For the above to be

STEP BY STEP INSTALLING SOUND, SMOKE AND LIGHTS IN A HORNBY 'AUSTERITY'

LIGHTING

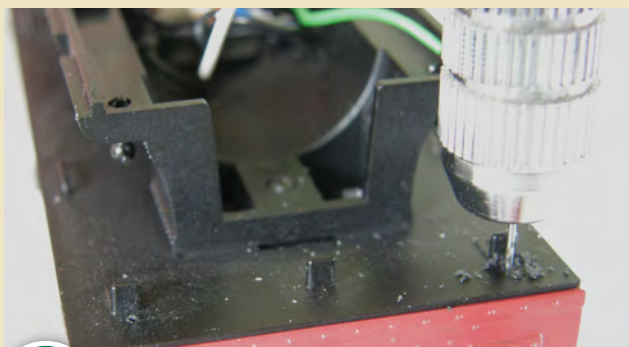
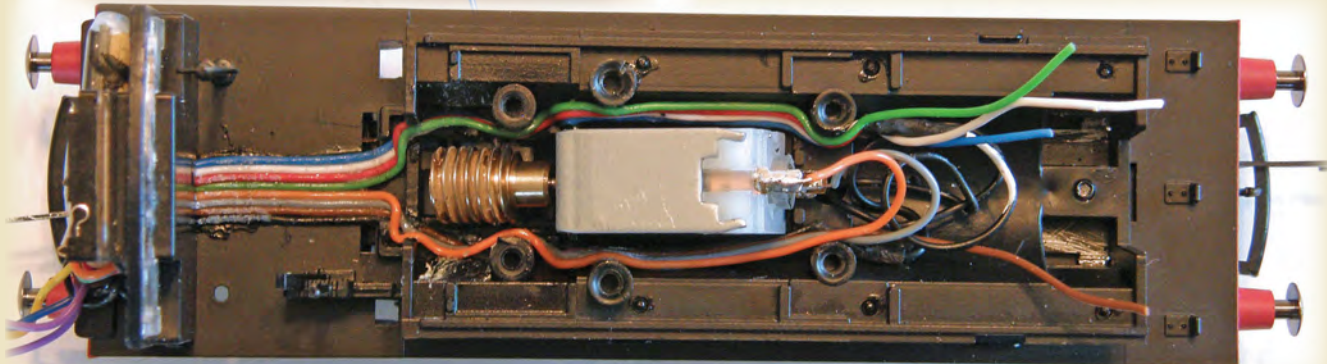


16

I drilled a 3mm hole to accept the red firebox LED, connected current-limiting resistors and ran wires to the area where they would later be connected to the appropriate decoder Function Outputs.

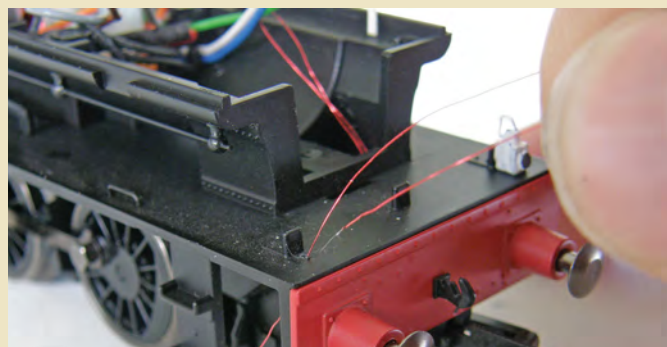
17

This general view shows the decoder and speaker in place, the Function Output (FO) wires glued to the cab floor, as yet unpainted, and the tortuous path taken around the motor and gearbox. The front motor retaining bracket has been removed for clarity, but will need to be refitted before the locomotive is set to work.



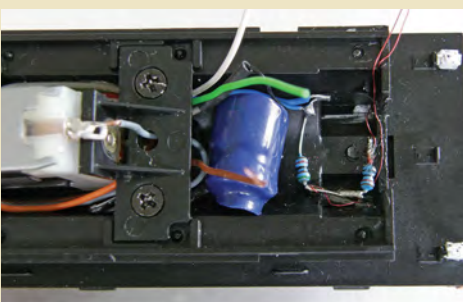
18

I used a 0.8mm bit in a pin vice to drill holes at the base of the outer lamp irons to allow the lamp wires to pass unseen below the footplate.



19

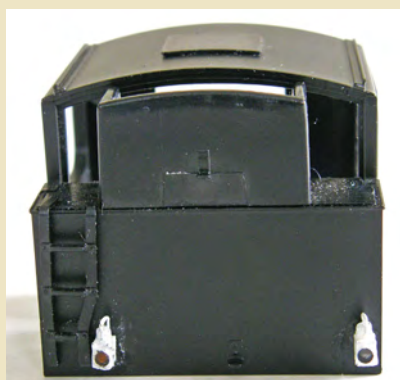
A bit like threading a needle, the very fine lamp wires are feed through the footplate along the underside and into the lower boiler area. Lamps and wiring were secured in place with a little cyano glue. The exposed wires were painted matt black to disguise them.



20

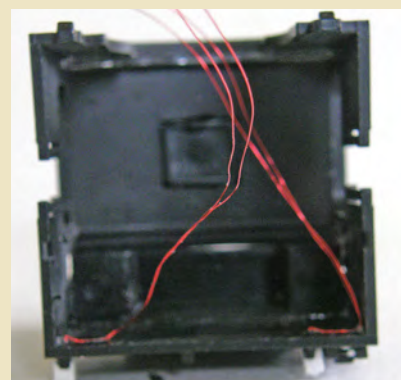
Inside the lower smokebox/steam chest area resistors were fitted to the emerging lamp wires prior to soldering to the FO wires. The 'stay alive' capacitor unit, coloured blue, can be seen in its final position.

A semi-circular portion of the ballast weight will need to be removed if this component is fitted in your installation.



21

Wiring holes were drilled in the rear face of the bunker and the lamps glued in place.



22

These lamp wires will be connected to the decoder before refitting the body.

effective, I trimmed the coating carefully, just at the point where the unit has increased in diameter to provide the fluid reservoir, and cut off the upper portion of this to slip back onto the unit above the level of the weight to further protect the chimney.

The weight needs some preparation in addition to the part removed earlier. Using the chimney screw hole as the centre, I drilled

through the weight to enlarge the diameter to 5mm. I then used a 10mm drill bit to countersink the lower side to allow the shoulder of the Seuthe reservoir to sit inside the weight.

The generator was wired to the decoder and loosely placed in position forward, the weight was lowered in to place, the smoke unit fitted to it and then fixed in place with two screws. The body was then mated to the chassis, just

using the two rear screws. I fitted the chimney with a spot of glue and made final adjustments to the height of the smoke generator.

Tackling a project like this is both rewarding and demanding. The key to success is detailed preparation of the wiring and careful routing of it from the decoder to each feature connected to it. It goes to show, though, that you really can squeeze a quart into a pint pot! **EDM**

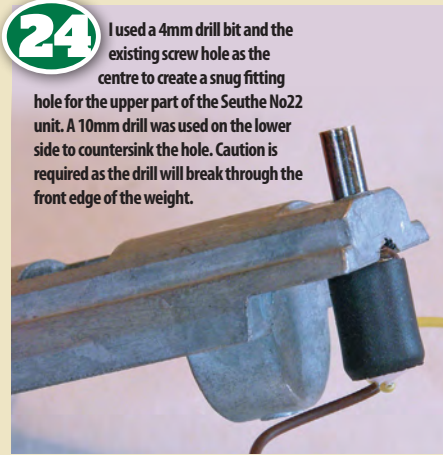
SMOKE GENERATOR

23



The thin insulation layer was cut around the shoulder of the fluid reservoir extracted. A small section of the narrow insulation was retained to refit above the ballast weight, protecting the plastic chimney.

24

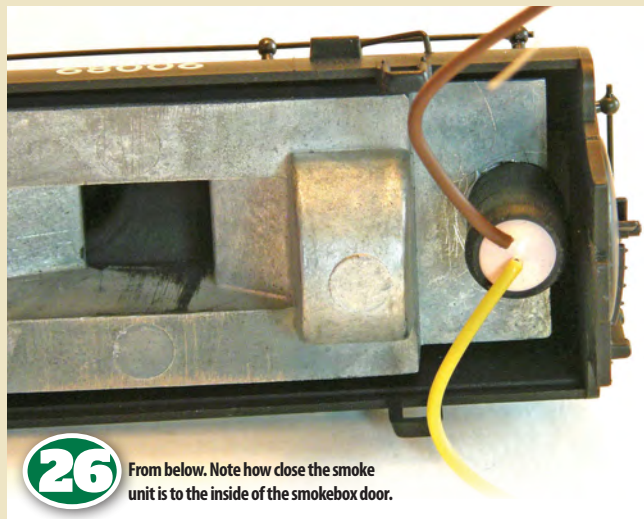


I used a 4mm drill bit and the existing screw hole as the centre to create a snug fitting hole for the upper part of the Seuthe No22 unit. A 10mm drill was used on the lower side to countersink the hole. Caution is required as the drill will break through the front edge of the weight.

25



Test fitting shows the smoke unit in place from the side.



26

From below. Note how close the smoke unit is to the inside of the smokebox door.

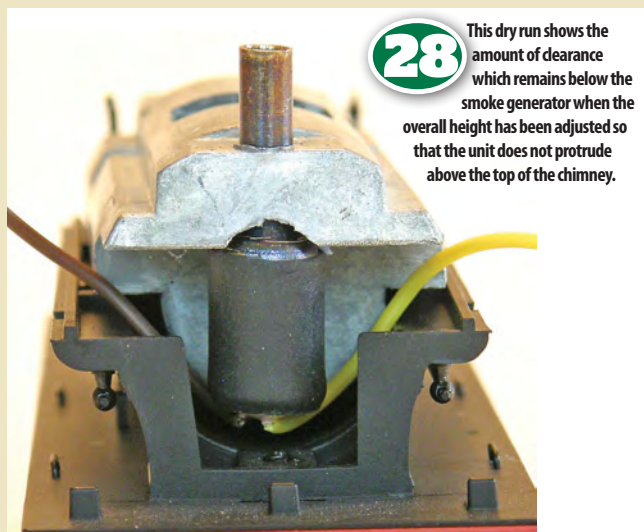


27

This time viewed from above, showing the small insulating clearance around the smoke unit within the chimney.

TIP

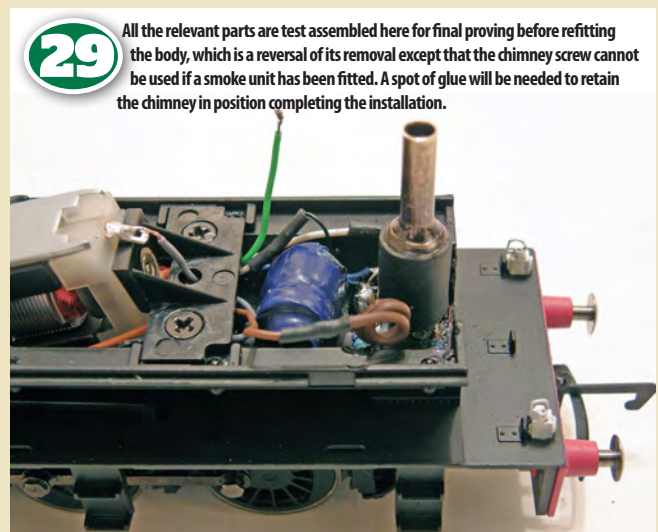
Always ensure smoke generators are topped up with smoke oil when switched on.



28

This dry run shows the amount of clearance which remains below the smoke generator when the overall height has been adjusted so that the unit does not protrude above the top of the chimney.

29



All the relevant parts are test assembled here for final proving before refitting the body, which is a reversal of its removal except that the chimney screw cannot be used if a smoke unit has been fitted. A spot of glue will be needed to retain the chimney in position completing the installation.



Alluring Rhine Valley

From your base at riverside Remagen, a town famous for its wine production, the beautiful Rhine Valley welcomes you as you cruise beneath ancient vineyards, hilltop castles and visit the "Dragon's Cliff".

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Day 2: This morning take a leisurely boat ride to the riverside town of Königswinter. Rising above the town is the rocky outcrop known as "Dragon's Cliff". Drachenfels earned its name from the German legend of Siegfried who slew a dragon in one of the mountain's caves. Here we take a ride on the Drachenfelsbahn, Germany's oldest cog railway which leads from the bottom of the valley, up 722 feet in just one mile of track.

Day 3: Enjoy a day at leisure to explore this beautiful region at your own pace. You may want to join today's optional excursion on a local train along the Ahr Valley, a wine-growing region famous in Germany for its secluded, old world feel. En route you stop in the quaint little town of Altenahr, before continuing on to Ahrweiler, for a wine tasting with one of the local vintners.

Day 4: On your final day in Remagen, enjoy an excursion to the lovely wine town of Boppard by train. From here relax on a panoramic cruise, taking in the beautiful scenery of this renowned river and venturing out as far as the famous Lorelei rock. Returning

to Remagen by rail, this evening there will be a final group dinner.

Day 5: Today you leave Remagen by regional train for Cologne where you join the high-speed service to Brussels. Here connect with the Eurostar service back to St Pancras International in London.



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rail discoveries

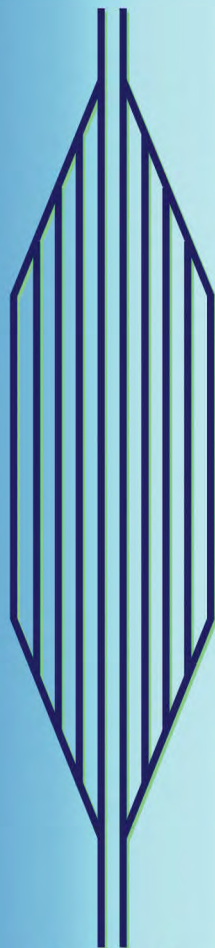
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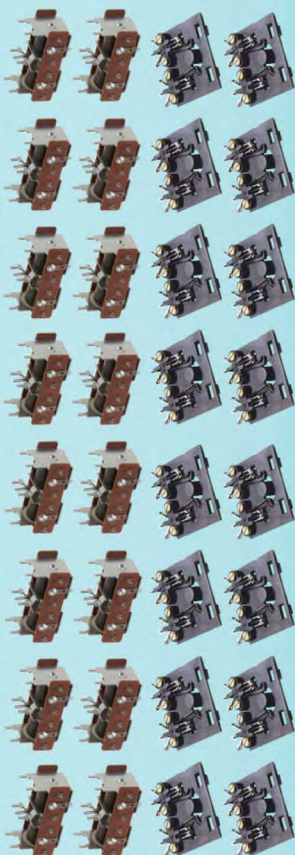
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Seend

Modelling real locations is difficult but rewarding. **STEVE JONES** decided to rekindle a long closed station in Wiltshire in 'OO' and set in the 1960s.

PHOTOGRAPHY, MIKE WILD.

A FEW YEARS back I was looking for a new project to fulfil the modelling gap in my life after completion of my previous layout Selsdon Park (HM72).

At the time I was living on the outskirts of Melksham in Wiltshire. From home it was only a short walk to the remains of the trackbed of the former Great Western Railway (GWR) Devizes branch which ran from Holt junction, a few miles east of Trowbridge, to Patney and Chirton on the Berks and Hants line, the former Great Western main line to the West County.

Inspired by what was once there I began to collect books and researched the history of the line, which closed in 1966. I was inspired »



STATISTICS

Owner	Steve Jones
Scale	'OO'
Length	18ft
Width	6ft
Track	Peco code 75
Control	Analogue
Period	BR Western Region, 1960s



Right: Churchward 'Mogul' 5370 leads a parcels working towards Seend.



Below: Collett 'Hall' 4-6-0 5924 Dinton Hall coasts into Seend with a through working.



to find traces of the old boundary fencing, remains of old bridge abutments and abandoned embankments. Most inspiring of all though was the fact that the intermediate station at Seend was still traceable with one platform still remaining and the station site and yard now occupied by a builder's merchant. With the proprietor's permission I spent a very enjoyable hour or so wandering around camera in hand photographing the remaining features such as the road bridge, which has since been demolished, remains of the platform and generally getting a feel for the place. That included standing on a large mound of hardcore – roughly where the small waiting room on the down platform had been and whilst pivoting on the spot took

around a dozen or so photographs of the scene which I imagine had remained largely unchanged since the railway had existed.

GWR to Devizes (Millstream books) was to become my main read for the following months. There were some fantastic reference photographs of the line, the traffic that traversed it and the characters that worked on the line. I began to feel a real affinity with the place and tales such as local lads charging travellers to drag their luggage up the steep hill to the village on platform trolleys – only to ride back down at break neck speed – attracting the attention of the local 'Bobby' really struck a chord. One of the attractions to build the layout was the sheer variety of GWR/WR motive power I could use, of which more later.

WORK BEGINS

Construction started with scratchbuilding the signalbox using photographs for references, thick card and Scalescenes.com papers. The platform followed, using the Scalescenes kit as a basis and photographic references for the platform surfaces – a combination of tarmac and paving slabs. There was a mention in the book of the platforms being extended in 1908 to be 400ft long. Getting the calculator out that dictated that the 4mm scale versions would need to be 1,600mm long – in old money it meant the station baseboard would need to be at least 6ft in length as I didn't want a baseboard joint in the platform which would be difficult to disguise. »





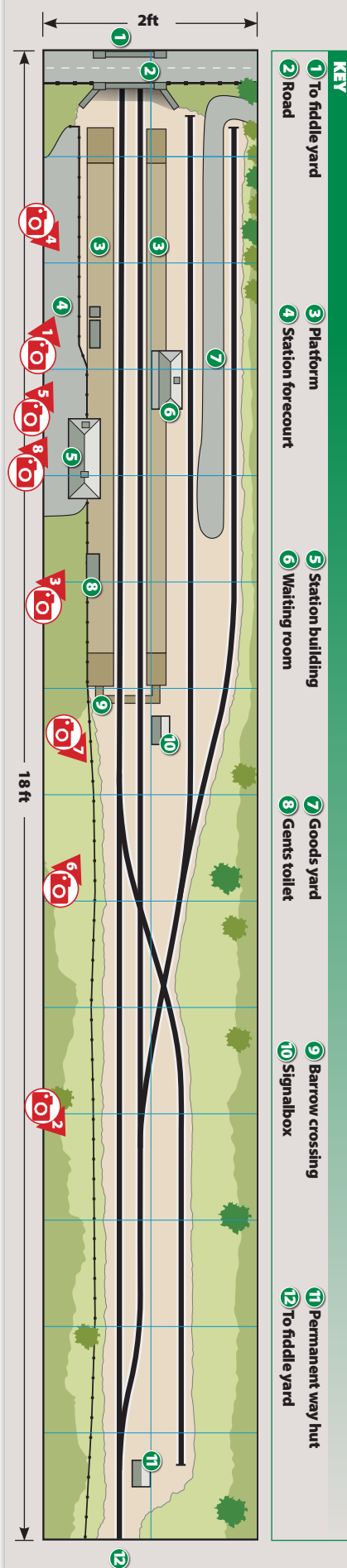
Collett '2251' 0-6-0
2270 simmers between
the platforms with a mixed goods.



**Still carrying its
former GWR livery,**
Collett '2884' 2-8-0 3807
rumbles through Seend
with a mixed goods.

SEEND TRACK DIAGRAM

(Not to scale)





Small details bring the expansive platforms to life.

Again from photographic references the station buildings were scratchbuilt using card and Scalescenes papers. For the waiting room on the Down platform I was able to source one of the ancient 'Prototype' card kits from ebay which was a reasonable representation and used this kit as the basis for my model – cladding it in Scalescenes papers. I was unable to source the large GWR 'prototype' kit of Chalford station as it was out of production. However a call to Freestone Models resulted in a set of windows coming through the post for the cost of a couple of stamps! The beauty of the GWR was that if something worked well it tended to be standardised – I couldn't find any photographs of the rear (road)

side of the main station building so had to improvise. I did find however some scale drawings of Littlemore station. I was satisfied that it would be of a similar design so using those drawings I reduced them to 4mm scale and stuck them to card, effectively making my own kit.

A second 6ft long baseboard followed which would accommodate the signalbox and crossovers evident in the track plans and photographs. A small 2ft long board finished the scenic section of the layout – this would accommodate the road bridge (again based on the Scalescenes kit) which was such a feature of the real place. It seemed pertinent that a few months after I had begun to build the layout the local highways authority



announced the intention to dismantle the bridge and realign the road to improve safety after a number of serious collisions in recent years. There is now little obvious trace of the railway in this area.

Overall that left me with a scenic layout 14ft long and 2ft wide. Additional boards were built to create a circuit and fiddle yard to the rear of the layout and an overall footprint of 18ft x 6ft whilst operating from the centre.

Track is Peco code 75, weathered using Railmatch sleeper grime and ballasted using fine grade Woodland Scenics ballast. To avoid the uniform colour of brand new ballast I add washes of black/muck into the ballast using artist's watercolours. If a drop of washing up

liquid is added it tends to flow into the ballast nicely. The addition of Model Signal Engineering point rodding really lifts the track and hopefully just adds that little more realism to the scene.

Scenery is constructed using the tried and tested method of plaster bandage over damp scrunched up newspaper. I then used a Jarvis grass mat to create the basis for the grassland and verges. I was eager to replicate the natural, random look of the countryside and close observation will identify that grass is not the same colour in every field and uniformity was to be avoided at all costs.

I had the remains of some straw coloured carpet underlay and that was glued onto the verges where I wanted rough grass

that was neither farmed nor cut. The majority of the underlay was pulled up when the glue was dry to leave the fibres behind which were then trimmed with scissors. I had watched a number of static grass demonstrations at model rail shows and had acquired a relatively cheap applicator. After some trial and error I got the knack and used Greenscene fibres of various length and colour to build up the grass in the fields and verges.

BRILLIANT BACKSCENE

The backscene attracts many comments and is simply a dozen or so photographs taken from the same vantage point. They are printed out at home onto normal plain paper and sprayed with artist's matt »



**'Small Prairies' meet at
Seend as '45XX' 4569
enters with a passenger
train to cross '4575' 5500
with a two coach set of
Collett stock.**



varnish to seal the ink. The contours of the land and larger features are cut out with a craft knife and then the image is glued to the pre-painted backscene.

The coat of varnish helps to avoid the glue - I use PVA - seeping into the image and affecting the ink. The image behind the bridge is the actual trackbed looking towards Devizes and the main view is as it would have been stood on the platform. The scene at the 'country' end is a little more freelance, but are views of the surrounding countryside in keeping with the feel of the area.

THE TRAINS

Seend has been out on the road a handful of times and I was delighted to be invited to exhibit at the Great Electric Train Show in 2013. I have set the layout in the early BR period and have a running schedule for exhibitions which aims to replicate the traffic on an average day.

The mainstay of the line was the single coach 'Patney Puffer' - often a 'Pannier' or 'Prairie' tank and autococh. However, the route was often used as a diversion if there was engineering work on the main line and prestige trains such as the 'Cornish Riviera' and 'The Mayflower' could be seen on occasions too.

Cross-country services from places such as Weston-Super-Mare or Trowbridge, often in the hands of a 'Hall' 4-6-0 hauling four coaches, would traverse the



A 'Pannier' rumbles into the goods yard with a pick up freight.

line along with freight and the daily pick up goods. Even without the diversions it was a busy little railway. I am beginning to amass a collection of early BR diesels and photographic references can justify 'Warships', 'Westerns', 'Hymeks' and the like for additional variety.

At home Seend is stored (often assembled) in a converted double garage which has become my 'man cave' where like minded menfolk can gather of an

evening and escape the stresses and strains of modern life into a miniature world of model trains, beer (or tea) and biscuits. Thanks must go to my modelling pals Dave, Pete, Malcolm, Nick and David who help me lug the layout to and from shows in the back of their cars and help me operate and keep my feet on the ground when something doesn't work as it should. Not that it happens all that often...! [Tubna](#)



With a loaded coal train behind '56XX' 0-6-2T

6625 disturbs the peace as it passes through the station.



This month's **OXFORD** New Releases

1:72

Westland Lysander
Target Tug -
HWM Canada
AC050 1:72



Polikarpov I-16 - 4th Guard
Reg Leningrad 1942
AC049 1:72



Avro Anson Mk1 - 217 Sqn
RAF Coastal Command, 1937
72AA002 1:72



1:76



Land Rover Series II
Canvas Back - Bronze Green
76LAN2011 1:76



Commer PB -
Post Office Telephones
76PB007 1:76



Whitby Mondial Ice Cream
Van - Dimascio's Ices
76WM004 1:76



Diamond T -
Charles Thurston
76DT003 1:76

**NEW
Tooling!**



Vauxhall Cresta -
Dusk Rose/Lilac Haze
76CRE008 1:76



Bentley T2 Saloon -
Nutmeg/Silver Sand
76BT2002 1:76



Mini 1275GT -
Flame Red
76MINGT003 1:76



Konecranes Reach
Stacker - NATO Green
76KRS004 1:76



CMP LAA Tractor -
Southdown
76CMP007 1:76



Bedford CA Minibus -
Royal Navy
76CA025 1:76



Austin Tilly - 1st Polish
Army Division
76TIL008 1:76

Austin Tilly - City of
Leeds Fire Brigade
76TIL006 1:76



Weymann Fanfare -
Triumph Coaches
76WFL002 1:76



Weymann Fanfare -
Grey Cars
76WFA002 1:76



Southdown Centenary
2-Piece Set
76SET38 1:76



1:148

Foden FG Oval Tanker -
Regent Oil Company
NF6006 1:148



1:43

Jaguar MkVII - 1952
Silverstone (Stirling Moss)
JAGVII007 1:43



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Railway carriage EVOLUTI

From an open truck fitted with hard seats to a 140mph air-conditioned vehicle the British railway carriage has come a long way in less than two centuries, yet it is surprising how long many features from those early years actually survived, as **EVAN GREEN-HUGHES** relates.

AS THE FIRST RAILWAYS were built primarily to carry minerals and coal from point of origin to port or canal very little thought was given to vehicles which might be suitable for the carriage of passengers. The Oystermouth Railway in South Wales is credited with being the first to offer passenger accommodation in March 1807 and what was provided there was essentially a contemporary stagecoach on rail wheels drawn by horses. The coach was operated by a private owner as the railway did not have its own stock, but instead charged third parties for operating

their own vehicles on their line. Many early vehicles followed this pattern and it is from their use that the term 'coach' is derived.

It is a sign of how insignificant passenger traffic was that when the Stockton and Darlington Railway was built 150 coal trucks were constructed but only one passenger carriage, the *Experiment*. This was a double ended vehicle that could be pulled in either direction by horse, the steam locomotives being reserved for the really important cargo of coal. Again *Experiment* looked much like contemporary stagecoaches, except this time there was a position for a driver at both ends. Only a few passengers could be accommodated inside

with the rest sitting on top at a reduced fare. Several other coaches to a similar pattern were added over the next few years.

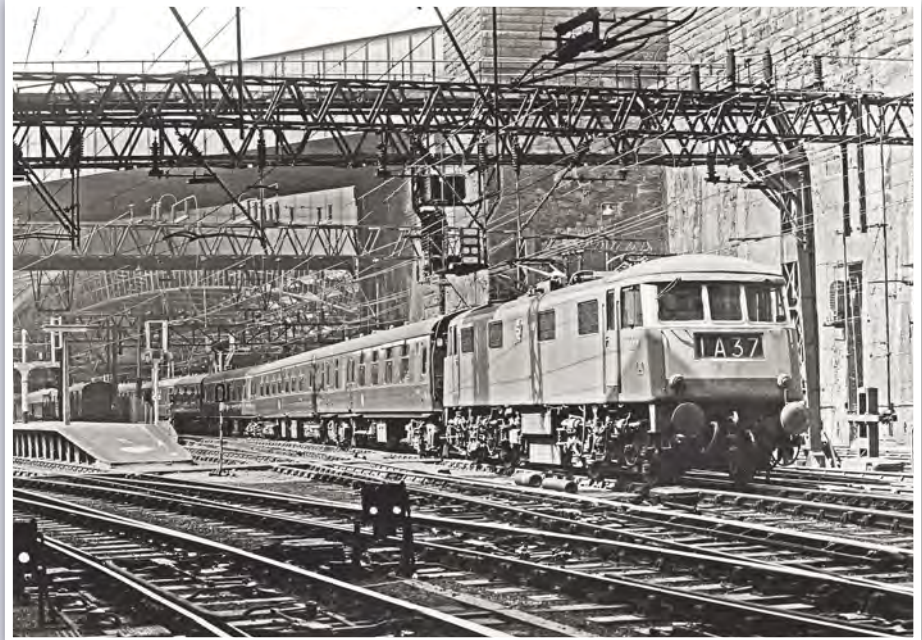
The Liverpool and Manchester Railway is considered to be the first truly inter-city line and when that was being planned it was envisaged that substantial numbers of passengers would be carried as well as large volumes of goods traffic. For the first time the design of passenger carrying vehicles began to depart from those intended for road traffic, and for the first time there were different types of accommodation provided for different social classes.

First Class passengers were accommodated in vehicles which were in essence three



image ON

Right: The BR Mk 1 carriage was a revolution on introduction and changed the face of British railway travel – soon though it was joined by the first Mk 2s, one of which can be seen as the second vehicle in this formation. English Electric Class 83 E3099 leaves Liverpool Lime Street with 1A37 for Euston in August 1965. [Colin Whitfield/www.railphotoprints.co.uk](http://www.railphotoprints.co.uk)



standard stagecoach bodies joined together back to back so that there were three compartments, each seating six and with no connection between each. These were mounted on a four wheel chassis and thus provided the prototype of the compartment non corridor coach that was the backbone of the UK railway scene for almost 150 years. Second Class passengers were provided with a vehicle of similar dimensions but with open sides, narrower seats and half height partitions between the compartments while those unfortunate enough to have to travel Third Class were provided with coaches open to the elements and fitted with hard wooden seats. The system

of three distinct classes of travel was to remain in general use for the following 50 years, although the hapless Third Class passenger was at least roofed in as a result of the improvements demanded by the 1844 Regulations of Railways Act.

GRADUAL EVOLUTION

As railways developed so did coach design, but only by a small step each time. Four wheel coaches were the norm until almost the end of the 19th century but wheelbases were generally about half as much again as

on the Liverpool and Manchester coaches.

The number of compartments was generally around four or five, depending on the class, and there were many variations including the 'tri-composite,' which was a vehicle that could provide accommodation for all three classes of passenger, although in separate compartments. A variation on this arrangement was where the coach was provided with six wheels on three axles equally spaced along the frames, enabling either more weight to be carried or allowing the coach to be longer. During the early years coaches were provided with luggage racks on top and in some cases seats were provided high up on the ends of vehicles so that someone could keep an eye on these items and to 'guard' them. In time increasing vehicle size meant that both the luggage and the guard came inside and special compartments were then provided for them.

A BOGIE REVOLUTION

It was the Midland Railway that was responsible for the next big step forward. In 1874 the company produced the first bogie passenger carriage to run in the UK, partially due to a desire to run trains faster while increasing passenger comfort.

While the compartment coach was retained, the Midland caused uproar by abandoning the then current system and having only two classes with a dramatic increase in standards for those who traditionally travelled Third Class. Six years later the company began to produce coaches fitted with toilets but initially these were only provided for First Class passengers and served only the two compartments immediately each side of them.

One design feature which became common at this time was the use of the clerestory, or a small raised area in the middle of the roof of the coach. This was originally provided to accommodate oil lighting but was later adapted for use with gas lights and was also used to provide ventilation to the compartment below.

The Great Northern Railway introduced the idea of the side corridor allowing »



With a rake of smartly turned out ex-LMS Stanier 57ft stock behind, Bulleid 'West Country' 34043 *Combe Martin* takes water at Evercreech Junction before it starts the climb over the Mendips to Bath Green Park on September 9 1962. These corridor carriages were one of the forerunners to the BR Mk 1 stock developed in the early 1950s. [Dave Cobbe/www.railphotoprints.co.uk](http://www.railphotoprints.co.uk)



movement between adjoining compartments in 1882 and electric lighting is first credited to the London, Brighton & South Coast Railway on coaches built in 1889. On many coaches these corridors merely joined up groups of three or four compartments, and there was no connection from vehicle to vehicle, a design feature which was still being incorporated in some vehicles, such as the 2-BIL Electric Multiple Units in the 1930s and even in some British Railways suburban coaches in the 1950s.

A PROTOTYPE FOR TODAY

Corridor connections between vehicles, the fitting of the continuous vacuum brake and the elimination of compartment side doors produced the corridor vehicle which we would easily recognise today and which was once the mainstay of the system. Vehicles to

this pattern continued to be built of wood throughout the early 20th century though there was a steady move towards the use of steel underframes from about 1902 onwards.

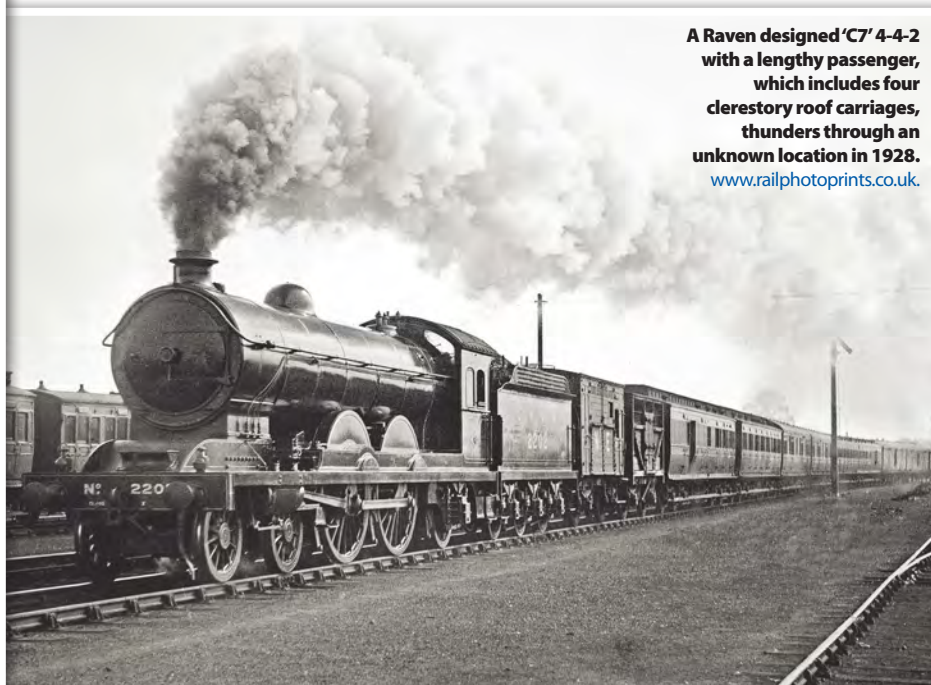
Although the compartment had gained almost universal favour in the UK, in America the railways had preferred an arrangement where all the seats were in one saloon. Early 20th century practice was much influenced by the USA and the idea of open saloons was one of those imported in this period. The Great Northern built a number of coaches to this design for its Leeds services in 1900-1901 but most were still being built to the corridor design right until British Railways days. Open vehicles did, however, gain in popularity for excursion and tourist stock as more seats could be accommodated in any given coach, and all the major

railways eventually operated examples.

When British Railways was formed in 1948 a full review of coaching stock was undertaken and a decision was soon taken that all new coaches were to be of conventional construction, although with all steel bodies rather than incorporating any structural wood. It had been hoped that some of the more advanced features, such as the use of light alloy or pressure ventilation could be incorporated but these were ruled out on the basis of cost. Instead some weight savings were made possible by allowing the coach body to bear some of the stress load. What was to become the British Railways Mk 1 was also built wider than previous coaches, with the guard having to rely on a periscope to see out, rather than having the duckett which had been provided at the side of



Widely regarded as one of the best British carriage designs, the Mk 3 has been in service since the mid-1970s on high speed services. A London Paddington-Penzance express led by Class 43 43132 passes through Tiverton Junction on September 22 1984. Brian Robbins/www.railphotoprints.co.uk



A Raven designed 'C7' 4-4-2 with a lengthy passenger, which includes four clerestory roof carriages, thunders through an unknown location in 1928. www.railphotoprints.co.uk



Non-corridor stock once formed a large part of the railway's stock as shown by this stopping service departing Glasgow St Enoch behind Midland 2P 4-4-0 650 in 1933. www.railphotoprints.co.uk

coaches for many years previously.

Mk 1s were built to all configurations but the majority followed the compartment design, with side corridor, with accommodation for both classes being provided in this way. Many all Second Class and tourist class carriages were built to the open pattern and within a short time these became the preferred type, partially due to safety considerations for lone passengers and partly due to the increased number of people who could be accommodated in any one vehicle.

The design was much refined in the Mk 2, the first of which came out in 1962, and in which the entire stresses on the coach were catered for by using an integral body design. From this point on Second Class passengers were almost exclusively catered for in open vehicles but corridor

compartment coaches were still built for First Class customers. Early versions had normal sized doors, opening sliding lights, vacuum brakes and steam heat but there was a programme of gradual improvements which saw larger wrap-around doors, air-conditioning, air brakes and electric heat fitted meaning that when production finally ceased the Mk 2 was a very sophisticated vehicle indeed.

BEST OF BREED

Coach lengths had for many years been limited to 57ft on many lines by restrictions caused by fixed structures but a programme of improvements enabled the Mk 1s and 2s to be extended to 64ft over headstocks and this was further extended to 75ft with the advent of the Mk 3 coach.

These new generation vehicles were

of full monocoque construction with all-welded skin and air operated disc brakes and first made an appearance in 1972. With these the designers finally abandoned the principle of providing compartments for any class of passenger and with this the final link with the stagecoaches of old was finally lost. Even today they are widely regarded as the best coaches ever built in Britain.

It is remarkable to think that design features dating from the days of the horse and cart survived long enough to be included in air-conditioned 100mph trains but it is heartening to think that as we continue to use the terms 'guard' or 'coach' we are in effect recognising the important part that the development of the passenger vehicle has paid in both our country's and the railway's history. www.railphotoprints.co.uk

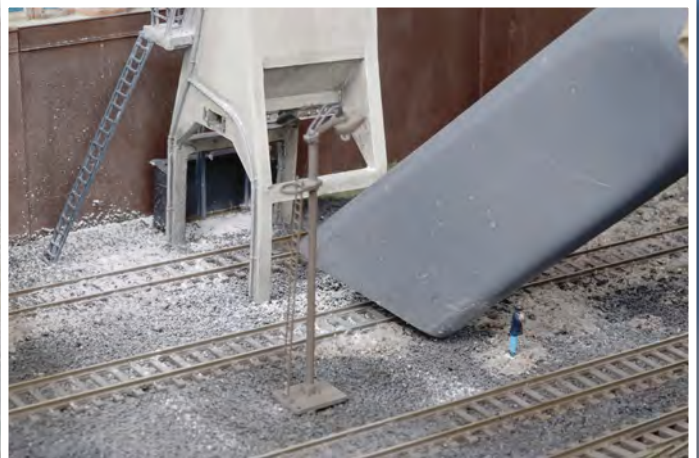
STAFF PROJECTS

BARRENTHORPE'S REBUILD BEGINS

The office 'N' gauge test track has been somewhat neglected since it was built three years ago. **MIKE WILD** returns to Barrenthorpe with a grand new plan that will see it finally join the exhibition roster.



Corners proved particularly difficult to clean...



... but a vacuum cleaner made swift work of stubborn areas.



A new Bachmann Scenecraft signalbox is part of the upgrade for the layout too as it has never had a 'box'. A Class 25 leads a rake of 20ton hoppers past the temporarily positioned Great Central style 'box.

The *Hornby Magazine* team is busy behind the scenes - and in 'N' and 'OO' this month...



MIKE WILD

A change of scale this month sees Mike returning to his roots and working in 'N' gauge. The big project this month has been starting Barrenthorpe's rebuild.



MARK CHIVERS

Renumbering and new logos have been keeping Mark busy fettling his fleet of Mk 1 and Mk 2 stock for his Scottish Region depot. Wagons are next.



Barrenthorpe has been used as a place to collect models rather than an operational layout particularly since it was turned into a snow scene.

BARRENTHORPE has become part of the furniture here in the office. Its depot scene has made it an ideal place to collect models while the simple double track main line has been perfect for testing new models for 'N' gauge over the past three years.

However, the rest of the layout has been somewhat neglected – in fact much of the depot isn't in working condition due to a lack of use – and with the layout becoming a snow scene for a feature last year it has been gathering more and more dust. The main lines have always been kept operational for the purpose of testing though which has been its prime function here at *Hornby Magazine* HQ.

When I built Barrenthorpe in 2012 the aim was to show how much 'N' gauge railway could be created in a comparatively small space. The baseboards are just 8ft long and 2ft wide in total and the layout is formed of two 4ft x 2ft boards. Within that space there is a double track main line, a six track fiddle yard and a busy motive power depot scene. The whole layout was designed for control by DCC from the start, but in fact much of the wiring is temporary and areas of it remain incomplete electrically.

I've always enjoyed modelling in 'N' gauge and with other projects including Twelve Trees and Shortley Bridge now essentially complete I had time to consider what I might want to do with the layout and, more importantly, how I would do it to make the most of it.

THE DETAILS

Name:	Barrenthorpe
Scale:	'N'
Size:	8ft x 2ft (original) 8ft 3in x 3ft 4in (modified)
Track:	Peco code 55 (scenic section) Peco code 80 (fiddle yard)
Control:	DCC, Gaugemaster Prodigy
Period:	BR 1950s/1960s, Midland/Eastern Region

Removing the snow from buildings and roads proved simple with a brush, but other areas were more difficult.



The first task on the job list was a major clean up. All the stock was removed, I broke out the vacuum cleaner and made light work of removing all of the snow covering which had been applied to it a year ago. At the same time some of the greenery went too, but with the grand plan in mind that didn't really matter as I wanted to refresh areas of the scenery anyway.

Next the whole layout was given a thorough cleaning. All the railheads on the main lines were spruced up and I even brought sections of the depot back to life just by simply cleaning the track and the point blades.

There are a couple of things with the layout that I've never been satisfied with. Firstly there is a lack of storage space for trains – six can be accommodated in the fiddle yard, but I'd like scope for more. Secondly there is a lack of operational potential on the main lines. Admittedly the depot was supposed to compensate for this, but with no crossover between the two main lines operating potential

is limited. The third area to correct was the track arrangement in the depot. Having completed it I realised that I made a mistake in forcing locomotives to go through the depot to reach the turntable and, in turn, forcing all coal wagons for the coaling tower and ash tower to be taken via the turntable too.

I wanted to correct all of these problems and introduce a new feature too – a gradient. And so my four point plan was set. It would improve the operational potential, increase the storage yard capacity, resolve the depot issues and introduce a gradient.

Over the next few months I'll keep you posted on progress with Barrenthorpe's rebuild, the first stage of which has been the gradients which you can read all about on pages 36-41.

And if you were wondering when you might see Barrenthorpe on the exhibition circuit, its planned debut is the Warley National Model Railway Exhibition on the *Hornby Magazine* stand on November 28/29 this year. [HMM](http://www.hornbymagazine.com)

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Back on TRACK

With *Hornby Magazine's* layouts exhibited, **MARK CHIVERS** turns his attention back to his own Scottish based layout.



While train formations have been the focus of my attention recently the locomotive fleet hasn't escaped a few upgrades. Amongst the latest to be tackled is the Class 26/0 (centre) which is now sound fitted and weathered. The Class 37s have been chosen as motive power for the new formations.

Scottish Region diesels seemed to be the last of my worries in the latter half of 2014 as we worked intensively on completion of Twelve Trees Junction and Shortley Bridge and Felton Cement Works. The first quarter of this year has been much less intensive which means I've had chance to get back to my own Scottish Region project and work on some of the rolling stock.

Last time Nevis Junction appeared in Staff Projects (HM88) I was working on the ballasting of the running lines, but recent work has been focused on creating accurate rakes of coaching stock and wagons, as they might have appeared on the West Highland Line in the 1980s.

Over the years I have amassed a large collection of Bachmann BR Mk 1 and Mk 2 carriages in appropriate liveries including a rake of limited edition green and cream 'West Highland Line' Mk 1s used by BR on the Fort William to Mallaig steam-hauled excursions in the 1980s, together with Airfix, Mainline and Hornby air-conditioned Mk 2s and Mk 3 'sleeper' vehicles in BR blue and

grey and InterCity liveries and a set of Replica Railways BR Mk 1 InterCity Charter Train stock featuring their distinctive white roofs.

RESEARCH

For me, a really enjoyable part of any project is the research. I've collected plenty of reference material covering railway operations in the Scottish Highlands with books, photographs, working timetables, carriage working notices and personal observations from visits made to the area in the mid to late 1980s. As a result, I've been able to collate a good selection of short passenger and freight train formations that I can replicate in miniature using models in my collection.

The period I'm concentrating on at the moment is 1984 to 1992, which was a colourful period on British Rail. Corporate blue was giving way to a variety of new liveries including 'large logo' BR blue carried by the Class 37/4s which were the staple motive power on the West Highland Line. As the decade continued, InterCity and Railfreight also adopted striking

COACH DESIGNATIONS

BCK	Brake Corridor Composite
BFK	Brake Corridor First
BSK	Brake Corridor Second
BSO	Open Brake Second
SK	Corridor Second
TSO	Tourist Open Second

liveries, which I aim to include, too.

A start has already been made on renumbering the Mk 1s and Mk 2s. For this process I use a cocktail stick to gently rub away the numbers and any InterCity branding that is not required. The friction aided by a wetted finger seems to work well on Bachmann models and only takes a few minutes of gentle rubbing, although other manufacturers' models can be rather more difficult.

Once the numbers have been erased I use Replica Railways range of rub-on transfers to change the identities of the vehicles. I prefer these as they don't leave a film when you apply them, although they can be a little

THE DETAILS	
Name:	Nevis Junction Depot
Scale:	'OO'
Length:	10ft
Width:	18in
Track:	Peco code 100
Control:	DCC, Bachmann Dynamis/ Hornby RailMaster
Period:	BR Scottish Region, 1980s-1990s



Left: One of the five vehicles sets that I have formed is this comprising two BR Mk 1s and three BR Mk2a vehicles. Most have now been rebranded with ScotRail logos and appropriate SC pre-fix numbers.

Right: A second five car formation has also been created with detailing including ScotRail logos on all vehicles, SC prefix numbers and even brake pipes on one end of the outer Mk 2 brake.



The E-Z Mate couplings offer close coupling between vehicles which certainly improves the look of the carriages on the track.

LOCOMOTIVE HAULED WEST HIGHLAND PASSENGER TRAIN FORMATIONS

Class 37/0 BR blue, BR Mk 1 BSK, BR Mk 1 SK (1984)
Class 37/4 BR 'large logo' blue, BR Mk 1 SK, BR Mk 1 TSO, BR Mk 2 BFK (1986)
Class 37/4 BR 'large logo' blue, BR Mk 1 SK, BR Mk 1 SK, BR Mk 1 BSK (1986)
Class 20 BR blue, BR Mk 2 TSO, BR Mk 2 BSO, BR Mk 2 TSO, BR Mk 1 TSO (1987)
Class 37/4 BR 'large logo' blue, two BR Mk 1 TSOs, BR Mk 2 BSO (1987)
Stanier 'Black Five' 4-6-0 LMS black, three BR Mk 1 TSOs, BR Mk 1 BCK, two BR Mk 1 TSOs (1987)*
Class 37/4 BR 'large logo' blue, BR Mk 1 TSO, two BR Mk 2 BFKs, two BR Mk 1 TSOs, three 45t TTA tank wagons (1988)

*West Highland green and cream livery

more fiddly in terms of getting the spacing and levelling of the numbers just so.

After the new numbers were applied I added white ScotRail branding to the left-hand end of the coaches, making particular reference to photographs as the positioning could differ depending on the vehicle modelled. I then replace the standard tension lock couplings with #20 extra long Kadee couplings at the outer ends of carriage rakes and Bachmann E-Z Mate knuckle couplers within the rakes, which not only keep

the vehicles closely coupled but should also allow me to perform shunting and marshalling of trains on the layout, utilising the magnets already fitted to the depot plank. Kadees are used on the outer ends as locomotives are fitted with this manufacturer's couplings too.

WEATHERING

The next task is to prepare the vehicles for some light weathering. Whilst the coaches stayed fairly presentable, the locomotives

seemed to attract dirt on their travels through the Highlands, with plenty of rain streaks. One of my recent projects is a Heljan Class 26 in BR 'large logo' Railfreight livery which has had its first treatment of weathering and fitted with a Zimo DCC sound decoder and Digitrains Class 26 audio, which sounds superb.

The next task is to assemble the freight and engineering stock. I foresee that the layout might need a serious extension at some point to accommodate the stock! [HOM](http://www.hornymagazine.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. For more show dates visit www.hornbymagazine.com

APRIL

11 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION

Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £5, accompanied children free
Website: www.bwmrc.co.uk
Contact: 07702 899553
Features: Vintage layouts, trade support, refreshments and disabled access.

11 EAST SURREY N GAUGE MODEL RAILWAY EXHIBITION

Hosts: East Surrey N gauge
Location: St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1DU
Times: 10am-4pm
Prices: Adults £4, children £2, family £10
Website: www.esng.co.uk
Contact: 01737 764217
Features: Nine layouts, trade support, refreshments, parking and disabled access.

11 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: Adults £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Two large club test tracks in 'O' and 'OO' available, club sales and refreshments.

11 IPSWICH RAILWAY MODELLER'S ASSOCIATION OPEN DAY

Hosts: Ipswich Railway Modeller's Association
Location: 40a Norfolk Road, Ipswich, IP4 2HB
Times: 10am-1pm
Prices: Free
Website: www.irma.co.uk
Contact: 01473 251017
Features: Member projects, club stall and refreshments.

11 JOHN KEBLE CHURCH MODEL RAILWAY EXHIBITION

Hosts: John Keble Church
Location: John Keble Church Hall, Church Close, Off Deans Lane, Edgware HA8 9NS
Times: 10.30am-4.30pm
Prices: Adults £4, concessions £3.50, children £2.50, family (2+2) £10.50
Contact: 0208 906 2816
Features: Layouts, trade support, refreshments and disabled access.

11 NATIONAL GARDEN RAILWAY SHOW

Hosts: Association of 16mm Narrow Gauge Modellers
Location: Peterborough Arena, East of England Showground, Peterborough PE2 6XE
Times: 10am-5pm
Prices: Adults £9, children free
Website: www.nationalgardenrailwayshow.org.uk
Features: 12 garden scale layouts, live steam models, trade support, refreshments, parking and shuttle bus operating between venue and Peterborough railway station.

11 NORWICH RAILWAY HERITAGE AND MODEL SOCIETY EXHIBITION

Hosts: Norwich Model Railway Club
Location: Hellesdon High School, Middletons Lane, Hellesdon NR6 5SB
Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, accompanied children free

Website: www.norhams.org.uk

Contact: 01508 492917

Features: 19 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

11 SHIREHAMPTON MODEL RAILWAY CLUB OPEN DAY

Hosts: Shirehampton Model Railway Club
Location: Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
Times: 10am-4.30pm
Prices: Adults £2, accompanied children free
Contact: 01179 094915
Features: Club and member layouts, club stand, refreshments and disabled access.

11 THE SMALL EXHIBITION 2015

Hosts: Chelmsford and District Model Railway Club
Location: St. Augustine of Canterbury Church, St. Augustine Way, Springfield, Chelmsford, Essex CM1 6GX
Times: 11am-4.30pm
Prices: Adults £2, children £1
Website: www.chelmsford-and-district-mrc.webs.com
Contact: 01245 264028
Features: 10 layouts, trade support, demonstrations, refreshments, parking and disabled access.

11 TRING MODEL RAILWAY EXHIBITION

Hosts: Tring and District Model Railway Club
Location: Pitstone Memorial Hall, Vicarage Road, Pitstone, near Tring, Buckinghamshire LU7 9EY
Times: 10.30am-4.30pm
Prices: Adults £3, children £1.50, family (2+2) £7
Contact: 01442 824350
Features: Eight layouts, trade support, societies, refreshments and disabled access.

11 WEYMOUTH MODEL RAILWAY OPEN DAY

Hosts: Weymouth Model Railway Association
Location: Memorial Hall, Victoria Avenue, Dorchester Road, Weymouth DT3 5NG
Times: 10.30am-4pm
Prices: Free
Contact: 01305 778869
Features: Club layouts, projects, refreshments, parking and disabled access.

11/12 BANGOR MODEL RAILWAY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down, Northern Ireland BT19 7QU
Times: Sat 10am-5pm, Sun 1pm-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £12
Website: www.ndmrs.co.uk
Contact: 02891 450833
Features: 18 layouts, trade support, refreshments, parking and disabled access.

11/12 CHELTENHAM SPRING MODEL RAILWAY EXHIBITION

Hosts: Cheltenham Great Western Modeller's 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 £3.50, children £2.50, family (2+2) £8
Website: www.cheltnmodrail.org.uk
Contact: 01242 517788
Features: Layouts, trade support, displays, model vehicles, refreshments and disabled access.

11/12 GREAT NORTH STEAM FAIR MODEL TRAMWAY EXHIBITION

Hosts: Beamish, The Living Museum of the North
Location: Beamish, The Living Museum of the North, Beamish, County Durham DH9 0RG
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Included in museum admission price
Contact: 0191 370 4000
Features: Nine layouts, trade support, refreshments, parking and disabled access.

11/12 CRAWLEY MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Crawley Model Railway Society
Location: Tanbridge House School, Guildford Road, Horsham, West Sussex RH12 1SR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £4, family (2+2) £16
Website: www.crawleymrs.org.uk
Contact: 07411 353 757
Features: 25 layouts, trade support, refreshments, parking and disabled access.

11/12 ROCHDALE MODEL RAILWAY GROUP ANNUAL EXHIBITION

Hosts: Rochdale Model Railway Group
Location: Littleborough Coach House, Lodge Street, Littleborough, Lancashire OL15 9AE
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3, accompanied children free
Website: www.rmrug.co.uk
Contact: 01629 582598
Features: Seven layouts, trade support and societies.

11/12 TRAINWEST 2015 MODEL RAILWAY EXHIBITION

Hosts: Bentley Model Railway Group
Location: The Christie Miller Sports Centre, Lancaster Road, Bowerhill, Melksham, Wiltshire SN12 6QU
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, children £5
Website: www.trainwest.org.uk
Contact: 01249 657283
Features: 20 layouts, trade support, refreshments and parking.

12 CANVEY ISLAND MODEL RAILWAY EXHIBITION

Hosts: Castle Point Transport Museum
Location: Castle Point Transport Museum, 105 Point Road, Canvey Island, SS8 7TD
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £2.50, children free
Website: www.castlepointtransportmuseum.co.uk
Contact: 01268 684272
Features: Layouts, refreshments and parking.

18 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: 31A (Cambridge) Model Railway Club
Location: Sawston Village College, New Road, Sawston, Cambridge, CB22 3BP
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £2
Website: www.cambridge31a-mrc.org.uk
Contact: 01284 700219
Features: 13 layouts, trade support, refreshments, parking and disabled access.

18 LUTON EXHIBITION OF O' GAUGE MODEL RAILWAYS

Hosts: Luton Model Railway Club
Location: Christchurch Hall, Bedford Road, Hitchin SG5 1HF
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+3) £10
Website: <http://lutonmodelrailwayclub.org.uk>
Contact: 01582 413200
Features: 'O' gauge layouts, test track, trade support and refreshments.

18 MAIDSTONE MODEL RAILWAY EXHIBITION

Hosts: Mid Kent Model Railway Group
Location: Loose Primary School, Loose Road, Maidstone, Kent ME15 9UW
Times: 10am-4.30pm
Prices: Adults £3.50, children £1.50, family £9
Contact: 07595 255150
Features: 15 layouts, trade support, refreshments and parking.

18 NEWGOG 2015 - SOUTH WALES 'O' GAUGE SHOW

Hosts: NEWGOG Group
Location: Llysaghts Institute, Orb Road, off Corporation Road, Newport, Gwent NP19 0RA
Times: 10am-4.30pm

Prices: Adults £5, concessions £4, children £4
Contact: 07896 967526
Features: Seven layouts, trade support, test track, demonstrations, refreshments, parking and disabled access.

18 RUSHDEN MODEL RAILWAY SHOW

Hosts: Hope Methodist Church
Location: Rushden Academy, Hayway, Rushden, Northants NN10 6AG
Times: 10am-4pm
Prices: Adults £5, concessions £3, children £3, family £10
Contact: 01933 400774
Features: Layouts, trade support, refreshments and disabled access.

18 WANTAGE MODEL RAILWAY SHOW

Hosts: Grove Scout Group
Location: Old Mill Hall, Grove, Wantage, Oxfordshire OX12 7LB
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £2
Contact: 01452 770447
Features: 12 layouts, trade support, refreshments, parking and disabled access.

18/19 MARYPORT MODEL CLUB'S ANNUAL EXHIBITION

Hosts: Maryport Model Club
Location: Netherhall School, Maryport, Cumbria CA15 6NT
Times: Sat 10am-4.30pm, Sun 10am to 4pm
Prices: Adults £4.50, concessions £3, children £2, family £10
Contact: 01900 813661
Features: Layouts and trade support.

18/19 SCALEFOUR NORTH 2015

Hosts: Scalefour Society
Location: Queen Elizabeth Grammar School, 154 Northgate, Wakefield WF1 3QX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Non-members £7, members £6
Website: www.scalefour.org/scalefournorth
Features: Layouts, trade support, demonstrations, refreshments and parking.

18/19 WIMRAIL 2015 MODEL RAILWAY EXHIBITION

Hosts: Wimborne Railway Society
Location: Queen Elizabeth's School, Blandford Road, Wimborne, Dorset BH21 4DT
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £6, children £2, family (2+2) £12
Website: www.wimrail.org.uk
Contact: 01202 673246
Features: Layouts, trade support, displays, refreshments, parking and disabled access. Free vintage bus operating between Wimborne town square and venue.

19 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.

25 DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Bay Methodist Church, Ludwick Way, Welwyn Garden City, AL7 3PN
Times: 10am-5pm
Prices: Adults £4, children £2
Contact: 01707 267541
Features: 12 layouts, trade support, refreshments, parking and disabled access.

25 FAREHAM ROTARAIL 2015

Hosts: Rotary Club of Fareham
Location: Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH
Times: 10.30am-5pm
Prices: Adults £5, accompanied children free
Website: rotarail2015.webs.com
Contact: 01329 663685
Features: 22 layouts, trade support, demonstrations, refreshments, parking and disabled access.

25 HORSHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Horsham Model Railway Club
Location: St Leonards Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED

Times: 10am-4pm
Prices: Adults £3.50, children £2
Website: www.horshammrc.org.uk
Contact: 07912 368805
Features: 15 layouts, trade support, refreshments and disabled access.

25 STOURPORT MODEL RAILWAY EXHIBITION

Hosts: Wyre Forest Model Railway Club
Location: Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn DY13 8RW
Times: 10am-4pm
Prices: Adults £2, accompanied children under 12 free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Eight layouts, trade support, refreshments, parking and disabled access.

25/26 EPSOM SHOW

Hosts: Epsom and Ewell Model Railway Club
Location: North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

25/26 HELSTON SPRING MODEL RAILWAY SHOW

Hosts: Helston and Falmouth Model Railway Club
Location: Old Cattle Market Centre, Porthleven Road, Helston, Cornwall TR13 0SR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £4, children £3, family (2+2) £12
Website: www.fmrcc.co.uk
Features: 11 layouts, trade support, parking and disabled access.

25/26 LIVERPOOL MODEL RAILWAY SHOW

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RF
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £2
Website: www.lmrs.org.uk
Contact: 0151 526 1574
Features: 17 Layouts, trade support, refreshments, real ale bar and disabled access.

25/26 SUTTON COLDFIELD MODEL RAILWAY EXHIBITION

Hosts: Sutton Coldfield Railway Society
Location: Bishop Walsh School, Wylde Green Road, Sutton Coldfield B76 1QT
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.ukmodelshops.co.uk/scrs
Contact: 07840 115070
Features: 15 layouts, trade support, societies, refreshments, parking and disabled access.

25/26 WEST ESSEX MODELRAIL

Hosts: Ilford and West Essex Model Railway Club
Location: St Edwards School, London Road, Romford, Essex RM7 9NX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £13
Website: www.iwemrc.org.uk
Contact: 01708 442836
Features: Layouts, trade support, refreshments, parking and disabled access.

26 STOWMARKET MODEL RAILWAY EXHIBITION

Hosts: Stowmarket Model Railway Club
Location: Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket IP14 1LH
Times: 10.30am-5pm
Prices: Adults £4, concessions £3, children £2
Website: www.stowrailclub.org.uk
Contact: 01449 771360
Features: 16 layouts, trade support, refreshments, parking and disabled access.

MAY

1-3 BRISTOL MODEL RAILWAY EXHIBITION

Hosts: Association of Model Railway Clubs, Wales and West of England
Location: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB
Times: Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm
Prices: Adults £6.50 (£5.25), concessions £5.50 (£4.25),

children £4 (£3), family (2+2) £13 (£10.50) – advance ticket prices in brackets.

Website: www.bristolmodrail.co.uk

Contact: 0117 976 3329

Features: Layouts, trade support, refreshments and parking. Bus service linking venue and Bristol Parkway railway station (extra charge payable).

2 CRAVEN ARMS MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Craven Arms Community Centre, Craven Arms SY7 9PS
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1.50
Contact: 01588 672145
Features: 18 layouts, trade support, displays, refreshments, parking and disabled access.

2 RICKINGHALL MODEL RAILWAY SHOW

Hosts: Diss and District Model Railway Society
Location: Village Hall, Hinderclay Road, Rickinghall, Diss, Norfolk IP22 1HD
Times: 10am-4pm
Prices: Adults £4, accompanied children £1
Website: www.rickinghallvh.onesuffolk.net/events
Contact: 07930 188472
Features: 17 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

2 STAMFORD MODEL RAILWAY EXHIBITION

Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford, Lincolnshire PE9 1HE
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.mdmrc.org
Contact: 01778 344991
Features: Layouts, trade support, refreshments, parking and disabled access.

2/3 CLECKHEATON MODEL RAILWAY EXHIBITION

Hosts: Bradford Model Railway Club
Location: Whitcliffe Mount Sports Centre, Turnstead Avenue, Cleckheaton, near Bradford BD19 3AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5.50, children £1, family £12
Website: www.bradfordmrc.org.uk
Contact: 01274 698861
Features: 19 layouts, trade support, demonstrations, refreshments, parking and disabled access.

2/3 SOUTH WEST MODEL AND HOBBY SHOW

Hosts: Nationwide Exhibitions (UK) Ltd
Location: Royal Bath and West Showground, Shepton Mallet, Somerset BA4 6QN
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.swmee.co.uk
Features: Layouts, trade support, model engineering displays, radio controlled models, traction engines, steam railway rides and more.

2/3 SOUTHWOLD MODEL RAILWAY EXHIBITION

Hosts: Southwold Railway Trust
Location: St Edmund's Hall, Cumberland Road, Southwold IP18 6JP
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £3, children £1.50
Website: www.southwoldrailway.co.uk
Contact: 07806 304082
Features: Layouts, displays, workshop guided tours, refreshments and disabled access.

2-4 BARLEY MODEL EXHIBITION

Hosts: Barley Village Hall
Location: Barley Village Hall, Barley, Nr Burnley, Lancashire BB12 9JU
Times: Sat 12pm-5pm, Sun 10am-5pm, Mon 10am-4pm
Prices: Adults £2, children 50p
Contact: 01282 691850
Features: Layouts, trade support, Scalextric, steam engines, die-cast vehicles, aeroplanes, refreshments and disabled access.

3 BROXBORNE MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Herts EN10 7AX
Times: 10am-5pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 01707 898420
Features: Layouts, trade support, radio controlled boats, refreshments and disabled access.

SHOW GUIDE

3 CLEVELAND MODEL RAILWAY CLUB SPRING OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.cmrc.club
Contact: 07864 880242
Features: Club layouts, displays, demonstrations, sales stand, refreshments, parking and disabled access.

9 BUSHEY MODEL RAILWAY EXHIBITION

Hosts: South West Herts Model Railway Society
Location: Queens School, Aldenham Road, Bushey, Hertfordshire WD23 2TY
Times: 10am-4.30pm
Prices: Adults £6, children £3, accompanied children free
Website: www.southwesthertsmrs.org.uk
Contact: 01707 873729
Features: 20 layouts, trade support, refreshments, parking and disabled access.

9 LODDON VALE MODEL RAILWAY EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: Arborfield Community Centre, Sheerlands Road, Arborfield, Berkshire RG2 9ND
Times: 10am-4.30pm
Prices: Adults £3, children £2, family £7
Website: www.lvmmc.co.uk
Contact: 0118 988 2035
Features: Layouts, trade support, refreshments and parking.

9 PONTYPRIDD MRC MODEL RAILWAY EXHIBITION

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

9 VICTORY MRC MODEL RAILWAY EXHIBITION

Hosts: Victory Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £4, children £1, family (2+2) £9
Website: www.victorymrc.org.uk
Contact: 07939 422589
Features: 15 layouts, trade support, refreshments, parking and disabled access.

9/10 CHESTER MODEL RAILWAY CLUB OPEN DAY

Hosts: Chester Model Railway Club
Location: Upton Royal British Legion, Heath Road, Upton, Chester CH2 1HX
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £3, children £1, family (2+2) £7
Website: www.chestermodelrailwayclub.com
Contact: 07961 040363
Features: Layouts, displays and refreshments.

9/10 CLEETHORPES MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Cleethorpes Model Railway Society
Location: Memorial Hall, Grimsby Road, Cleethorpes DN35 8AH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, children £1.50, family (2+2) £8.50
Contact: 07935 762320
Features: Layouts, trade support, demonstrations, societies, refreshments and parking.

9/10 COSSRAIL MODEL RAILWAY HOBBY SHOW

Hosts: Leicester Model Railway Group
Location: Humphrey Perkins High School, Cotes Road, Barrow-upon-Soar, Loughborough, Leicestershire LE12 8JU
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 0116 253 8211
Features: 10 layouts, trade support, demonstrations, refreshments, parking and disabled access.

9/10 DERBY MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: The Roundhouse, Roundhouse Road, Pride Park, Derby, DE24 8JE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm

Prices: Adults £7, accompanied children free
Website: www.mmrg.org.uk
Contact: 07973 640746
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

9/10 GLENROTHES MODEL RAILWAY EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: Lomond Centre, Woodside Way, Glenrothes KY7 5RA
Times: Sat 10am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £11
Contact: 01334 475311
Features: Layouts, trade support, refreshments, parking and disabled access.

9/10 SALISBURY MODEL RAILWAY EXHIBITION

Hosts: Salisbury and South Wiltshire Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, children £2.50
Website: www.sswrs.org.uk
Contact: 07768 448369
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access to main hall.

9/10 SPENNYMOOR MODEL RAILWAY EXHIBITION

Hosts: Durham Locomotive Preservation Group
Location: Spennymoor Town Hall, High Street, Spennymoor DL16 6RA
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £2.50, children £1.50
Website: www.wrlpg.com
Contact: 01388 817907
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

9/10 STOCKPORT MODEL RAILWAY EXHIBITION

Hosts: Stockport and District Railway Modellers
Location: Stockport Grammar School, Buxton Road, Stockport, Cheshire SK2 7AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, accompanied children free
Website: www.sdrm.co.uk
Contact: 07895 838029
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

10 KEIGHLEY MODEL RAILWAY CLUB OPEN DAY

Hosts: Keighley Model Railway Club
Location: The Clubrooms, Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY
Times: 10am-4pm
Prices: TBC
Website: www.keighley-mrc.org.uk
Features: Club layouts and chance to meet Keighley MRC members.

16 ANGMERING CHARITY MODEL RAILWAY SHOW

Hosts: N Gauge Society, West Sussex Area Group
Location: St Margaret's Church, Arundel Road, Angmering, West Sussex BN16 4JS
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.wsnrg.co.uk
Contact: 01403 734190
Features: 10 layouts, trade support, refreshments, parking and disabled access.

16 BLOXWICH (ST JOHN'S) MODEL RAILWAY EXHIBITION

Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £1.50
Contact: 01922 475557
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

16 BRAMBLETON MODEL RAILWAY CLUB OPEN DAY

Hosts: Brambleton Model Railway Club
Location: Highfield Oval, Ambrose Lane, Harpenden, Hertfordshire
Times: 2pm-5.30pm
Prices: Adults £2, concessions £1.50, children £1.50
Website: www.brambleton.co.uk
Contact: 01763 261250

Features: Outdoor layout in operation, live steam, refreshments and parking.

16 BURGESS HILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Burgess Hill Model Railway Club
Location: Burgess Hill School for Girls, Keymer Road, Burgess Hill RH15 0EG
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.burgesshillmrc.org.uk
Contact: 01444 455215
Features: 12 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

16 ELY MODEL RAILWAY EXHIBITION

Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, children £3
Website: www.elymrc.org.uk
Contact: 01480 454857
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

16 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth, Leicestershire LE17 4RB
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £9
Contact: 01788 310354
Features: Layouts, trade support, refreshments, parking and disabled access.

16 MIRFIELD MODEL RAILWAY EXHIBITION

Hosts: Mirfield Team Parish Music Guild
Location: St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Times: 10am-4pm
Prices: Adults £3.50, children £2
Contact: 01924 495929
Features: 20 layouts, trade support, refreshments and parking.

16/17 KYLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Kyle Model Railway Club
Location: Auchenharvie Academy, Stevenston KA20 3JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 01290 423925
Features: 21 layouts, trade support, refreshments, parking and disabled access.

16/17 MIDDLESBROUGH MODEL RAILWAY EXHIBITION

Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, accompanied children £3
Website: www.mboromrc.com
Contact: 01642 802892
Features: 10 layouts, trade support, refreshments, parking and disabled access.

16/17 MRX MANCHESTER

Hosts: Lancashire and Yorkshire DCC
Location: Museum of Transport, Boyle Street, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, accompanied children free
Website: www.lydcc.org.uk
Contact: 07561 179117
Features: 20 layouts, trade support, demonstrations, DCC seminars and refreshments. Free bus link between Manchester Victoria railway station and venue.

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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RAILEX 2015

MODEL RAILWAY EXHIBITION

**STOKE MANDEVILLE STADIUM, AYLESBURY, BUCKS
SATURDAY 23rd & SUNDAY 24th MAY**

Layouts include: 82G Templecombe Road Shed, Black Country Blues, Aberbeeg, Corris, Loch Tat, Frecclesham, Ballyconnell Road & Warren Lane plus others.



82G Templecombe Road Shed.
By Watley MRC 82G Group
Photograph by Tony Wright. Courtesy of British Railway Modelling



Aberbeeg By Simon Thompson
Photograph by Craig Tiley Courtesy of Railway Modeller



Frecclesham
By Newport Model Railway Society
Photograph by Craig Tiley
Courtesy of Railway Modeller

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Hatton's are proud to announce our new project update feature. Each month we will be bringing you the latest updates for forthcoming releases across all of the major manufacturers. Updated monthly, and condensed into a simple, readable format, you can now view how far along your favourite projects are in the production cycle. You can also use our handy links to view the items online and place your preorders.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Modified Hall class	ehattons.com/mh	£106.21-£114.71	Mar 2012							
E4 Brighton tank	ehattons.com/gwrhc	£93.46	Mar 2013							
Class 43 NBL warship	ehattons.com/c43	£118.96	Mar 2013							
Hawksworth Autocoaches	ehattons.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehattons.com/wtc	£39.06 (EST)	Mar 2013							
Class 5MT	ehattons.com/5mt	£85 (EST)	Mar 2015							
LNER Webb coal tank	ehattons.com/wct	£102.00	Sep 2014							

The following projects have not yet reached the CAD stage: Birdcage Coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic.


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012							

The following projects have not yet reached the CAD stage: GWR Railcar, Class 68, Class B4, IDA flat, Turbot


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015	ETA May 2015					
Hatton's King	ehattons.com/king	£169.00-£179.00	Aug 2014	Nov 2014	ETA Apr 2015					

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Metropolitan bo-bo	ehattons.com/mbb	£107.00	May 2014							

The following projects have not yet reached the CAD stage: Park Royal railbus, Class 05, Class O2/3, Class 1366

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class J15	ehattons.com/j15	£101.90	December 2013							
Class J50	ehattons.com/j50	£74.06	December 2014							
Class 9F Crosti-boiler	ehattons.com/9fcb	£111.20	December 2013							
Adams Radial	ehattons.com/horar	£111.10	December 2014							
King	ehattons.com/horking	£148.14 - £179.99	December 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							

The following projects have not yet reached the CAD stage: LMS Coaches, K-Type Pullmans, D16, Class 700, Class S15.

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank private owner coal wagons	ehattons.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI mineral hopper wagon	ehattons.com/ici	TBC	Mar 2015							

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change



Branchline 2015 New Items



Class J72 0-6-0T
Pre-order for £75.00



31-060 8680 in LNER lined green
31-061 69001 in BR black with early emblem
31-062 69028 in BR black with late crest

Class 6P Royal Scot 4-6-0
Pre-order for £135.00



31-285 6130 'The West Yorkshire Regiment' in LMS crimson
31-286 46163 'Civil Service Rifleman' in BR black
31-287 46151 'The Royal Horse Guardsman' BR green

Class V2 2-6-2
Pre-order for £135.00



31-566 3645 in LNER black
31-567 60881 in BR green with late crest

Class J39 0-6-0
Pre-order for £80.00



31-866 1803 in LNER Black
31-867 64792 in BR black with early emblem

Class K3 2-6-0
Pre-order for £95.00



32-279A 1304 in LNER lined black
32-281 61862 in BR lined black with early emblem

Class 94xx 0-6-0
Pre-order for £85.00



35-026 9402 in GWR Green
35-026 9487 in BR black with early emblem
35-027 9479 in BR black with late emblem

LNWR 0-6-2T Webb Coal Tank
Pre-order for £102.00



35-050 LNWR plain black livery
35-051 LMS black livery
35-052 BR black early emblem

(Prices estimated - we will notify you if price rises & offer option to cancel)

Class 70 diesel



31-590 70015 in Freightliner livery with air intake modifications **£152.95**
31-591 70805 in Colas livery with air duct boxes **£98.00**

Class 55 Diesel
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32-532 55007 'PINZA' BR blue - Finsbury Park white cab windows
31-533 D9001 'St. Paddy' in BR two-tone green - weathered

See the entire range at ehattons.com/bachmann2015

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H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

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J9402 71515 in Mech Navvies maroon
J9407 4 in NCB Backworth Colliery lined black
J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green
J9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons
J9406 8 in NCB Mountain Ash Colliery lined green

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HK02 6019 "King Henry V" in GWR lined green with shield
HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VIII" in GWR un-lined wartime green
HK05 6018 "King Henry VI" in GWR lined green
HK06 6025 "King Henry III" in BR ultramarine blue
HK07 6027 "King Richard I" in BR/GWR lined green
HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest
HK11 6017 "King Edward IV" in BR lined green with late crest
HK12 6026 "King John" in BR lined green with late crest
HK13 6005 "King George II" in BR lined green with late crest
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266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers 1949-56. Heavily weathered (Hel) £199
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32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £110.46

31-128^A Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £142.95) **BARGAIN** £94

31-727 Class 3700 City 4-4-0 3439 "City of London" GWR Green Monogram (Bac) £106.21
R3006 Class 2800 2-6-0 3864 in BR weathered black early emblem (Hor) £106

31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £84.96
31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered, DCC On Board (Bac) £101.96

R3229 Class 4000 Star 4-6-0 4021 "British Monarch" in BR green early crest (Hor) £125.10

R3169 Class 4900 4-6-0 Hall 5972 "Olton Hall" in GWR (Railroad range). New tooling for 2013 (Hor) £67
31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) £76.46

31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) £84.96

R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66

31-188 Class 5XP Jubilee 4-6-0 45565 "Victoria" in BR lined green late crest - weathered (Bac) £127.46

31-635 Class 64xx 0-6-0 Pannier tank 6406 in GWR green (Bac) **NEW** £72.21
31-637 Class 64xx 0-6-0 Pannier Tank 6412 BR lined green late crest (Bac) **NEW** £72.21

31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) **BARGAIN** £189
31-013 Class 7F 2-8-0 S&DJR 53808 BR black late crest & Deeley tender (Bac) £114.71
R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) £76

R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70

R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter blue TTS Sound - Railroad range (Hor) £92.70
R3280 Class A4 4-6-2 4486 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor) £71.30

R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) **BARGAIN** £59
R3114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120

R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) £125
31-146 Class D11/1 4-4-0 62683 "Prince Albert" BR black early emblem (Bac) £101.96

31-136DC^A Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest. DCC Fitted (Bac) (list £139.95) **BARGAIN** £85
31-137 Class D11/2 4-4-0 6385 Lucka Muckelbacker LNER black (Bac) £106.21

31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £93.46

R3243 Class K1 2-6-0 62024 in BR late crest (Hor) £120.50

R3305 Class K1 2-6-0 62059 in BR black early crest - weathered (Hor) **NEW** £120.36
32-154A Class N 2-6-0 31404 BR lined black late crest - weathered (Bac) £114.71
31-001Z Class C4 2-8-0 Robinson R003 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of £12 (Bac) (list £148.72) **BARGAIN** £119
R3108 Class T9 Greyhound 4-4-0 708 SR black sunshine lettering (Hor) £111.20

R3194 Class V Schools 4-4-0 30937 "Epsom" in BR black early emblem (Hor) £112
32-954 Standard class 4MT 2-6-0 76058 BR lined black early emblem (Bac) £93.46
32-955 Standard class 4MT 2-6-0 76109 BR lined black late crest (Bac) £101.96

32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) £110.46
32-261 WD Austerity 2-6-0 90441 in BR black early emblem (Bac) £114.71
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30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20
R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) £42

30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71
R3220 Tysleye Connection train pack Hall Class "Richford Hall" in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) £165.40

R3283 Bagnall shunter in red - Railroad range (Hor) £27.80
31-365 Class 03 0-6-0 diesel shunter 03170 in BR blue wasp stripes & air tanks - weathered (Bac) **NEW** £63.71

31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) **NEW** £70.51
31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered (Bac) **NEW** £76.46
R3281 Class 03 05017 National Railway Museum maroon - Railroad range (Hor) £34.20
1405^A Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D5626) (Weathered). (Hel) (list £115) **BARGAIN** £75

1406^A Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends (Hel) (list £115) **BARGAIN** £75

1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) £107
1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) £115
1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) £107

1717 Class 17 diesel D8606 in green full yellow ends (Hel) £87
MM0233 Class 201 no 233 "River Clare" in enterprise full yellow ends (Mar) £129
4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103
D1000H Class 22 B-B Diesel Hydraulic D6328 (font A) BR blue full yellow ends (Dap) £104
2320 Class 23 Baby Deltic D5900 green headcode discs and front grilles - gloss (Hel) (list £129.95) **BARGAIN** £69
2321 Class 23 Baby Deltic D5901 green headcode discs and front grilles (Hel) (list £129.95) **BARGAIN** £69

2322 Class 23 Baby Deltic D5905 green headcode discs and no front grilles (Hel) (list £129.95) **BARGAIN** £69

2308^A Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends (Hel) (list £119.95) **BARGAIN** £72
2302^A Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) **BARGAIN** £79
32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) £101.96

3238^A Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends (Hel) (list £119.95) **BARGAIN** £72
32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) £101.96

2800^A Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £80
2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) **BARGAIN** £89
2807^A Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** £89
2810^A Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £89

R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £57
3431 Class 330 diesel 6544 in BR blue full yellow ends (Hel) £95
3430 Class 330 diesel D6506 in BR blue full yellow ends (Hel) £95
3411 Class 330 diesel D6577 in early BR green (Hel) £95
3519 Class 35 Hymek D7004 in BR blue small yellow warning panels (Hel) £94
3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £94

32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £97.71

32-480DS Class 40 D211 "Mauretania" in BR green indicator discs. DCC Sound on board (Bac) (list £244.95) **BARGAIN** £189
R3282 Class 42 Warship D853 "Thruster" in BR maroon small yellow panels - Railroad range (Hor) £50.90

31-856DC Class 47/0 D1677 "Thor" in BR green full yellow ends. DCC On Board (Bac) £106.21

32-815 Class 47/8 47834 "Fire Fly" BR Intercity Swallow (Bac) £93.46
4D-003-005 Class 52 D1072 "Western Glory" BR blue full yellow panel (Dap) £109
4D-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap) £109

4D-003-008 Class 52 diesel loco D1023 "Western Fusilier" in BR maroon small yellow panels (Dap) £109
32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "prisoner") (Bac) £93.46
5822 Class 58 58006 Railfreight Redstripe Livery (Hel) £125
5820 Class 58 58012 Mainline Grey Livery (Hel) £125
5824 Class 58 58030 in EWS Livery (Hel) £125

5823 Class 58 58036 Railfreight Redstripe Livery Orange Cantair Stripes (Hel) £125
5821 Class 58 58045 Railfreight Coal Livery (Hel) £125

32-980 Class 66/9 66731 "InterhubGB" in GBRI Europorte (Bac) £93.46
R3268 Class 67 67003 in Arriva Trains Wales (Hor) £129.80

R3272 Class 67 67006 "Royal Sovereign" (Hor) **NEW** £110
31-895 Class D16 LMS 10000 BR Brunswick green lined orange & black (Bac) £101.96
31-996 Class D16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £101.96
4010 - English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £75

4011 - English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £70

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4005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £70

Electric locos

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) **BARGAIN** £86



R3346 Class 92 92009 "Marco Polo" in DB Schenker (Hor) **NEW** £74.06

DMUs



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) (list £135.96) **BARGAIN** £132

8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) £94
8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) **BARGAIN** £89



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN** £69

8991 Class 128 DPU BR green small yellow panels & Midland style fronts M55989 (Hel) £94
8990 Class 128 DPU BR green speed whiskers and Midland style fronts M55987 (Hel) £94



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) **BARGAIN** £69



32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) £148.71



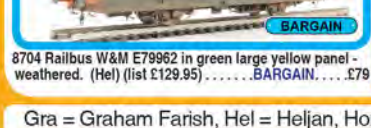
32-938 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) £140.21



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN** £290



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) **BARGAIN** £79



8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel) £94

EMUs



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) £120.70
R3290A Class 2-HAL 2 car EMU in BR green small yellow panels (Hor) £120.70
R31032 Class 5601 Desiro 4-Car EMU 350 102 in London Midland (Bac) £149



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) £149
R3185 Class 365 Javelin 4 car EMU "Sir Chris Hoy" in Southwestern (Hor) £132



R3257 Class 401 2-BIL 2 car EMU in BR green yellow ends (Hor) £120.70
R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) £114
R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) £99

Track Maintenance vehicles

B859NRY2 MFA side-lipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pistone (B859A) (Dap) £118
36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £33.71

Train sets - analogue

R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) **NEW** £59
R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) £49
R1167 Flying Scotsman Set 3x LNER coaches (loco has 3-pole motor) (Hor) £120
30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) £89.24



R1155 Pendolino trainset 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £130
30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99
30-170 Thames Cycle Express Midland Compound 1000 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71



30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46
30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shuntbutton green and GWR Toad brake van & shunters truck in GWR gr (Bac) £84.96



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) £127.49
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £120



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and MK2 TSO & BSO coaches in Far North green & cream (Bac) £255

Coaches



R4582 1960s Brighton Belle 3 car pack in umber and cream (Hor) £119
C106B 5711 Stanier Corridor Brake BR Carmine & Cream M5596M (Dap) £110
4P-010-034 5711 Stanier Corridor Brake BR lined maroon M5788M (Dap) **NEW** £14
C104B 5711 Stanier Corridor Brake BR Maroon Lined M5788M (Dap) **NEW** £10



C103B 60' Stanier corridor composite in BR lined maroon M3898M. Plastic kit (Dap) **NEW** £10
4P-010-035 60' Stanier Corridor Composite BR Carmine & Cream M3834M (Dap) **NEW** £14
C105B 60' Stanier corridor composite BR Carmine & Cream M3834M (Plastic kit) (Dap) **NEW** £10
4P-010-036 60' Stanier Corridor Composite BR Maroon Lined M3898M (Dap) **NEW** £13



R4636 Arriva Trains Wales MK3 Buffet first class (Hor) £26.40
R4635 Arriva Trains Wales MK3 TSO second class (Hor) £26.40
R4635A Arriva Trains Wales MK3 TSO second class (Hor) £26.40
R4603 BR blue & grey (Western Region) MK3 buffet (Hor) £26.40
R4633 BR blue & grey MK3 TF first class lights (Hor) £32.90



R4612 BR blue & grey MK2E BSO brake second open lights (Hor) £27.80
R4611 BR blue & grey MK2E FO first open lights (Hor) £27.80
R4613 BR blue & grey MK2E TSO tourist second open lights (Hor) £23.10
R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) £27.80
R4609 BR green MK1 BSK brake second corridor in lights (Hor) £33.80
R4609A BR green MK1 BSK brake second corridor lights (Hor) £33.80



R4607 BR green Mk1 CK composite corridor lights (Hor) £33.80
R4608 BR green Mk1 SK second corridor in lights (Hor) £33.80
39-229C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) £33.11
39-225C BR Mk1 BCK Brake Composite Corridor Blue & Grey (Bac) £33.11



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £33.96
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71
R4604 BR Mk1 BSK in holiday camping coach green and cream (Hor) £22.70
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £33.11
39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £33.96
39-275 BR Mk1 GUV Royal Mail (Bac) £33.11
39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) £36.50
39-500 BR Mk1 SLF Sleeper Car in maroon (Bac) £36.50
39-500 Pack of 4 (Bac) (list £171.80) **BARGAIN** £136



39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) £33
39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122
39-502 BR Mk1 SLSTP Sleeper Car in maroon (Bac) £33
39-502 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122
39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac) £33.11
39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) £33.11
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) £33.96
39-363 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) £33.96
R4370C FGV Mk3 Standard Open Coach (Hor) **NEW** £26.38



R4369B First Great Western Mk3 1st Coach (Hor) **NEW** £26.38
R4369C First Great Western Mk3 1st Coach (Hor) **NEW** £26.38
R4370D First Great Western Mk3 Standard Open Coach (Hor) **NEW** £26.38
R4370E First Great Western Mk3 Standard Open Coach (Hor) **NEW** £26.38
R4522B Gresley (Non Vestibuled) suburban 3rd class brake BR Crimson (Hor) £37.30
R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER lark (Hor) £39
R4521B Gresley (Non Vestibuled) suburban composite BR Crimson (Hor) £37.30
R4592 InterCity 125 Executive MK3 buffet (Hor) £26.40
R4593 InterCity 125 Executive MK3 TGS (Hor) £26.40



R4631 Intercity 125 Executive MK3 TF first class (Hor) £26.40
R4631A Intercity 125 Executive MK3 TF first class (Hor) £26.40
R4632 Intercity 125 Executive MK3 TS second class (Hor) £26.40
R4632A Intercity 125 Executive MK3 TS second class (Hor) £26.40
R4616 Intercity MK2E BSO brake second open (Hor) £23.10
R4617 Intercity MK2E FO first open (Hor) £23.10
R4616 Intercity MK2E TSO tourist second open (Hor) £23.10



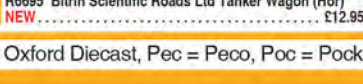
39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) £33.96
39-465 LMS 60 ft Porthole Corridor Composite BR crimson & cream (Bac) £33.96
39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40
R4352 Mk1 BSK brake corridor second BR maroon. New tooling for 2013 (Hor) £17
R4350 Mk1 CK corridor composite BR maroon. New tooling for 2013 (Hor) £17
R4351 Mk1 SK corridor second in BR maroon. New tooling for 2013 (Hor) £17
R4463B Mk2D TSO open standard in Intercity Swallow (Hor) £24
R4463C Mk2D TSO open standard in Intercity Swallow (Hor) £24
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91
34-330 Period III 50ft parcels van BR departmental black 'Electrication' (Bac) £22.91
4P-010-032 RTR 5711 Stanier corridor brake LMS lined maroon 5566 (Dap) **NEW** £13



39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) £33.96
39-465 LMS 60 ft Porthole Corridor Composite BR crimson & cream (Bac) £33.96
39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40
R4352 Mk1 BSK brake corridor second BR maroon. New tooling for 2013 (Hor) £17
R4350 Mk1 CK corridor composite BR maroon. New tooling for 2013 (Hor) £17
R4351 Mk1 SK corridor second in BR maroon. New tooling for 2013 (Hor) £17
R4463B Mk2D TSO open standard in Intercity Swallow (Hor) £24
R4463C Mk2D TSO open standard in Intercity Swallow (Hor) £24
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91
34-330 Period III 50ft parcels van BR departmental black 'Electrication' (Bac) £22.91
4P-010-032 RTR 5711 Stanier corridor brake LMS lined maroon 5566 (Dap) **NEW** £13



R6699 Arenis Granite Co. Ltd 5 Plank Wagon (Hor) **NEW** £10.14
R6695 Bitrin Scientific Roads Ltd Tanker Wagon (Hor) **NEW** £12.95



R6695 Bitrin Scientific Roads Ltd Tanker Wagon (Hor) **NEW** £12.95



R6710 BR (Dutch) Brake Van (Grey & Yellow) (Hor) **NEW** £13.88
R6508A BR 20 Ton Brake Van (Hor) **NEW** £13.88
R6675 BR 21 Ton Hopper Wagon 'B413756' (Hor) **NEW** £13.88



R6691 BR 21 Ton Hopper Wagon Triple Pack (Hor) **NEW** £41.66



R6679A BR Horse Box 'M42178' (Hor) **NEW** £18.51
R6679 BR Horse Box 'M42369' (Hor) **NEW** £18.51



R6712 BR Open Wagon Triple Pack (Hor) **NEW** £23.14
R6712A BR Open Wagon Triple Pack (Hor) **NEW** £23.14



R6708 BR Railfreight CDA Red Frame Canopy Wagon (Hor) **NEW** £23.14
R6705 BR Railfreight HAA MGR Red Frame Wagon (Hor) **NEW** £22.21
R6706 BR Railfreight HAA MGR Red Frame Wagon Gaffiti (Hor) **NEW** £22.21



R6707 BR Railfreight HAA MGR Wagon Triple Pack (Hor) **NEW** £64.81



R6643D BR Shunters Truck (South Lambeth) (Hor) **NEW** £10.14
R6694 BR Toad Brake Van (Hor) **NEW** £15.73



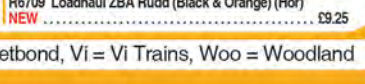
R6696 Coltness Iron Co 4 Plank Wagon (Hor) **NEW** £10.14
R6698 Derbyshire County Council 4 Plank Wagon (Hor) **NEW** £10.14



R6697 East Walbottle Coal Co. Ltd 4 Plank Wagon (Hor) **NEW** £10.14
R6703 G.T. Parker & Sons 7 Plank Wagon (Hor) **NEW** £10.14



R6678 LMS Horse Box '42513' (Hor) **NEW** £18.51



R6678 LMS Horse Box '42513' (Hor) **NEW** £18.51

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with live stock information



R6701 Logan & Sons 5 Plank Wagon (Hor) NEW .. £10.14
R6711 Mainland Freight Blue Shark Wagon (Hor) NEW .. £15.51



R6702 Scottish Gas Board 7 Plank Wagon (Hor) NEW .. £10.14
38-500 'Covhop' covered hopper in BR bauxite (Bac) .. £18.28
38-500 Pack of 4 (Bac) (list £91.80) .. BARGAIN .. £66
38-500 Megapack of 8 (Bac) (list £183.60) .. BARGAIN .. £126



38-501 'Covhop' covered hopper in soda ash light grey (Bac) .. £18.28
38-501 Pack of 4 (Bac) (list £91.80) .. BARGAIN .. £66
38-501 Megapack of 8 (Bac) (list £183.60) .. BARGAIN .. £126



37-479 1 plank wagon in BR bauxite (Late) (Bac) NEW .. £8.46



37-478 1 plank wagon in LMS bauxite (Bac) NEW .. £8.46



37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac) .. £174
37-628B Single (Bac) .. £24.61
37-628B Pack of 4 (Bac) (list £119.80) .. BARGAIN .. £92
38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) .. £17.81
38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac) .. £17.81
38-702 12 Ton Pipe Wagon BR Engineers Olive Green (Bac) .. £17.81
38-072 12 Ton Southern 2+2 planked ventilated van Express Dairies Eggs (Bac) .. £11.86
37-731A 12 ton ventilated van in BR WR grey (Bac) .. £11.86
37-731A Pack of 4 (Bac) (list £55.80) .. BARGAIN .. £42
38-325~ 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £14.50) .. BARGAIN .. £10
38-325~ Pack of 4 (Bac) (list £58) .. BARGAIN .. £36
38-325~ Megapack of 8 (Bac) (list £116) .. BARGAIN .. £74



38-327~ Megapack of 8 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £116) .. BARGAIN .. £70
38-327~ Single (Bac) (list £14.50) .. BARGAIN .. £9.50
38-327~ Pack of 4 (Bac) (list £58) .. BARGAIN .. £36
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) .. £12.71



4F-030-009 16T Steel Mineral BR Bauxite M620674 (Dap) NEW .. £9.80
4F-000-010 10T Steel Mineral BR Bauxite M620674 - weathered (Dap) NEW .. £10
38-308 20 ton Toad brake van in BR grey - weathered (Bac) .. £12.71



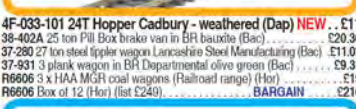
4F-034-011 21T Hopper NCB 131 (Dap) NEW .. £10
4F-034-012 21T Hopper NCB 131 - weathered (Dap) NEW .. £11
4F-034-010 21T Hopper NE 193277 - weathered (Dap) NEW .. £11



38-270A Pack of 4 22 ton Presflo in Blue Circle Railfreight brown (Bac) .. £80
38-270A Single (Bac) .. £22
38-011B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadhaul) (Bac) .. £12.71
38-011B Pack of 4 (Bac) (list £59.80) .. BARGAIN .. £46
38-011B Megapack of 8 (Bac) (list £119.80) .. BARGAIN .. £88



4F-033-104 24T Hopper BISCO (Dap) NEW .. £10
4F-033-105 24T Hopper BISCO - weathered (Dap) NEW .. £10
4F-033-100 24T Hopper Cadbury (Dap) NEW .. £10



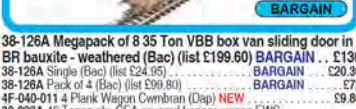
4F-033-101 24T Hopper Cadbury - weathered (Dap) NEW .. £11
38-402A 25 ton Pill Box brake van in BR bauxite (Bac) .. £20.36
37-280 27 ton steel flyper wagon Lancashire Steel Manufacturing (Bac) .. £11.01
37-931 3 plank wagon in BR Departmental olive green (Bac) .. £9.31
R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) .. £19
R6606 Box of 12 (Hor) (list £240) .. BARGAIN .. £210



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) .. BARGAIN .. £116
38-041B Single (Bac) .. £16.53
38-041B Pack of 4 (Bac) (list £67.80) .. BARGAIN .. £84
38-120B 35 Ton VAA box van sliding door Railfreight red & grey - weathered (Bac) .. £20.36
38-120B Pack of 4 (Bac) (list £95.80) .. BARGAIN .. £72
38-120B Megapack of 8 (Bac) (list £191.60) .. BARGAIN .. £136
38-125A 35 Ton VBA box van sliding door in EWS (Bac) .. £17.81
38-125A Pack of 4 (Bac) (list £70.80) .. BARGAIN .. £72
38-125A Megapack of 8 (Bac) (list £191.60) .. BARGAIN .. £120



38-126A Megapack of 8 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £199.80) .. BARGAIN .. £136
38-126A Single (Bac) (list £24.95) .. BARGAIN .. £20.36
38-126A Pack of 4 (Bac) (list £99.80) .. BARGAIN .. £72
4F-040-011 4 Plank Wagon Cwmbran (Dap) NEW .. £9.80
38-020A 46 Tonne glw CEA covered hopper wagon EWS - weathered (Bac) .. £15.68
38-020A Pack of 4 (Bac) (list £73.80) .. BARGAIN .. £58
38-020A Megapack of 8 (Bac) (list £147.60) .. BARGAIN .. £110
37-603A 46 Tonne glw VCA sliding rail van in EWS - weathered (Bac) .. £17.85
37-603A Pack of 4 (Bac) (list £87.80) .. BARGAIN .. £64
37-603A Megapack of 8 (Bac) (list £175.60) .. BARGAIN .. £122



4F-051-021 5 Plank Constable Hart (Dap) NEW .. £9.80
4F-051-022 5 Plank Constable Hart - weathered (Dap) NEW .. £10



4F-051-019 5 Plank Vintnor (Dap) NEW .. £9.80
4F-051-020 5 Plank Vintnor - weathered (Dap) NEW .. £10



4F-051-013 5 Plank Wagon GWR (Dap) NEW .. £9.80
4F-051-014 5 Plank Wagon GWR - weathered (Dap) NEW .. £10
4F-031-015 6 Wheel Milk Tank IMS 36 (Dap) NEW .. £13
4F-031-016 6 Wheel Milk Tank IMS 36 - weathered (Dap) NEW .. £14
4F-080-007 8 Plank BR (Dap) NEW .. £10
4F-080-008 8 Plank BR - weathered (Dap) NEW .. £11
4F-080-005 8 Plank Southern Railways (Dap) NEW .. £10
4F-080-006 8 Plank Southern Railways - weathered (Dap) NEW .. £11
38-150A 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) £20.36
38-150A Pack of 4 (Bac) (list £95.80) .. BARGAIN .. £74
38-150A Megapack of 8 (Bac) (list £191.60) .. BARGAIN .. £136
38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) .. £22.06
38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) .. £22.06
4F-016-009 Banana Van GWR (Dap) NEW .. £9



38-285 Pack of 3 22 ton Prestios in Tunnel Cement (Bac) £46.71
37-882 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) .. £36.51
R6371 Petrol tanker wagon in Shell black (Hor) .. £8
R6371 Pack of 6 (Hor) (list £37.50) .. BARGAIN .. £33



4F-032-014 Rectangular Tank Yorkshire & Lincolnshire Tar Wagon - weathered (Dap) NEW .. £14
4F-071-015 SR 7 Plank 37454 (Dap) NEW .. £9
4F-071-016 SR 7 Plank 37454 - weathered (Dap) NEW .. £10
4F-072-005 Ventilated Van BR 8765124 (Dap) NEW .. £9



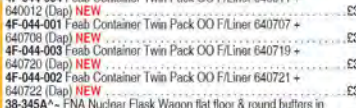
4F-012-006 Ventilated Van BR B768124 Weathered (Dap) NEW .. £10



4F-037-008 Conflat & Container GWR K-1674 - Weathered (Dap) NEW .. £13.50



4F-060-013 Dutch Grampus DB988579 (Dap) NEW .. £12
4F-060-014 Dutch Grampus DB988579 - weathered (Dap) NEW .. £13
4F-044-004 Fresh Container Twin Pack OO F/Liner 640011 + 640012 (Dap) NEW .. £31
4F-044-001 Fresh Container Twin Pack OO F/Liner 640707 + 640708 (Dap) NEW .. £31
4F-044-003 Fresh Container Twin Pack OO F/Liner 640719 + 640720 (Dap) NEW .. £31
4F-044-002 Fresh Container Twin Pack OO F/Liner 640721 + 640722 (Dap) NEW .. £31
38-345A~ FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95) .. BARGAIN .. £17
38-345A~ Pack of 4 (Bac) (list £119.80) .. BARGAIN .. £65
38-345A~ Megapack of 8 (Bac) (list £239.60) .. BARGAIN .. £128
4F-014-009 Fruit D Wagon GWR Shirtbutton (Dap) NEW .. £14



4F-014-010 Fruit D Wagon GWR Shirtbutton 2894 (Weathered) (Dap) NEW .. £15
4F-015-007 Fruit Max BR B833359 (Dap) NEW .. £9
4F-015-008 Fruit Max BR B833359 - weathered (Dap) NEW .. £10
4F-015-005 Fruit Max GWR #38274 (Dap) NEW .. £9
4F-015-006 Fruit Max GWR #38274 - weathered (Dap) NEW .. £10



4F-060-015 Grampus BR Black DB990412 (Dap) NEW .. £12
4F-060-016 Grampus BR DB990413 - weathered (Dap) NEW .. £13
4F-013-017 Gunpowder Van SR (Dap) NEW .. £9



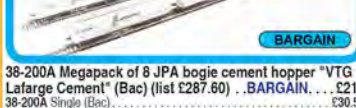
R6693 GWR Toad Brake Van (Hor) NEW .. £15.73
37-313 Intermodal bogie wagon 2 x 43t containers in Maersk (Bac) £42.46
37-314 Intermodal bogie wagon 2 x 43t containers in Salmarine (Bac) .. £42.46
38-250 IPA twin double deck car transporter in STVA red (Bac) .. £37
38-250 Pack of 4 (Bac) (list £199.80) .. BARGAIN .. £140
38-212A JJA auto ballaster in Railtrack curved top profile 14 per rake each Generator wagon (Bac) .. £42.46
38-212A Pack of 4 (Bac) (list £109.80) .. BARGAIN .. £160



38-200A Megapack of 8 JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) (list £287.60) .. BARGAIN .. £212
38-200A Single (Bac) .. £30.58
38-200A Pack of 4 (Bac) (list £143.80) .. BARGAIN .. £112
38-242~ MBA Megapack high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) .. BARGAIN .. £22
38-242~ Pack of 4 (Bac) (list £108) .. BARGAIN .. £78
38-242~ Megapack of 8 (Bac) (list £216) .. BARGAIN .. £162
38-300 OJA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) .. £22
38-300 Pack of 4 (Bac) (list £99.80) .. BARGAIN .. £77
37-671 Pack of 3 14 Ton tank wagons in Fins - weathered (Bac) .. £38.21
38-287 Pack of 3 22 ton Prestios in BR bauxite - weathered (Bac) .. £66.73



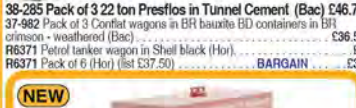
38-285 Pack of 3 22 ton Prestios in Tunnel Cement (Bac) £46.71
37-882 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) .. £36.51
R6371 Petrol tanker wagon in Shell black (Hor) .. £8
R6371 Pack of 6 (Hor) (list £37.50) .. BARGAIN .. £33



38-200A Megapack of 8 JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) (list £287.60) .. BARGAIN .. £212
38-200A Single (Bac) .. £30.58
38-200A Pack of 4 (Bac) (list £143.80) .. BARGAIN .. £112
38-242~ MBA Megapack high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) .. BARGAIN .. £22
38-242~ Pack of 4 (Bac) (list £108) .. BARGAIN .. £78
38-242~ Megapack of 8 (Bac) (list £216) .. BARGAIN .. £162
38-300 OJA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) .. £22
38-300 Pack of 4 (Bac) (list £99.80) .. BARGAIN .. £77
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R6371 Pack of 6 (Hor) (list £37.50) .. BARGAIN .. £33



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37-882 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) .. £36.51
R6371 Petrol tanker wagon in Shell black (Hor) .. £8
R6371 Pack of 6 (Hor) (list £37.50) .. BARGAIN .. £33



4F-032-014 Rectangular Tank Yorkshire & Lincolnshire Tar Wagon - weathered (Dap) NEW .. £14
4F-071-015 SR 7 Plank 37454 (Dap) NEW .. £9
4F-071-016 SR 7 Plank 37454 - weathered (Dap) NEW .. £10
4F-072-005 Ventilated Van BR 8765124 (Dap) NEW .. £9



4F-012-006 Ventilated Van BR B768124 Weathered (Dap) NEW .. £10



B909E Megafret Twin Pack & 2 X 40' High Cube Containers (Dap) NEW .. £25

Analogue controllers

36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) .. £25.54

DCC decoders



36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) .. £12



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) .. BARGAIN .. £70
36-557 Single (Bac) .. £14.50



36-557 Single (Bac) .. £14.50



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) .. £76
R8249 Single (Hor) .. £14
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) .. £13
DCR-8PIN-Direct Box of 5 (Hat) .. £59
DCR-8PIN-Direct Box of 10 (Hat) .. £105

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) .. £32
PC2 One Touch DCC Quad Point Controller x4 (Tra) .. £32

DCC controllers



R8213 DCC Select unit (boxed) (Hor) .. £90



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PCI/Laptop Required) (Hor) .. £68

DCC accessories



R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) .. £74

Point motors

R8014 Mark 2 Point Motor (Hor) .. £7

TT300 Slow motion DCC point motor (Tra) .. £20



R8243 Surface Mounted point motor (Hor) .. £7

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) .. £9

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) .. £17

44-561 Wood post yard lamps (Bac) .. £10.16

Spares



36-026 10 x Mk2 Couplings mini type - long (Bac) .. £4.68

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pac) .. £2.30

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pac) .. £2.20

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pac) .. £2



36-064 Long Cranked NEM Coupling (x10) (Bac) NEW .. £7.61

Prices valid until 13/05/15

Orders received after this date for products that have increased in price will be given a refund

Metal Constructive RAIL JOINTS



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2
36-030 M2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
20KADEE NEM-362 Long Coupler - 11.68 mm (29/64") (w/o Drift Gear Boxes) (2 pair) (Kod) £2.90
TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) £21.75

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
36-033 Steel turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99
36-034 Brass turned wagon disc wheels on 10 metal axles (12mm diameter) - Pack of 20 (Bac) £9.99
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50



36-024 Pair of LMS bogies (Bac) £5

Man-made scenic structure - railway-related



LK-55 76ft Well type turntable (Pec) £39
R083 Buffer Stop (Hor) £1.40
R088 Box of 6 (Hor) £8
R636 Double track level crossing (Hor) £18
44-560 Lined cabinets (Bac) £6.76
SL-43 Loco Lift and storage unit (Pec) £11
OO/CAT1 Overhead M3 High Speed Railway Single Mast (Pack of 10) - 5 long arm and 5 short arm ease-fix mounting system (Dap) £8
R514 Platform Canopy x 2 (Hor) £12
SL-40 Rail built buffer stop (Pec) £1.40
R460 Straight Platform (Hor) £3.50

Signals

R169 Home Junction signal (Hor) £10



4L-002-001 Signal - Motorised, LMS home (OO/SIGN3) (Dap) £22
4L-001-002 Signal - Motorised, Square post GWR distant lower quadrant (ex-OOSIGN2) (Dap) £22



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22
4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OOSIGN4) (Dap) £22

Buildings - general

44-258 Low relief milk depot (145 x 50 x 75mm) (Bac) £50.96
44-233 Low Relief Rear Oil Terrace (120 x 30 x 105mm) (Bac) £16.96
44-227 Low Relief Rear of Victorian Tenements (204 x 50 x 160mm) (Bac) £42.46
PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) £10
44-159 Pendon Little Chapel Cottage (137 x 70 x 90mm) (Bac) £28.01



44-0005 Portable office (96 x 42 x 34mm) (Bac) £16.96
R8621 Terrace house (left hand) - Skeldale (Hor) £12
R8622 Terrace house (right hand) - Skeldale (Hor) £12

Man-made scenic structure - non-railway

LK-45 Flexible field fencing. Approx 1066mm (42in), 5 pieces (Pec) £2.50
44-562 Metal fencing (Bac) £8.46



44-539 Platform Tractor Unit (Bac) £12
44-505 Security fences x 10 - Scone/raft range (Bac) £5
44-556 Stormhaven tent (Bac) £16.96
44-563 Straight pavements x 4 (Bac) £6.46

Bridges, Tunnels & Walls



M0057 Cut Stonework M1 Style - 4 x sheets of thick card & 4 x sheets of thin card (Met) NEW £5
R8008 Grand suspension bridge (Hor) £39

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
R8641 Platform footbridge - Skeldale "Rabbits" range (Hor) £22
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

Trees

GM129 Trees - 10 x Summer Tree Assortment - OO/HO gauge (Gau) £8.50

Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

People - civil

36-407 1950s Train Crew x 6 (Bac) £6.21



36-047 Locomotive staff x 6 (Bac) £6.21
ST-244 Station passengers sitting x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21
36-043 Station staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £12
ST-201 Setrack double straight (Pec) £1.75
ST-247 Setrack medium radius Y point insulfrog (Pec) £2.30
ST-226 Setrack No.2 radius double curve (Pec) £2.30

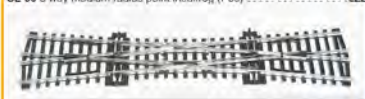


ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £7.50
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £7.50
ST-231 Setrack No.3 radius double curve (Pec) £2.25
ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-204 Setrack Quad Straight (Pec) £3
ST-204 Box of 24 (Pec) £88

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64
SL-100 Single (Pec) £2.80
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £2.75
SL-102 Pack of 25 (Pec) £62
SL-102 Single (Pec) £2.50
SL-102 3 way medium radius point insulfrog (Pec) £22
SL-99 3 way medium radius point insulfrog (Pec) £22



SL-90 Double slip insulfrog (Pec) £28
SL-87 Left hand curved point (Pec) £10.50
SL-87 Right hand curved point (Pec) £10
SL-89 Left hand large point electrofrog (Pec) £10
SL-89 Left hand large point insulfrog (Pec) £10
SL-96 Left hand medium point (Pec) £9



SL-E96 Left hand medium point electrofrog (Pec) £9
SL-92 Left hand small point (Pec) £8
SL-E92 Left hand small point electrofrog (Pec) £8
SL-96 Right hand curved point (Pec) £10.50
SL-E96 Right hand curved point electrofrog (Pec) £11
SL-E98 Right hand large point electrofrog (Pec) £10
SL-98 Right hand large point insulfrog (Pec) £10
SL-95 Right hand medium point (Pec) £9
SL-E95 Right hand medium point electrofrog (Pec) £9
SL-91 Right hand small point (Pec) £8
SL-E91 Right hand small point electrofrog (Pec) £8
SL-80 Single slip insulfrog (Pec) £27

Track - Code 75 FineScale Streamline

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £64
SL-100F Single (Pec) £2.50
SL-E105 Code 75 Medium Radius Concrete sleeper turnout RH (Pec) £11
SL-E187 Finescale left hand curved point electrofrog (Pec) £10.50
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £64
SL-100F Single (Pec) £2.50
SL-E105 Code 75 Medium Radius Concrete sleeper turnout RH (Pec) £11
SL-E187 Finescale left hand curved point electrofrog (Pec) £10.50
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50



SL-E196 Finescale left hand medium point electrofrog (Pec) £11
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £11
SL-E188 Finescale right hand large point electrofrog (Pec) £10.50



SL-E195 Finescale right hand medium point electrofrog (Pec) £11
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

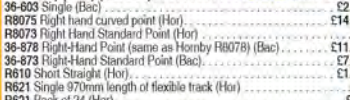
R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R805 1st radius double curve (8 make a circle) (Hor) £2.50
R805 Circle of 8 (Hor) £15
R807 2nd radius double curve track (8 make a circle) (Hor) £2.25
R807 Circle of 8 (Hor) £18



R809 3rd radius double curve track (8 make a circle) (Hor) £3
R809 Circle of 8 (Hor) £22
R8262 Double 4th radius curve (8 make a circle) (Hor) £3
R801 Double Straight (Hor) £2.25
R801 Box of 24 (Hor) £48
R8222 Extension Pack B. Contains 1 x R8073, 2 x R800, 4 x R807, 1 x R806, 1 x R803 (Hor) £21
R8077 Left hand Express point (Hor) £16
R8072 Left Hand Standard Point (Hor) £9
R8-874 Left-hand curved point Radii 438mm Arcs 22.5 & 33.75 (same as Hornby R8074) (Bac) (list £13.70) BARGAIN £11
36-877 Left-Hand Point (same as Hornby R8077) (Bac) £11.65
36-872 Left-hand standard point (Bac) £7.52
R803 Long Straight (Hor) £3.25



36-603 Box of 10 Long straight track nickel silver (same as R803) (Bac) (list £34) BARGAIN £24.80
36-603 Single (Bac) £2.78
R8073 Right hand curved point (Hor) £14.40
R8073 Right Hand Standard Point (Hor) £9
36-878 Right-Hand Point (same as Hornby R8078) (Bac) £11.65
36-873 Right-Hand Standard Point (Bac) £7.52
R810 Short Straight (Hor) £1.50
R821 Single 970mm length of flexible track (Hor) £3
R821 Pack of 24 (Hor) £66



R800 Box of 24 Standard Straight (Hor) £33
R800 Single (Hor) £1.40
36-601 Straight track 335mm (same as Hornby R801) (Bac) £1.70

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19
ST1477 6 sheets of OO/HO Gauge Trackbed - 12" x 24" (Woo) £22
GM210 Brown ballasted underlay x 5 metres (Gau) £19
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16 4") (Pec) £8
R838 Roll of track foam underlay Approx. 4880mm (16ft) (Hor) £9.99

Railway publications



36-2015 Bachmann Branchline 2015 Catalogue (Bac) NEW £6.80



R8150 Hornby 2015 Catalogue (Hor) £7.50

Buses



35308EFE 6 Bay Leyland Leopard Southdown (EFE) £32.95



34003EFE AEC 2RT2 Bus "London Transport" (EFE) NEW £26.50
27704EFE AEC STL Bus (No Roof Box) Green Country "London Transport" (EFE) £26.50

NEW



38302EFE Alexander Y Type Bus "Lincolnshire road car" (EFE) NEW £26.50
B1111A Bristol Lodekka LR Open Door Crosville (K20) (Bas) £21
B202A Bristol MW Single Deck Bus "Crosville" to Blaenau Ffestiog (circa 1954-1977) (Bas) £16
B202B Bristol MW Single Deck Bus "Crosville" to Nantwich (circa 1950-1978) (Bas) £16

NEW



B201A Bristol MW Single Deck Bus "Eastern Counties" to Cromer (circa 1959-1974) (Bas) NEW £16
B201B Bristol MW Single Deck Bus "Eastern Counties" to Ipswich (circa 1959-1974) (Bas) NEW £16
38117EFE Bristol VRT1 "Midland General" (EFE) £26.50
38118EFE Bristol VRT2 "Crosville N.B.C." (EFE) £26.50
OM46409A Caetano CT650 Aircrafts Dublin Express (Cor) £30
OM46410A Caetano CT650 Aircrafts Lucksat Travel Isle of Wight Festival (Cor) £30
76C0M003 Commer Commando BEA (Oxf) £12
OM41609B Crossley DD42 Stockport, 16 Stockport Stopping Hill (Cor) £30
OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) £30
31306EFE Daimler B20 "London Driver Training Bus" (EFE) £28.50
18013EFE Daimler MCW Fleetline "Birmingham City Transport" (EFE) £26.50

NEW



28909EFE GM standard Atlantean "Yorkshire Rider Leeds" (EFE) NEW £26.50

NEW



17311EFE Leyland National MK1 Long "Green Line N.B.C." (EFE) NEW £26.50
17510EFE Leyland National MK1 Long "Kelvin Cumberland" (EFE) £26.50
14902 Leyland National MK1 Short - "Ribble NBC" (EFE) £26

NEW



29632EFE Leyland Olympian "Northumbria" (EFE) NEW £26.50
UK5028 Mercedes-Benz Citaro - Arriva The Shires, (Cor) (list £39.99) BARGAIN £22

NEW



76IR2003 Scania Irizar PB Ulsterbus (Oxf) £17
N6401 Scania Metropolitan d/c bus "West Yorkshire PTE" (Bin) (list £31) BARGAIN £8
28623EFE Titan London Transport Golden Jubilee Bus (EFE) £29
76WFL001 Weymann Fanfare Leyland Southdown (Oxf) £12

NEW



76WFL002 Weymann Fanfare Triumph Coaches Leyland (Oxf) NEW £13
OM46501B Wright Eclipse Gemini 2 "Metro Line, 52 Victoria" NEW TOOLING (Cor) £32
OM46501A Wright Eclipse Gemini 2 "Metro Line, 52 Willesden Bus Garage" NEW TOOLING (Cor) £32

Cars

NEW



76TIL006 Austin Tilly City of Leeds Fire Brigade (Oxf) NEW £4.75

NEW



76BT2002 Bentley T2 Saloon Nutmeg Silver Sand (Oxf) NEW £4.75

NEW



76MINGT003 Mini 1275GT Flame Red (Oxf) NEW £4.75

Commercial vehicles

L142 locklitt trucks - 1 red, 1 yellow (Bas) £7
D81 AEC Mercury articulated flatbed long packing cases load "British Railways" (circa 1955-1965) (Bas) £11
76ATK002 Mánsson Bordenier 40ft Trailer Gibbs of Fosseburgh (Oxf) £11

Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun



NEW



76CA025 Bedford CA Minibus Royal Navy (Oxf) **NEW** .£5
76WB010 Bedford OWB Bristol Tramways (Oxf) .£13
76LD003 Bedford GLD Birtmills Mills (Oxf) .£11
76BN003 BMC Car Transporter & Two Male BMC Carpenters Dept (Oxf) £16
CR3003 - Car Set 3 Ford Anglia 105E, Morris Minor 1000 & Vauxhall Viva HA, Non limited (Cor) (list £9.99) .BARGAIN .£6

NEW



76CMP007 CMP LAA Tractor Southdown (Oxf) **NEW** £8.95
76LV001 ERF LV Flatbed in red (Oxf) .£13

NEW



39001 Foden S24 Short 2 Axle Tipper "Limmer & Trinidad" (EFE) **NEW** .£26
76KRS003 Konecranes "Eddie Stobart". Fully posable (Oxf) .£20

NEW



76KRS004 Konecranes Reach Stacker NATO Green (Oxf) **NEW** .£20

NEW



76LAN2011 Land Rover Series II Canvas Back Bronze Green (Oxf) **NEW** .£4.95
76SL011CT Scania Highline Comb Trailer & Container "Eddie Stobart" (Oxf) .£20
76IR2002 Scania Irtzar PB "Witreda Boohive" (Oxf) .£17



76DBU001 Scania Topline Drawbar Unit "Eddie Stobart" (Oxf) .£22
76STR001 Showmans Trailer Bertram Mills (Oxf) .£9.95
76VOL01WF Volvo FH Walking Floor "Alex Anderson" (Oxf) .£18

Military ground vehicles

NEW



76TIL008 Austin Tilly 1st Polish Army Division (Oxf) **NEW** .£4.75
76BD011 Bedford OX Queen Mary Trailer RAF 108 Repair Salvage Unit Tunisia 1943 (Oxf) .£12
76SP007 Scammell Pioneer 1st Armoured Division (Oxf) .£11

Public Service vehicles

76AM005 AEC Mercury TL Derbyshire Fire Services (Oxf) .£17
76MA003 Mercedes Explosives Ordnance Disposal Metropolitan Police (Oxf) .£7.95
76MA002 Mercedes Sprinter 515 CDI Modern Ambulance - London (Oxf) £6.50

Underground vehicles

99935 2 car 1938 tub set "Dinosaur" as per Isle of Wight (not motorised) (EFE) .£65

Boats & Ships - civil

44-557 Fishing boat (Bac) .£46.71

N Gauge

Steam locos

ND095a Britannia Pacific 4-6-2 70000 "Britannia" in BR green late crest and original smoke deflectors (Dap) .£107

NEW



ND095AD Britannia Pacific 4-6-2 70000 "Britannia" in BR green late crest and original smoke deflectors. DCC Fitted (Dap) **NEW** .£119
ND095B Britannia Pacific 4-6-2 70013 "Oliver Cromwell" in British Railways Green early crest (Dap) .£102

NEW



ND095BD Britannia Pacific 4-6-2 70013 "Oliver Cromwell" in British Railways Green early crest. DCC Fitted (Dap) **NEW** .£119



372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black early emblem (Gra) .£93.46
372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) .£93.46
25-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) .£53
25-015-004 Class 2MT Ivatt 2-6-2 BR black early emblem - weathered (Dap) .£57



25-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) .£53
25-009-005 Class 3800 2-6-0 3819 in GWR green GWR lettering (Dap) .£105

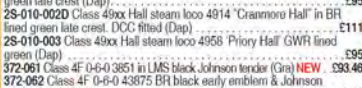


25-009-005D Class 3800 2-6-0 3819 in GWR green GWR lettering. DCC Fitted (Dap) **NEW** .£123
25-009-006 Class 3800 2-6-0 3840 in BR black early emblem (Dap) .£105
25-009-008D Class 3800 2-6-0 3846 BR black early emblem. DCC Fitted (Dap) **NEW** .£123



25-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) £53
25-014-002 Class 45xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) .£95
25-014-002D Class 45xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap) .£111
25-014-003 Class 45xx Hall steam loco 4956 Priory Hall GWR lined green (Dap) .£95

372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) **NEW** .£93.46
372-062 Class 4F 0-6-0 3875 BR black early emblem & Johnson tender (Gra) **NEW** .£93.46



372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender (Gra) **NEW** .£93.46



372-751 Class 4MT Fairburn 2-6-4 tank 42096 in BR black early emblem (Gra) .£89.21



372-139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) **NEW** .£118.96



372-138 Class 5 4-6-0 5190 in LMS plain black (Gra) **NEW** .£110.46



25-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) .£61
25-007-008 Class 57xx Pannier #5764 GWR green "Great Western" lettering (Dap) .£61
25-007-010 Class 57xx Pannier 0-6-0 6746 in GWR green shunt lettering - DCC fitted (Dap) .£58
25-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) .£61



372-480 Class 6P Jubilee 4-6-0 5664 "Nelson" in LMS Crimson (Gra) .£110.46
25-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) .£100



372-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) **NEW** .£119



372-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) **NEW** .£119



372-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) **NEW** .£119

372-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) **NEW** .£119



25-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) £119

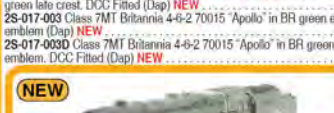
NEW Britannia Pacific



25-017-001 Class 7MT Britannia 4-6-2 70006 "Robert Burns" in BR green early emblem (Dap) **NEW** .£101
25-017-001D Class 7MT Britannia 4-6-2 70006 "Robert Burns" in BR green early emblem. DCC Fitted (Dap) **NEW** .£119



25-017-002 Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest (Dap) **NEW** .£101
25-017-002D Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest. DCC Fitted (Dap) **NEW** .£119



25-017-003 Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem (Dap) **NEW** .£101
25-017-003D Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem. DCC Fitted (Dap) **NEW** .£119



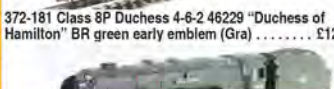
25-017-004 Class 7MT Britannia 4-6-2 70021 "Morning Star" in BR green late crest (Dap) **NEW** .£101
25-017-004D Class 7MT Britannia 4-6-2 70021 "Morning Star" in BR green late crest. DCC Fitted (Dap) **NEW** .£119



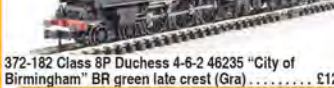
25-017-005 Class 7MT Britannia 4-6-2 70025 "Western Star" in BR green late crest - weathered (Dap) **NEW** .£107
25-017-005D Class 7MT Britannia 4-6-2 70025 "Western Star" in BR green late crest - weathered. DCC Fitted (Dap) **NEW** .£126



372-181 Class 8P Duchess 4-6-2 46229 "Duchess of Hamilton" BR green early emblem (Gra) .£127.46



372-182 Class 8P Duchess 4-6-2 46235 "City of Birmingham" BR green late crest (Gra) .£127.46



372-184 Class 8P Duchess 4-6-2 46245 "City of London" BR crimson late crest (Gra) **NEW** .£127.46



372-013-004 Class 9F 2-10-0 92052 in BR black early emblem & BRIC tender (Dap) .£87
25-013-001 Class 9F 2-10-0 92088 BR black late crest & BRIC tender (Dap) .£87
25-013-003D Class 9F 2-10-0 92220 "Evening Star" in BR green late crest & BR11G tender - weathered. DCC fitted (Dap) .£113



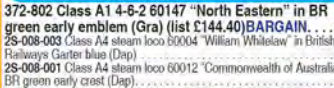
372-013-004 Class 9F 2-10-0 92052 in BR black early emblem & BRIC tender (Dap) .£87



372-013-004 Class 9F 2-10-0 92052 in BR black early emblem & BRIC tender (Dap) .£87



372-013-004 Class 9F 2-10-0 92052 in BR black early emblem & BRIC tender (Dap) .£87



372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** .£111



372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** .£111



372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** .£111

372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** .£111

372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** .£111

372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** .£111



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) .£122.83
372-426 Class WD Austerity 2-8-0 90599 in BR black late crest (Gra) .£116.96



372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) .£127.46
372-185 Princess Coronation Class 4-6-2 46226 "City of Bradford" in BR black early emblem (Gra) .£127.46



370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) .£203.96



2D-007-001 Class 66 diesel in "Malcolm" 6 Megafret wagons & 45' containers (Dap) .£140



2D-010-003 Class 67 diesel loco in Arriva Trains Wales blue 2x Mk3 coaches and Mk3 DVT to match (Dap) .£131



371-019 Class 08 diesel 08897 in EWS - weathered (Gra) .£76.46
2D-020-002 Class 153 DMU 153371 London Midland grey & green (Dap) **NEW** .£79



2D-020-001 Class 153 DMU 153378 in Central Trains green (Dap) **NEW** .£79
2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) **NEW** .£95



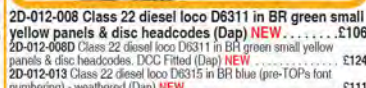
2D-021-001 Class 156 2 car DMU 156508 in Strathclyde Passenger Transport (Dap) **NEW** .£95



2D-012-008 Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes (Dap) **NEW** .£106
2D-012-008D Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap) **NEW** .£124
2D-012-013 Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering) - weathered (Dap) **NEW** .£111
2D-012-013D Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering) - weathered. DCC Fitted (Dap) **NEW** .£129
2D-012-014 Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering). DCC Fitted (Dap) **NEW** .£124
2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) **NEW** .£111
2D-012-009D Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap) **NEW** .£129
2D-012-001* Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (list £136.89) .BARGAIN .£99
2D-012-011 Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes (Dap) **NEW** .£106
2D-012-011D Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes. DCC Fitted (Dap) **NEW** .£124
2D-012-014 Class 22 diesel loco D6328 BR blue (pre-TOPs font numbering) (Dap) **NEW** .£106



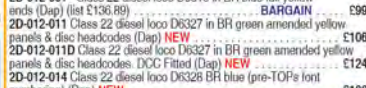
2D-012-008 Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes (Dap) **NEW** .£106



2D-012-008D Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap) **NEW** .£124



2D-012-013 Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering) - weathered (Dap) **NEW** .£111



2D-012-013D Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering) - weathered. DCC Fitted (Dap) **NEW** .£129



2D-012-014 Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering). DCC Fitted (Dap) **NEW** .£124



2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) **NEW** .£111



2D-012-009D Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap) **NEW** .£129



2D-012-001* Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (list £136.89) .BARGAIN .£99

2D-012-011 Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes (Dap) **NEW** .£106

2D-012-011D Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes. DCC Fitted (Dap) **NEW** .£124

2D-012-014 Class 22 diesel loco D6328 BR blue (pre-TOPs font numbering) (Dap) **NEW** .£106

2D-012-014 Class 22 diesel loco D6328 BR blue (pre-TOPs font numbering) (Dap) **NEW** .£106

2D-012-014 Class 22 diesel loco D6328 BR blue (pre-TOPs font numbering) (Dap) **NEW** .£106

2D-012-014 Class 22 diesel loco D6328 BR blue (pre-TOPs font numbering) (Dap) **NEW** .£106

2D-012-014 Class 22 diesel loco D6328 BR blue (pre-TOPs font numbering) (Dap) **NEW** .£106

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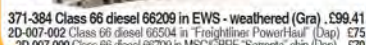
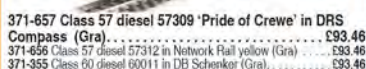
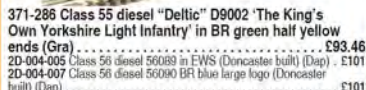
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Electric locos



DMUs



EMUs



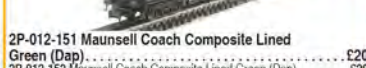
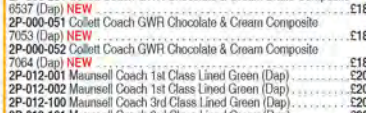
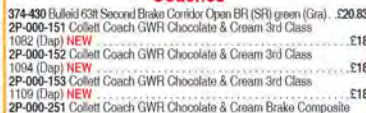
Train sets - analogue



Train sets - DCC



Coaches



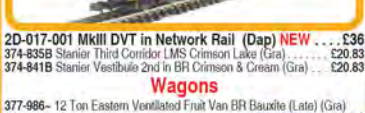
NEW



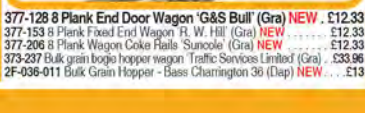
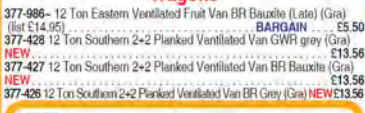
NEW



NEW



Wagons



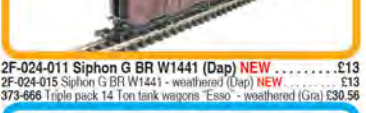
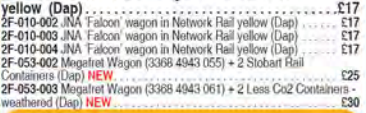
NEW



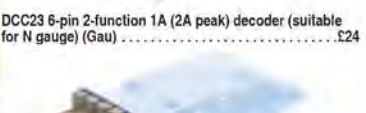
NEW



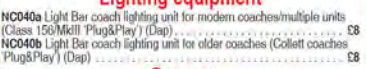
NEW



DCC decoders



Lighting equipment



Spares



Signals



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Track - Code 80 Setrack



ST-11 Double straight track (Pec)	£1.50
ST-19 N Setrack No. 4 radius double curve (Pec)	£2
ST-17 N Setrack No.3 radius double curve (B form a circle)	£1.75
ST-12 No.1 radius double curve (Pec)	£1.20
ST-15 No.2 radius double curve (Pec)	£1.25



ST-6 Setrack left hand point insulfrog (Pec)	£8
ST-5 Setrack right hand point insulfrog (Pec)	£8
ST-1 Standard straight track (Pec)	£1
ST-300 Starter Track Set (Pec)	£42
379-450 Straight Track 174mm (Gra)	£1
379-450 Pack of 12 (Gra)	£10

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)	£52
SL-300 Single (Pec)	£2.60
SL-E396 Left hand medium point electrofrog (Pec)	£8
SL-E396 Right hand medium point electrofrog (Pec)	£8
SL-E395 Right hand medium point insulfrog (Pec)	£8
SL-E395 Left hand medium point insulfrog (Pec)	£8

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec)	£68
SL-300F Single (Pec)	£2.90
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec)	£3
SL-302F Pack of 30 (Pec)	£78



SL-E399F 3-way finescale turnout (Pec)	£26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec)	£9.50
SL-E386F Finescale curved double radius right hand point electrofrog (Pec)	£9.50
SL-E389F Finescale double slip electrofrog (Pec)	£31
SL-E389F Finescale left hand large point electrofrog (Pec)	£9.50
SL-E389F Finescale left hand medium point electrofrog (Pec)	£9.50
SL-E382F Finescale left hand small point electrofrog (Pec)	£9.50
SL-E388F Finescale right hand large point electrofrog (Pec)	£9.50



SL-E395F Finescale right hand medium point electrofrog (Pec)	£8.50
SL-E380F Finescale single slip electrofrog (Pec)	£30
SL-E397F Finescale Y Point. Electrofrog (Pec)	£10

Track & Points

379-460 Left Hand Standard Point (Gra)	£7
379-461 Right Hand Standard Point (Gra)	£7

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau)	£18
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Railway publications



379-015 Graham Farish 2015 Catalogue (Gra) NEW	£6
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Commercial vehicles



NFG006 Foden FG Oval Tanker Regent (Oxf) NEW	£4.95
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NP007 Karrier bantam flatbed in dark green (Bas) NEW	£4
NP005 Karrier Bantam van in red (Bas) NEW	£4

HO Gauge (1:87 Scale)

Track underlay

ST1477 6 sheets of OO/HO O Gauge Trackbed - 12" x 24" (Woo)	£22
---	-----

O Gauge (1:43 Scale)

Coaches

4954 Mk1 BG full brake in BR southern region green (Hel)	£250
4950 Mk1 BG full brake in carmine and cream (Hel)	£250

Wagons

1051 100xx OAA in BR blue/white - late (Hel)	£63
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1052 100xx OAA in Railfreight red and grey (Hel) NEW	£63
1053 100xx OAA in Railfreight red and grey (Hel) NEW	£63
1041 200xx VAA sliding door van in BR blue/white - late (Hel)	£63
1043 200xx VAA sliding door van in EWS (Hel)	£63

1042 200xx VAA sliding door van in Railfreight red & grey (Hel)	£63
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1004 33xx class B tank in Mobil Charrington red (Hel) NEW	£63
1005 33xx class B tank in Mobil Charrington red (Hel) NEW	£63
1003 33xx class B tank in Regent black (Hel)	£63



1002 33xx class B tank in Waste Oil black (Hel)	£63
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7F-051-017 5 Plank A Bramley (Dap) NEW	£33.50
7F-051-017W 6 Plank A Bramley - Weathered (Dap) NEW	£33.50



7F-071-024 7 Plank "Ace of Clubs" (Dap) NEW	£33.50
7F-071-020 7 Plank "John Stephens" (Dap) NEW	£33.50
7F-071-021 7 Plank "Osman Trevor Powell" (Dap) NEW	£33.50
7F-071-024W 8 Plank "Ace of Clubs" - Weathered (Dap) NEW	£33.50
7F-080-014 6 Plank "Dorsetshire Carriage and Wagon Works" (Dap) NEW	£33.50



DO Double/Twin track O scale controller 14V DC 2Amp (Gau)	£159.95
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Analogue controllers

Man-made scenic structure - railway-related

LK-761 GWR Station Seats (Pec) NEW	£7
LK-762 MFI Station Seats (Pec) NEW	£7

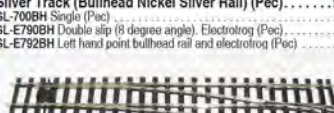
Man-made scenic structure - non-railway



LK-760 Telephone Kiosk (Pec) NEW	£7.50
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SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)	£80
SL-700BH Single (Pec)	£8
SL-E790BH Double slip (B gauge angle) Electrofrog (Pec)	£75
SL-E792BH Left hand point bullhead rail and electrofrog (Pec)	£38



SL-E791BH Right hand point bullhead rail and electrofrog (Pec)	£38
ST-725 Setrack bullhead 2nd radius standard curve 410mm (16") radius 102mm (40.5") - 16 make a circle (Pec)	£6.50
SL-E797BH Y Point bullhead rail & electrofrog (Pec)	£36

Track underlay

ST1477 6 sheets of OO/HO O Gauge Trackbed - 12" x 24" (Woo)	£22
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Cars

43ASV002 Austin Seven RIN Van AA (Oxf)	£13
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NEW



43JAGV1007 Jaguar MkVII 1952 Silverstone S Moss (Oxf) NEW	£18
VA13106B Opel Vectra (A) Turbo Diamant Schwarz (Deutschland) (Cor) NEW	£19

NEW



VA13106A Vauxhall Cavalier Mk3 Turbo, Diamond Black (Cor) NEW	£19
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Public Service vehicles

VA13104 Vauxhall Cavalier Mk3 2.0 16V LS Ministry of Defence Police (Cor)	£21
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G Scale

Train sets - analogue

90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac)	£199
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Wagons



98014 Cream tanker (Thomas the Tank Range) (Bac)	£46
98013 Open wagon red (Thomas the Tank Range) (Bac) NEW	£46

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)	£30
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D Double/Twin track power controller (Gau)	£69
Q Quadruple 4 circuit power controller (Gau)	£130
W Walkabout circuit controller (Gau)	£29



Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau)	£37
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Analogue point control

CDU Capacitor Discharge Unit (Gau)	£11
PL-35 Capacitor Discharge Unit Mk2 (Pec)	£12
PL-15 Twin Microswitch (Pec)	£6

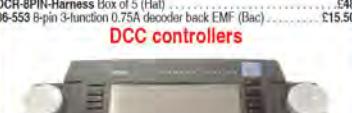
DCC decoders

DCR-8PIN-2SAX 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat)	£11
DCR-8PIN-2SAX Box of 5 (Hat)	£50
DCR-8PIN-2SAX Box of 10 (Hat)	£99

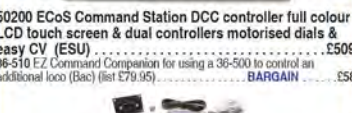


DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)	£94
DCR-8PIN-Harness Single (Hat)	£10
DCR-8PIN-Harness Box of 5 (Hat)	£48
36-553 8-pin 3-function 0.75A decoder back EMF (Bac)	£15.50

DCC controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU)	£509
36-510 EZ Command Companion for using a 36-500 to control an additional loco (Bac) (list £79.95)	BARGAIN £58



524-042 NCE Power Cab controller 12V 1.5A (NCE)	£136
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DCC02 Prodigy "Advance 2" starter DCC controller package (Gau)	£215
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DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau)	£369
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DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau)	£124
524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE)	£144

DCC accessories

4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap)	£24
PL-9-5 Mounting Plates for use PL-10E (Pec)	£2.25
PL-10WE High performance turnout point motor extended pin (Pec)	£36



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec)	£26
PL-10 Single (Pec)	£4.50



PM-2 Seep point motor (Gau)	£3.50
PM-4 Seep point Motor Self Latching Switch (Gau)	£5



PM-1 Seep point motor accessory switch (Gau)	£4
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PL-11 Side mounted point motor (Pec)	£7
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Switches & Levers

GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau)	£2.50
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PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)	£2.50
PL-22 Lever Operated On/Off Switch (Pec)	£5.50
PL-26B Passing Contact Switch - Black Lever (Pec)	£4.50
PL-26R Passing Contact Switch - Red Lever (Pec)	£4.50
PL-26W Passing Contact Switch - White Lever (Pec)	£4.50
PL-26Y Passing Contact Switch - Yellow Lever (Pec)	£4.50

Electronic components

HF-2 Electronic twin track cleaner (Gau)	£37
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Accessories

SL-14 Track Fixing Pins (Pec)	£1.25
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TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo)	£25.25
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Minerals, Water & Rocks

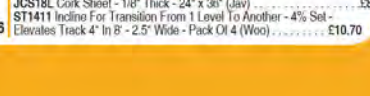
B1382 Ballast Shaker - Medium - Gray (Woo)	£8.60
PS-340 Ice Ore lumps (Pec) NEW	£3.95
ST4802 Mod-U-Rail Corner Module (Woo)	£99
PS-332 Real Coal - Course (Pec) NEW	£3.95



PS-330 Real Coal - Fine (Pec) NEW	£3.95
PS-331 Real Coal - Medium (Pec) NEW	£3.95

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav)	£8
ST1411 Incline For Transition From 1 Level to Another - 4% Set-Elevates Track 4" in 8 - 2.5" Wide - Pack Of 4 (Woo)	£10.70



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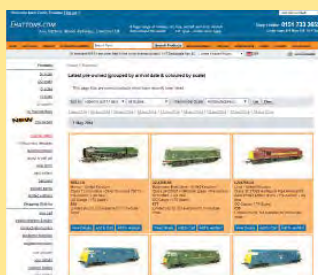
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- B29 Country Church
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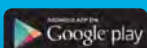
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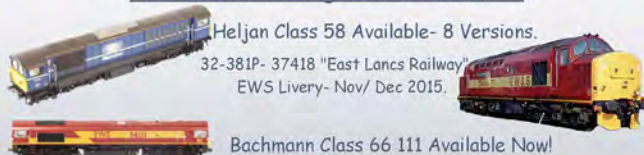
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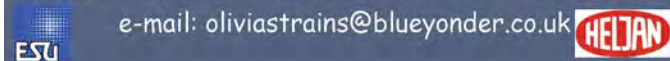
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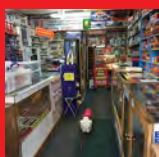
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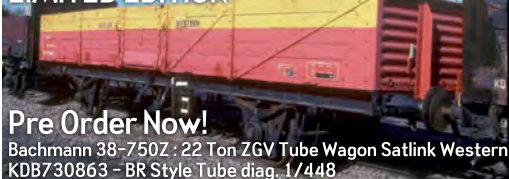
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NEXT ISSUE

BRIDGE OF MUIR

The imposing cantilever Connel Ferry bridge was the inspiration for Peter Midwinter's stunning 38ft long Bridge of Muir. Modelling in 'OO' gauge this fantastic Scottish Region layout features in full next issue...



STEP BY STEP

ROCKS IN MINIATURE

Making realistic rocks for model railways doesn't have to be a complex task as Nigel Burkin shows in this step by step guide using Woodland Scenics products.



TREBUDOC

The Great Western Railway's branch lines have been a tremendous draw for many modellers including Andy Peters who set out to recreate a small slice of Cornish railway operation in just 9ft – and in 'O' gauge too. Discover the full story behind Trebudoc next month.



TRAIN FORMATIONS THE PICK-UP GOODS



The pick-up goods was synonymous with the steam age railway. Mark Chivers delves into the past and shows how realistic pick-up goods for all of BR's region between 1948-1968 can be created using readily available locomotives and wagons in 'OO' scale.

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2D-013-051 - Class 27 Dummy BR Blue 27203

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All product release dates correct at time of going to press

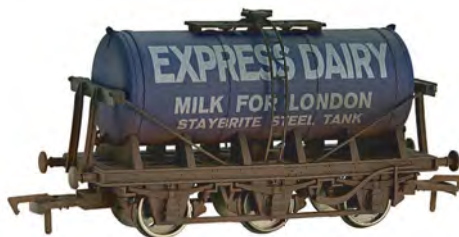
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4F-013-012 - Gunpowder Van - GWR W105762

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4F-030-013 - 16T Steel Mineral - GWR 18623

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7S-010-005D - Terrier A1X LBSC Improved Engine Green 'Brighton' 40 DCC & Sound

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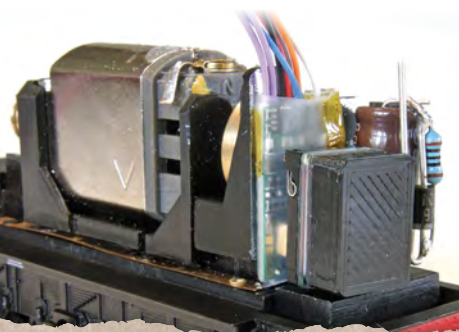
DIGITAL Sound

4 STEP BY STEP PROJECTS



HEAD TO HEAD

Sound for two 'OO' Class 08s



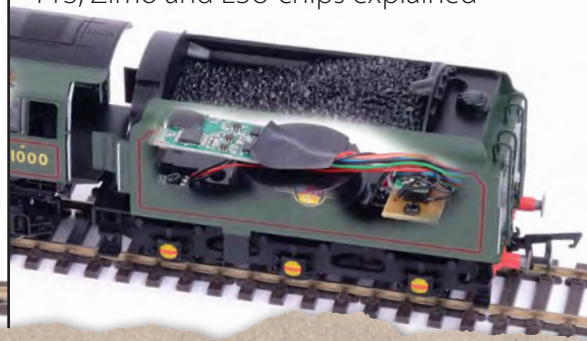
HARD WIRE FITTING

How to fit sound without a socket



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TTS, Zimo and ESU chips explained



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ZS24	Class 24 BR/Sulzer Type 2	ZS47	Class 47 Brush Type 4	ZS92	Class 92 AC/DC electric
ZS25	Class 25 BR/Sulzer Type 2	ZS50	Class 50 EE Type 4	ZSDMU	First generation DMU
ZS26	Class 26 BRCW Type 2	ZS52	Class 52 'Western' Hydraulic	ZS156	Class 156 DMU
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ZS33	Class 33 BRCW Type 3	ZS57	Class 57 Brush/GM re-engine	ZS251A	Blue Pullman (Front car)
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ZS003	LMS 2-cylinder (eg Stanier Black 5, 8F)	ZS018	LNER A1 replica 'Tornado' (60163)
ZS004	LNER J94 Austerity (and similar small NE locos)	ZS019	Terrier AIX (and other small Southern steam)
ZS005	GNR/LNER A3 'Flying Scotsman' (also A1, A2, etc.)	ZS020	GWR Pannier tank
ZS006	LMS 2P, (and similar small LMS locos)	ZS021	BR Standard 7 Britannia 'Pacific'
ZS007	LNER A4 Gresley 'Pacific'	ZS022	LNER C13 Robinson 'Atlantic'
ZS008	BR Standard 8P 'Duke of Gloucester' (71000)	ZS023	LMS 3-cylinder (Jubilee, Scot, etc.)
ZS009	BR Standard 9F	ZS024	NEW: LMS Beyer-Garratt
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ZS013	GWR King	ZS028	NEW: GWR 'Prairie' tank
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SOUND choices

**MARK
CHIVERS**

looks at some of the major sound decoder manufacturers and summarises what they offer.

THE AVAILABILITY of Digital Command Control (DCC) sound has transformed the hobby and rapidly developed into a vibrant market comprising dedicated programmers producing UK sound projects and electronics manufacturers producing ever more sophisticated decoders capable of delivering higher quality sounds and operation.

Before we look at some of the DCC sound decoders currently available for the British market, it is important to understand how they operate. Each decoder is capable of storing a selection of digitally recorded sound files, the duration of which is determined by their internal memory size. Whilst each decoder must follow a set of NMRA DCC standards, each manufacturer is also able to add extra enhancements to make a particular decoder more desirable, such as how many audio tracks a decoder can handle simultaneously. Some decoders will only allow two sounds to play at the same time while others may offer up to six

or eight independent sound channels for extra flexibility and play value.

All the sound decoders in this article support short and long decoder addresses, offer adjustable acceleration and deceleration and feature Back EMF load compensation as standard.

ESU

Germany's Electronic Solutions Ulm (ESU) is well respected around the globe for its high quality DCC sound decoders, the most popular of which is the LokSound V4.0.

These top of the range decoders come ready to plug and play, and are available in a selection of guises including 6-pin (Cat No.56499) and 8-pin (54400) plug with wired harness and speaker, 21-pin (54499) direct plug with separate speaker and a micro 6-pin (54800) and 8-pin (56899) version with wired harness and speaker, for 'OO' and 'N' gauge installations. Larger decoders are also available for 'O' and 'G' scale applications.

Featuring a powerful onboard processor, upgradeable firmware, audio amplifier, sound storage and 4ohm speaker, these decoders are also capable of playing up to eight tracks

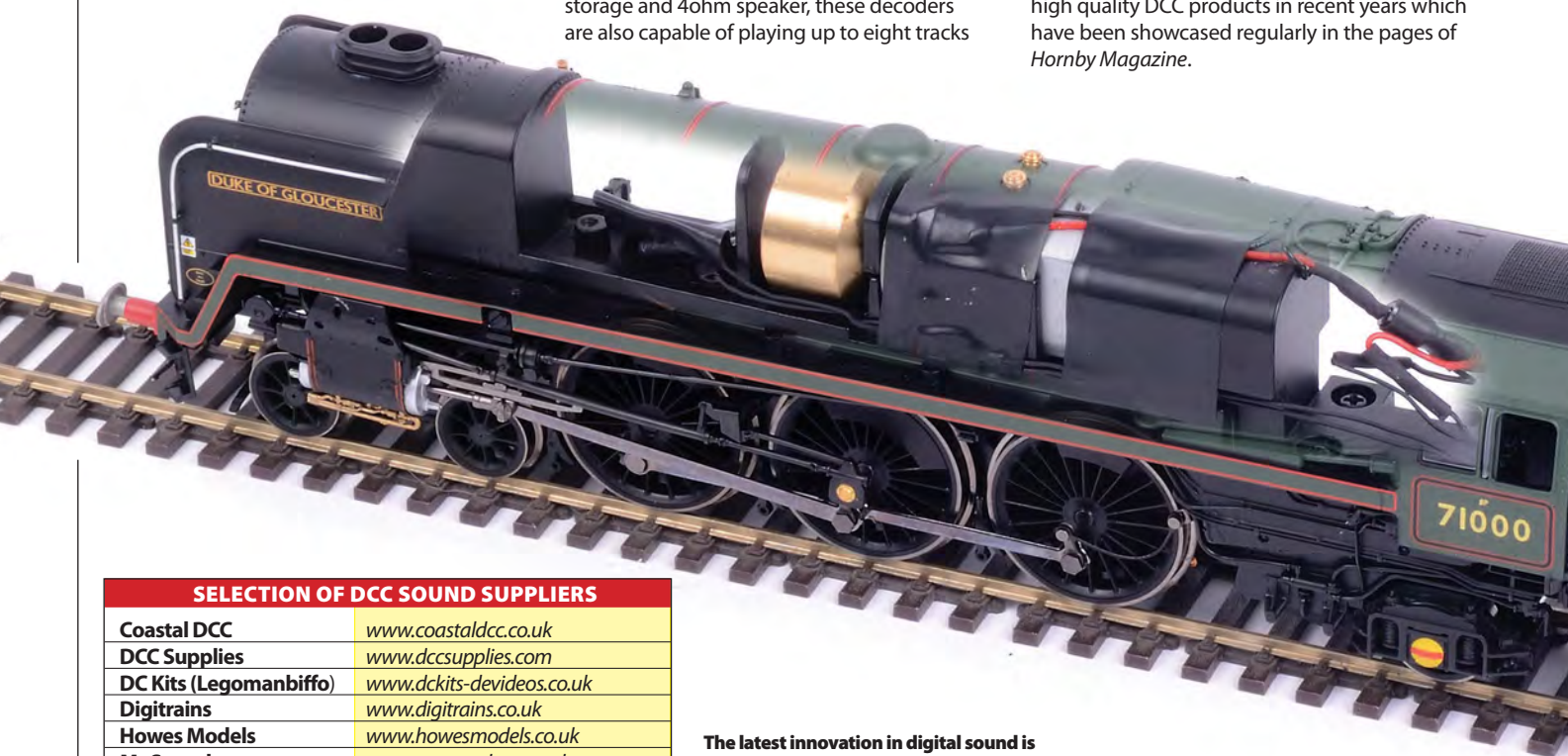
simultaneously while the 32Mbit memory can hold up to 276 seconds of audio.

Supplied blank or pre-installed with British steam, diesel or electric sound files of your choice, LokSound V4.0 decoders are also easily fitted with alternative sound projects from one of the many DCC sound specialists in the UK including Coastal DCC, Digitrains, Howes Models, Legomanbiffo, Mr Soundguy, Olivia's Trains and South West Digital.

Bachmann and Hornby also include LokSound V4.0 decoders within their premium DCC sound-fitted locomotives while Bachmann's recently issued 'Highlander' train pack (30-048) Class 37/4 diesel is fitted with an ESU LokSound Select 21-pin direct plug decoder. Whilst this decoder includes many of the features of the LokSound V4.0, it is not currently possible to change the UK Class 37 sound files with alternatives from other suppliers.

Zimo

Austrian electronics manufacturer Zimo may be a new name to many, but it has gained an impressive reputation through its innovative high quality DCC products in recent years which have been showcased regularly in the pages of *Hornby Magazine*.



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South West Digital	www.southwestdigital.co.uk
YouChoos	www.youchoos.co.uk

The latest innovation in digital sound is Hornby's budget priced Twin Track Sound decoder which adds just £25 to the price of selected ready-to-run locomotives. It isn't as sophisticated as the more advanced decoders from Zimo and ESU, but it is a great introduction to the world of sound.



ESU produces a range of high end DCC sound decoders. All are supplied prefitted with one of the manufacturer's 4ohm speakers and can be bought blank or obtained from specialists with authentic British locomotive sounds installed on them.

Zimo's sound decoders incorporate electronic flywheel circuitry, 'stay alive' capability, and 32Mbit memory capable of storing up to 180 seconds of audio and six independent sound channels. The technology within allows sound projects to be supplied in multi-format offering different driving characteristics just by changing a configuration variable (CV) setting.

Zimo's latest generation DCC decoder range includes a 6-pin (MX645F) and 8-pin (MX645R) plug with a wired harness and 21-pin direct plug (MX644D) featuring a 1.2A continuous and impressive 2.5A peak load rating, eight to ten function outputs, 3W amplifier and upgradeable software.

The MX646 series of decoders includes a 6-pin direct plug (MX646N), 6-pin (MX646F) and 8-pin (MX646R) plug with a wired harness and each features a 1.0A continuous and 1.5A peak load rating, four function outputs and 1W amplifier.

The MX648 series of decoders is designed with limited space installations in mind and features a miniature decoder with 6-pin (MX648F) and 8-pin (MX648R) plug with wired harness and features a 0.8A continuous and 1.5A peak load rating, six function outputs and 1W amplifier.

A new large scale decoder is currently under development (MX699) and will feature 'stay alive' technology with three supercapacitors, two fan outputs for independent operation of two synchronised smoke generators, up to 15 function outputs and four servo connections

together with 6A continuous and 10A peak load rating.

Speakers are not supplied as standard with Zimo DCC sound decoders, the manufacturer preferring to leave the choice to the consumer. Whilst this requires a modicum of skill with a soldering iron, it does allow the freedom to select the most suitable speaker for each installation. A 4ohm speaker is required for MX644/MX645 decoders while an 8ohm speaker is required for MX646/MX648 decoders.

Zimo decoders can be supplied with UK steam and diesel sounds of your choice from suppliers including Coastal DCC, Digitrains, Mr Soundguy, Rail Exclusive and YouChoos.

Hornby

Whilst DCC sound has been available for some time, this has been subject to significant outlay with most decoders costing upwards of £80 each - until now.

In its 2014 catalogue, Hornby unveiled plans to develop Twin Track Sound (TTS) DCC decoders which, it promised, would add approximately £25 to the price of a locomotive. Last September, Hornby delivered the first TTS fitted model, 71000 *Duke of Gloucester*, featuring 15 separate sound functions and a 28mm round speaker. This was followed earlier this year with diesel versions of the sound decoder in its Class 37 and Class 40 diesels including up to 18 separate sound functions.

Developed in-house, Hornby's TTS decoder features an 8-pin plug with wired harness and 8ohm speaker, 0.5A continuous and 1A peak load rating, three digital function outputs for lighting and auxiliary use, two independent sound channels and a 1.68W amplifier.



The Zimo range of high specification sound decoders is expanding together with their capabilities. As standard the majority of the Zimo range also has onboard circuits to manage 'stay alive' capacitors enhancing performance of models still further. This is the MX645R decoder with an 8-pin socket.

USEFUL LINKS

Bachmann	www.bachmann.co.uk
CT Elektronik	www.tran.at
Digitrax	www.digitrax.com
ESU	www.esu.eu
Hornby	www.hornby.com
Soundtraxx	www.soundtraxx.com
TCS	www.tcsdcc.com
Zimo	www.zimo.at

Currently Hornby's TTS decoder is only available pre-fitted in a selected range of steam and diesel locomotives which includes BR '8P' 71000 *Duke of Gloucester* (R3244TTS), Peppercorn 'A1' 60163 *Tornado* (R3245TTS), Gresley 'P2' *Cock O' The North* (R3246TTS), Gresley 'A4' 4469 *Gadwall* (R3285TTS), Gresley 'A1' 4472 *Flying Scotsman* (R3284TTS), Class 37 97301 (R3289TTS) and Class 40 D232 *Empress of Canada*. Collett 'King' 6021 *King Richard II* (R3370TTS) and Class 47 47401 (R3287TTS) are due for release later this year.

In conclusion

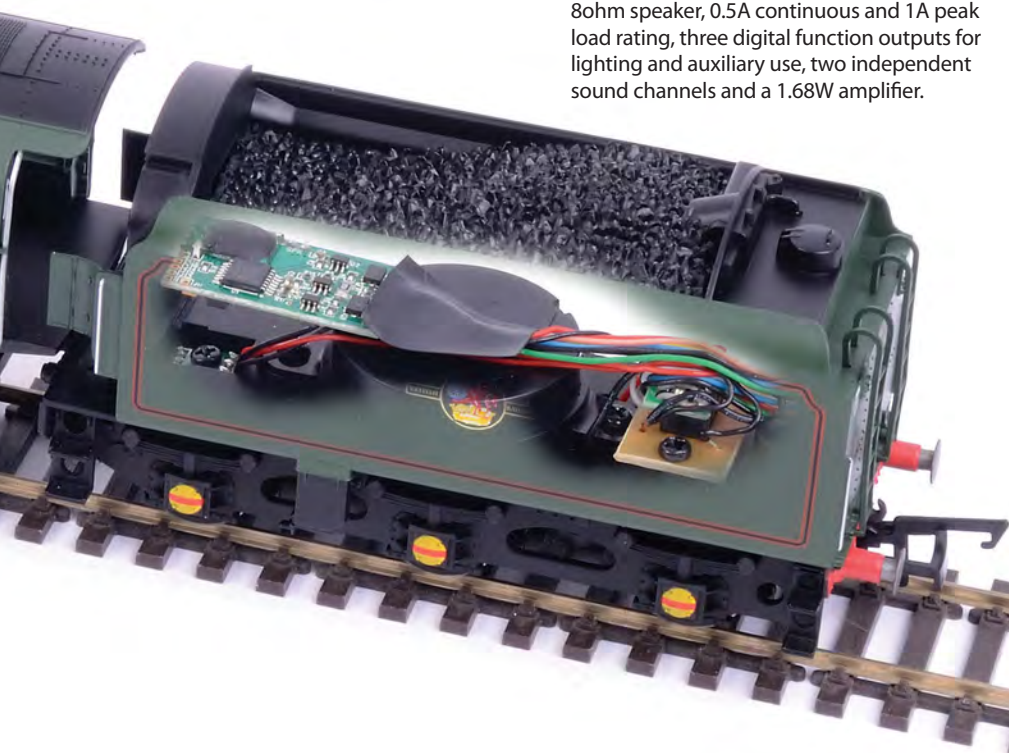
The UK DCC sound market is constantly evolving and whilst this list is not exhaustive, there are a number of other sound decoders available including CT Elektronik, Digitrax, Soundtraxx and TCS products.

ESU's LokSound V4.0 is a fully specified high quality sound decoder with a good selection of UK sound projects available together with new playable features such as South West Digital's UDrive algorithm which offers more realistic handling. Prices for LokSound V4.0 DCC sound decoders vary according to supplier, but start from around £96.

Zimo's high quality range of sound decoders is prolific with products available to suit most installations. Availability of UK sounds is improving all the time with suppliers such as Digitrains' range of multi-drive sound decoder projects putting you in the driving cab with engine controls responding to each command from the controller as you drive. Prices for Zimo decoders start from £82.

With prices starting at £84.99 for DCC sound-fitted 'OO' gauge locomotives, Hornby's TTS decoder could be a game changer in the UK. Whilst it is not designed to be a competitor to the high end sound decoders, it will introduce more railway modellers to the benefits of DCC sound and at an affordable price.

Hornby's TTS decoder is sure to encourage further sampling and boost the sound market further while Zimo and ESU decoders continue to expand the possibilities and driving styles of digital sound models. ■



SIMPLE STEAM SOUND

Picking the right locomotive can make all the difference in making a sound installation a straightforward exercise.

MIKE WILD picks up one of Hornby's latest releases and shows how easy it can be to add a sound decoder to the 'K1'.



THERE ARE TWO IMPORTANT choices when it comes to sound installations. First you need the right decoder and sound file and, second, you need the right locomotive too.

With few exceptions sound can be installed in almost every British outline 'OO' gauge locomotive ranging from the tiny Sentinel 4WDH produced by Hornby to the giant cavernous interior of Hornby's ex-Lima RailRoad models and everything in between. Should you wish there is no reason you couldn't add sound to a Hornby Dublo three-rail locomotive – although the process will be more complex and require additional soldering to complete the installation.

A sound starting point, if you'll forgive the pun, is to pick a recently produced ready-to-run locomotive if you are a newcomer to digital sound. In recent years Hornby, Bachmann and Dapol in particular have made great strides

WHAT WE USED


PRODUCT	SUPPLIER	CAT NO.
Zimo MX645R 8-pin decoder	www.digitrains.co.uk	MX645R
ABS 28mm round speaker	www.digitrains.co.uk	DSS221
'B1' sound file, Zimo	www.digitrains.co.uk	ZS015

forward in offering models where the option to install sound has been considered at the design stage. The solution isn't always perfect and there are sometimes alternatives that produce better sound output, but on the whole the majority of recent models include a suitable space for a speaker together with space for a decoder too.

When it comes to steam locomotives the majority of tender locomotives now come with the decoder socket located in the tender. Allied to this there is usually provision for a 28mm round speaker to be installed on the tender floor, pointing down towards the track, making a custom sound installation all the more simple.

The Peppercorn 'K1' chosen for this project is typical of British steam locomotive in its provision for sound. The step by step guide explains the process we went through to fit a Zimo MX645R decoder, ABS 28mm round speaker and 'stay alive' capacitor inside the tender.

The sound files on this decoder are designed to suit the Hornby 'B1' 4-6-0 so following installation we adjusted CV267 – which controls the exhaust beat synchronisation with the wheels – and changed it from the factory setting of 70 to 60 to match the size of the 'K1' driving wheels perfectly.

Installing sound in models like the 'K1' is a simple exercise and tremendously rewarding. 

GO ONLINE
 > VISIT WWW.HORNBYMAGAZINE.COM
 HEAR THIS BRUSH CLASS 47 IN ACTION

The addition of sound brings a new dimension of operation to a model railway. This Hornby 'K1' 2-6-0 has been fitted with a Zimo MX645 decoder and a 28mm round speaker in the tender.



INSTALLING SOUND IN A HORNBY 'K1' 2-6-0**1**

The Hornby 'K1' 2-6-0 was released in December (HM92) and has been designed with sound in mind. This cutaway shows the internal arrangement of the model including the decoder socket in the tender and metal weight to cover a 28mm round speaker.

TIP

With any DCC sound installation, no matter how simple, it is essential to ensure that all wires are fully insulated - failure to do so could result in damage to the decoder.

2

The decoder we are using is a Zimo MX64SR with an 8-pin socket. The speaker we chose is a 28mm round ABS speaker supplied by Digitrains and the decoder is supplied with a capacitor to give it 'stay alive' capacity.

3

In this case the speaker comes pre-soldered to the decoder's purple output wires saving us a job, but in many cases the Zimo decoders are supplied without the speaker attached. This gives much more flexibility in the choice of speaker which can be used with it. The only soldering work is to attach the capacitor to the blue and grey wires which leave the rear of the decoder.

4

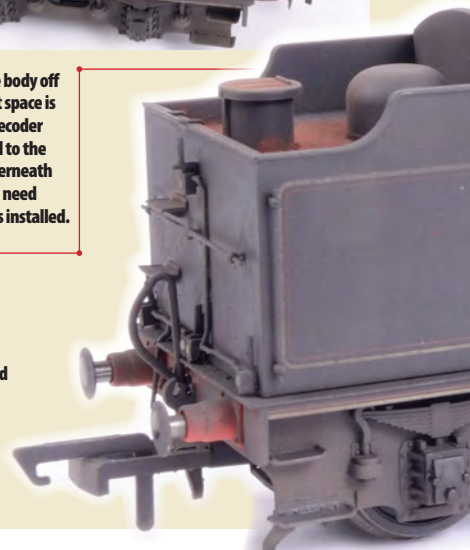
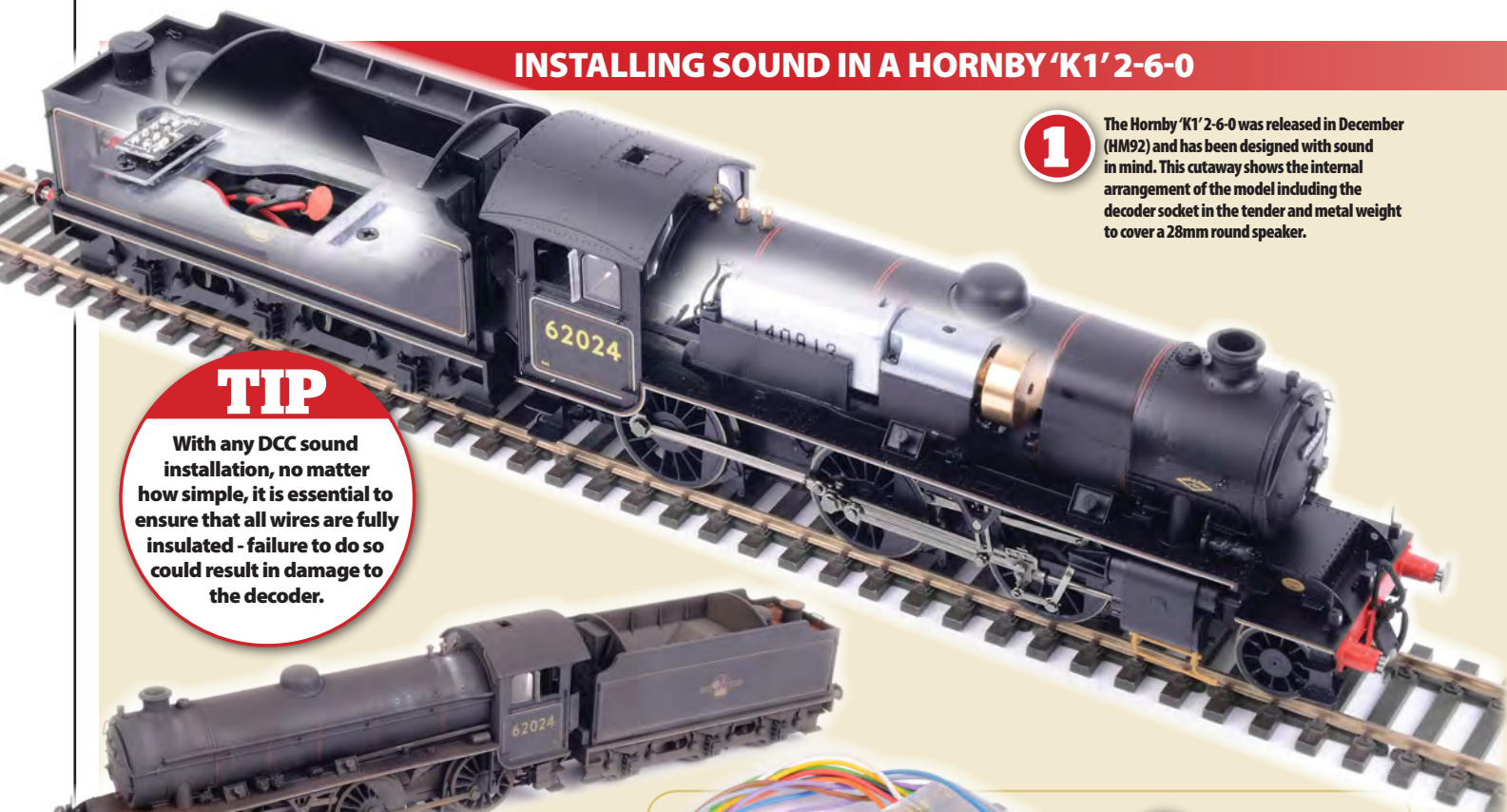
To fit sound in the 'K1' only requires removal of the tender body. Two crosshead screws at the rear must be released to separate the body from the chassis. The front is held in place with a plastic lug.

5

Above: With the body off we can see what space is available. The decoder socket is mounted to the rear and there is wiring underneath the metal weight which will need tidying before the speaker is installed.

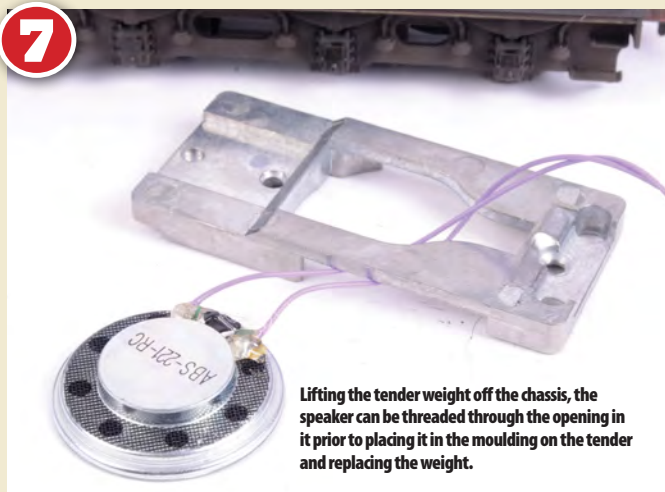
6

Left: In order to fit the speaker the decoder socket needs to be removed for access to the screws underneath. Simply undo the two crosshead screws – one at each end of the socket base – and ease it out of the way.





7



Lifting the tender weight off the chassis, the speaker can be threaded through the opening in it prior to placing it in the moulding on the tender and replacing the weight.

8

The 28mm round speaker is a neat fit inside the weight, but be careful here as the wires from the terminals are very close to the metal weight which could cause a short circuit and damage the decoder.



9



An insulating solution – which is mouldable too – is to use Blu Tack or similar to cover the wire connections and stop them making contact with the metal weight. Simple but effective.

10

With the speaker installation complete our next focus is to add the capacitor to the blue and grey wires from the decoder. We cut these down, bared the ends and then soldered them to the legs of the capacitor. To make sure there is no chance of a short circuit two short lengths of heatshrink insulation tube were slipped over the blue and grey wires before soldering and then moved into place. Using the side of the soldering iron these were then shrunk around the wires sealing any bare wire.



11

As a final precaution black insulating tape was place over the metal weight before the decoder was plugged into the socket – noting the position of pin 1. The decoder and capacitor were then fixed to the roof of the tender interior with Blu Tack.



TIP

Sealing the rear of a speaker will make the most of its sound quality and a handy medium for doing this in restricted spaces is Blu Tack. Where possible a proper enclosure is best, but sometimes this isn't practical. The 'K1' is a prime example of this.

12

Fully finished and ready for the rails, the final steps in the process were to change the address of the 'K1' from the factory pre-set of 0003 on the decoder to 2024 to suit our numbering system. The exhaust beat was also modified through CV267 to synchronise the exhaust beat with the wheel revolutions. We changed the value in CV267 from the factory setting of 70 to 60.



South West Digital's 'Udrive' CLASS 47

New thinking has brought new levels of driving performance to South West Digital's ESU LokSound decoders. **MIKE WILD** takes a Brush Class 47 21-pin decoder for a road test.

THE SOUND of the Brush Class 47 and its Sulzer 12 cylinder engine is unmistakable and the way it operates on departure is a classic piece of railway atmosphere with the engine revving up to start, dropping back to idle then building up the power again to move away.

South West Digital (SWD) has been an established part of the British DCC sound field since 2003 when the company launched and it has focussed its efforts, in terms of sound, purely on the ESU LokSound decoder family creating British outline sound files for steam and diesel traction.

In recent years SWD has been moving the current LokSound V4.0 decoder forward to offer more than it ever has and putting the supplier's sound files into a new league for LokSound decoders. Introductions include multi-start options and its 'Udrive' algorithm, which is the main focus of our road tests with this Brush Type 4.

The decoder

The decoder for our tests is a 21-pin LokSound V4.0 which comes pre-fitted to a 20mm x 40mm speaker. An enclosure is supplied with the decoder, but this is too deep to fit into the confines of the Bachmann Class 47 chassis used for our tests. The best means of installation we found was to do away with the enclosure altogether and use the chassis block as the sound box for the speaker.

FUNCTION LIST	
F0	Lights on/off
F1	Sound on/off
F2	Playable horn
F3	Short horn
F4	Train brake off
F5	Locomotive brake
F6	Coupling up
F7	Uncoupling
F8	Coasting
F9	Flange squeal
F10	Spirax valve
F11	Guard's whistle
F12	Master volume
F13	Aux 1
F14	Aux 2
F15	Shunt mode



Simple as this sounds it still takes a little preparation to ensure a successful installation. Firstly we used black insulation tape to secure the loose wires from the locomotive chassis to the base of the speaker area and at the same time ensure the metal chassis block was insulated from any potential contact with the speaker rear. Next, with the speaker positioned and the decoder plugged in, we used Blu Tack to secure the speaker in place and seal the front from the rear. Rudimentary as this method might sound, it is a very simple, effective and convenient way of completing a quick sound installation.

With the decoder and speaker connected and the body refitted – a process which took no more than 15 minutes from start to finish – the Class 47 was ready to move to our test track to be fired up for the first time.

Having placed the locomotive on the track we selected the decoder's factory address of 0003, pressed F1 to turn on the round and F0 to turn on the lights and took the locomotive for a quick test run round the layout. Having established all was as expected we then changed its address to 1547 – the number of the locomotive – and began testing in earnest.

To suit our personal taste we adjusted the volume to make the overall sound output lower – something which we find actually improves the effect of digital sound as it allows sounds which can sometimes be overpowered at high volumes to be more effective in the mix. The volume level we chose through CV63 was 100 giving it a nice

engine note which we were comfortable with in our test track room.

On test

Coupling the locomotive up to a rake of 20ton hoppers we were immediately impressed by the response from the throttle and the playable horns while the Udrive sound file's abilities to represent a locomotive coasting are excellent too. The decoder can do this in two ways: first by a reduction in the speed steps which will spool the engine sounds down to idle or, as an alternative and more immediate method, by using F8 which takes direct control of the sound file at any point to reduce the engine to idle. This feature alone offers a dramatic direct control of the locomotive and how it reacts making it creep up to a signal set at danger or to simulate a locomotive travelling downgrade.

As we were working with a goods train we found that the factory settings weren't giving us high enough revs from the engine sounds to represent a locomotive working hard at low speeds with a heavy train. No matter though – a quick adjustment of CV5 (maximum speed) to 70 and CV6 (medium speed) to 35 gave us an impressively hard working Class 47 which could be further modified to suit different train types depending upon what the locomotive is to haul.

SWD has also developed the startup and shutdown process for its Udrive locomotives giving three options for starting and the opportunity to fade sounds in/out as a

THE DETAILS	
Supplier:	www.southwestdigital.co.uk
Cat No:	55482
Description:	LokSound V4.0 decoder, Multi-Start/ Udrive Class 47 sound
Scale:	'OO'
Price:	£96.00
Pin arrangement:	21-pin/8-pin

locomotive enters a tunnel or leaves a scenic section – again offering improved driving facilities. The three startup options are a failed start by turning F1 on then off immediately, a cold start by turning F1 on, then off, then on again in quick succession, and finally a standard quick start simply by pressing F1 and leaving it on. The fade in and fade out process is controlled with F1 whilst the locomotive is on the move and is very effective in the right situation.

Of course that isn't all as beyond all this extended driving capability SWD's Udrive decoders also feature a range of other sound including different horns, train and locomotive brake sounds, coupling, pump and guard's whistle sounds too.

Having experienced a large number of LokSound decoders we can honestly say the new Udrive decoders from South West Digital have taken these high value decoders to a new level for British sounds. The Class 47 we trialled was responsive, authentic and supremely good to drive on the track. What more can we ask for? ■

South West Digital's Udrive sound decoders offer advanced driving capabilities for the LokSound V4.0 decoder family. Our installation and tests were carried out with this Bachmann Class 47 using a 21-pin decoder.



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 HEAR THIS BRUSH CLASS 47 IN ACTION

The pinnacle in digital

ZIMO has been at the forefront of DCC since 1979, offering a range

The '00' gauge solution



MX645 sound decoder

With a motor rating of 1.2A, 3W amplifier, 10 function outputs, built-in 'stay alive' circuitry and the revolutionary 'smart stop' system, this is the decoder of choice for 4mm scale modellers.



LS10X15 'sugar cube' speaker

The most popular of our 8 Ohm 'cube' speaker range packs a 1W output and is supplied fitted with an integrated sound box. Connects directly to the decoder's pre-wired speaker outputs.



SC68 'stay alive' supercapacitor

State-of-the-art energy storage technology is squeezed into this 6,800µF supercapacitor. The 27 x 15 x 5.5mm casing makes it an easy fit, avoiding the risk of stalling on poor or dirty track.

The 'N' gauge solution



MX648 sound decoder

This is the smallest ZIMO sound decoder, coming in at a minute 20 x 11 mm. Despite its small size, it packs a great specification including the provision of 6 function outputs and 0.8A rating.



LS8X12 miniature cube speaker

The smallest ZIMO speaker has a footprint of only 8 x 12mm with a height of just 8mm, including the sound box, meaning that it will comfortably fit inside many 'N' gauge bodyshells.



SPEIKOMP capacitor pack

This pack includes all the components you need to make an energy storage solution for the MX648 which, because of its incredibly small size, does not feature direct connections.

Ask for **ZIMO** by name...

ZIMO sound decoders, miniature speakers and supporting accessories are available from these approved retailers:

RAIL EXCLUSIVE
01780 470086
DISTRIBUTOR

DIGITRAINS
01522 527731
GOLD

al sound technology

of technologically advanced sound decoders to suit every scale

The 'O' gauge solution



MX695KV sound decoder

'Top of the range' for large scale applications, this decoder can handle 10A current draw and supply 10W audio. It boasts 14 functions plus low voltage and smoke fan connections.



LS 28X40 rectangular speaker

We can recommend this hard-working 4 Ohm speaker after hundreds of installations. It will give a maximum output of 4W despite its size. Also available in a sound box enclosure.



GOLMRUND 'stay alive' gold-caps

By linking seven 'Gold Caps' in series, this unit provides a massive 140,000µf of energy storage. Made in two physical arrangements, round or long, to suit available space.



Products for all scales

DCC decoders suitable for models ranging in size from 'N' to 'O' gauge, and larger, including garden railways.



Incredible specification

Functionality is paramount at ZIMO. Plenty of function outputs are always provided for greater play value.



Unrivalled motor control

Low-noise, high-frequency drive options with back-EMF sampling. Optimal performance from any motor type.



High current ratings

Plenty of capacity provides peace of mind, plus there are thermal cut-outs and overload protection on all outputs.



Superb sound quality

Powerful amplifiers, large memory and high sample rates means sounds need to be heard to be believed.



Stay alive technology

Many decoders incorporate energy storage circuitry that will improve running over poor or dirty trackwork.



Easy software updating

Our decoders can be easily updated with new software without the need to disconnect or disassemble locos.



Worldwide reputation

Chosen by premium brands like Roco & Fleischmann. Widely respected in continental Europe and the USA.



Great value for money

All decoders are made in our own hi-tech production facility in Austria and are surprisingly affordable.

YOUCHOOS
0844 772 5052
SILVER

COASTAL DCC
01473 403764
SILVER

MR SOUNDGUY
01983 531443
SILVER

EDM MODELS
01904 331973
SILVER

WICKNESS MODELS
01387 738175
BRONZE

DCC TRAIN AUTOMATION
0117 230 8078
BRONZE

DCC SUPPLIES
0845 224 1601
BRONZE

GARDEN RAILWAY SPECIALISTS
01844 345158
BRONZE

COLLETT 2251 **MAKEOVER**

Hardwiring a DCC decoder is sometimes the most effective and simple means of installing sound in a model. **MIKE WILD** tackles a Bachmann Collett '2251' 0-6-0 and explains how and why such an installation is the only way for this project.

WHILST THE VAST MAJORITY of today's ready-to-run models are supplied with a Digital Command Control (DCC) decoder socket, not all are designed with digital sound in mind and while there may be space for a standard locomotive decoder, installing a speaker and the larger sized sound decoders can prove challenging.

One such model is the Bachmann Collett '2251' 0-6-0. Designed with an 8-pin DCC socket located in the boiler ahead of the motor, the space available for a decoder is limited and there is certainly no provision as standard for installation of a sound decoder. In these cases the best route to successfully installing a sound decoder is often to hardwire it in – soldering the wires from the decoder

directly to the motor and pick-ups – to make the most of the space available.

With compact steam locomotives such as the '2251' it is generally best to seek the use of the space inside the tender to house the speaker and decoder as this offers greater space for installation. In this project we've used a spare Hornby 3,500 gallon GWR tender that required modification to work with the Bachmann 0-6-0.

The decoder of choice for this project is a LokSound V4.0 8-pin decoder from Howes Models loaded with GWR 'Pannier' sound files – the closest we could get at the time of creating the model to represent the Collett '2251'.

The step by step guide explains the installation process and how to hardwire a decoder.



Coupled to a 'Manor' style tender and fitted with digital sound using a LokSound decoder, this Collett '2251' really sounds the part now.

HARDWIRED DECODER INSTALLATION

Intermediate

Beginner

SKILL LEVEL

Advanced

1

Left: The starting point for this project is Bachmann

Collett '2251' 0-6-0 2259 which is paired with a ROD tender. A specific tender design was paired with the '2251s' in most cases (as per 2260 at the back of this image), but others also operated with ex-'Manor' 3,500 gallon tenders. Having sourced a spare Hornby GWR 3,500 gallon tender we decided to use this with 2259 instead.

2

As supplied the Hornby tender won't connect to the locomotive due to the differences in drawbar design. However, it does look the part and the height of the footplates match too.

**PLEASE TURN FOR MORE
STEP BY STEP**



GO ONLINE

> VISIT WWW.HORNBYSMAGAZINE.COM
HEAR THIS BRUSH CLASS 47 IN ACTION

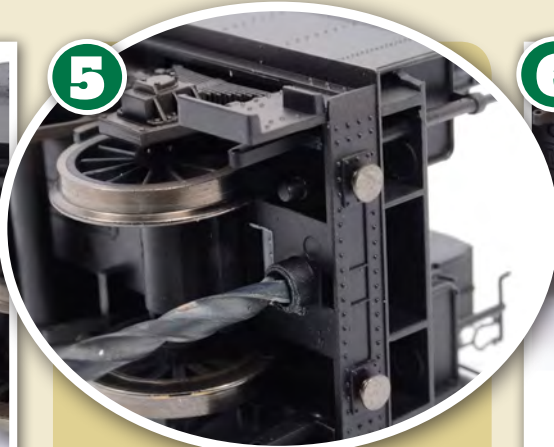
HARDWIRED DECODER INSTALLATION



3 To start the modifications the Hornby drawbar is unscrewed from its mount using a small flat blade screwdriver.



4 With the Hornby drawbar removed the locating hole is perfectly positioned to offer a neat coupling gap between the locomotive and tender. However, the hook on the '2251' sits too high for level coupling of the two components.



5 To allow the tender and locomotive to sit level – and use the original drawbar of the '2251', the screw hole on the tender needs opening out. We used a 2.5mm drill bit first and then a 3mm drill bit to complete the opening. Having done this the drawbar from the '2251' fits neatly into the hole.



6 Whilst simply opening out the hole proved acceptable for a static appearance, in order to give the model a comfortable means of operating the protruding plastic of the screw mount needed to be removed. This was achieved using a sharp knife and a single cut.

7 With the screw mount removed the tender now sits comfortably with the locomotive and offers a close coupled gap between the two components of the '2251'.



WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
LokSound V4.0 8-pin decoder with GWR 'Pannier' sounds	www.howesmodels.co.uk	SS106(8)

8

The DCC sound installation starts with removal of the body. First to be released is the single screw at the rear of the chassis...



9

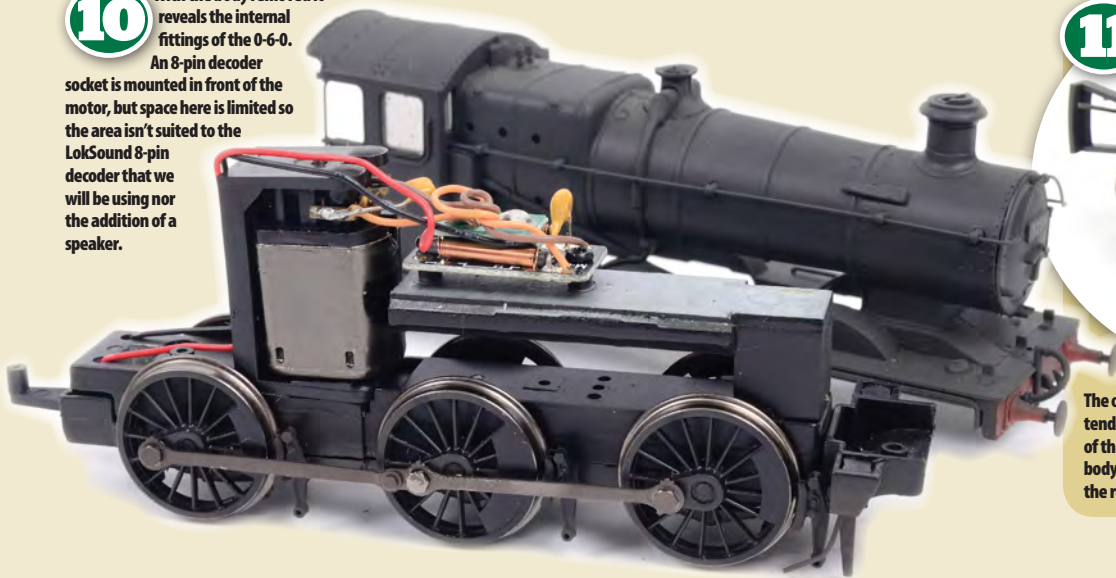
... Followed by the single screw at the front of the chassis. If you have a tension lock coupling fitted at the front it will need to be removed for access to this screw.



10

With the body removed it reveals the internal fittings of the 0-6-0.

An 8-pin decoder socket is mounted in front of the motor, but space here is limited so the area isn't suited to the LokSound 8-pin decoder that we will be using nor the addition of a speaker.



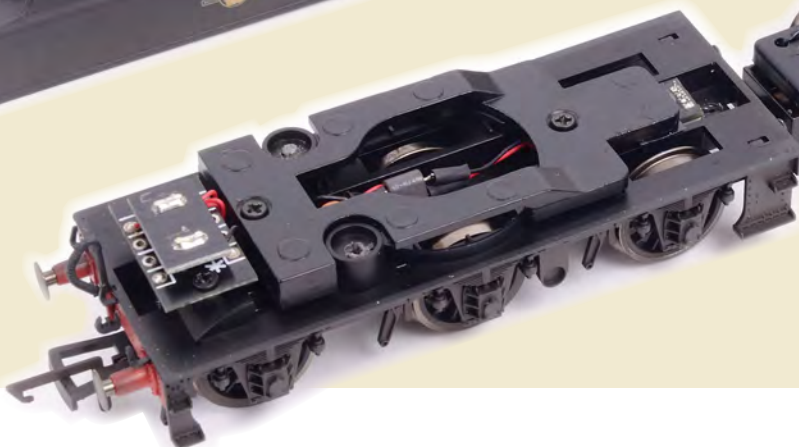
11



The only option is to find space inside the tender – also challenging due to the low profile of the GWR 3,500 gallon tender. To remove the body two crosshead screws are located between the rear two axles.

12

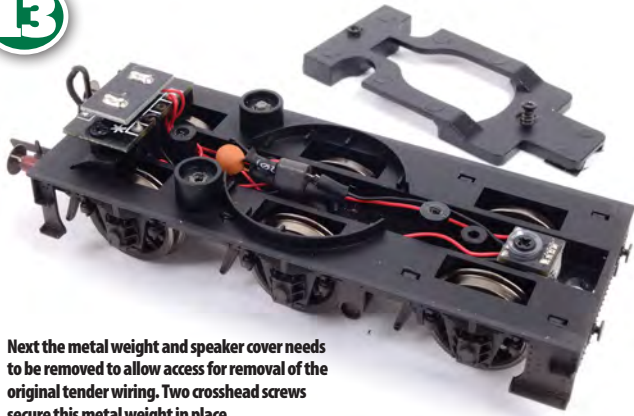
With the tender body removed the full chassis and its available space are clear to see. The Hornby tender chassis, helpfully, includes provision for installing a 28mm round speaker while the 8-pin decoder socket at the rear will be removed entirely.



**PLEASE TURN FOR MORE
STEP BY STEP**

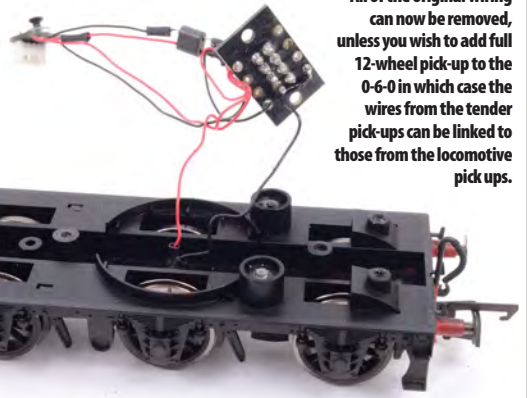
HARDWIRED DECODER INSTALLATION

13



Next the metal weight and speaker cover needs to be removed to allow access for removal of the original tender wiring. Two crosshead screws secure this metal weight in place.

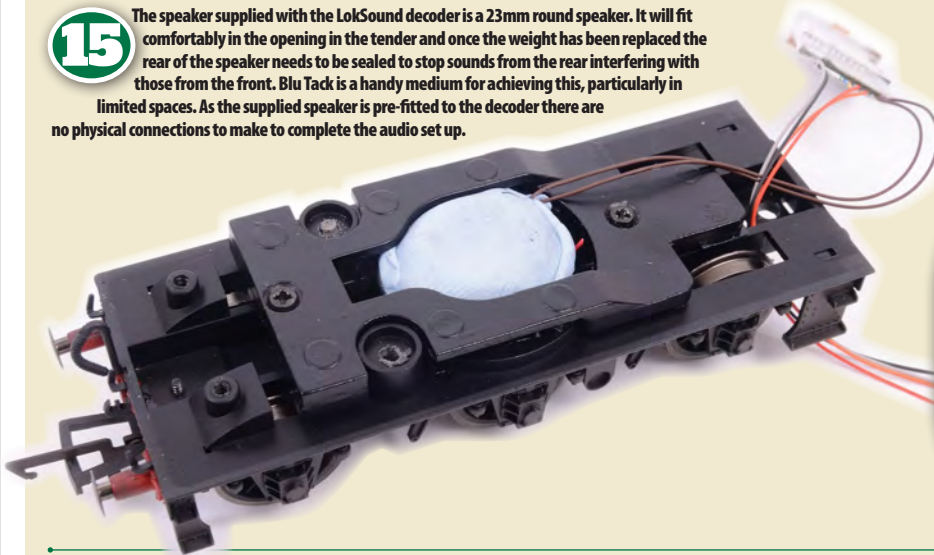
14



All of the original wiring can now be removed, unless you wish to add full 12-wheel pick-up to the 0-6-0 in which case the wires from the tender pick-ups can be linked to those from the locomotive pick-ups.

15

The speaker supplied with the LokSound decoder is a 23mm round speaker. It will fit comfortably in the opening in the tender and once the weight has been replaced the rear of the speaker needs to be sealed to stop sounds from the rear interfering with those from the front. Blu Tack is a handy medium for achieving this, particularly in limited spaces. As the supplied speaker is pre-fitted to the decoder there are no physical connections to make to complete the audio set up.



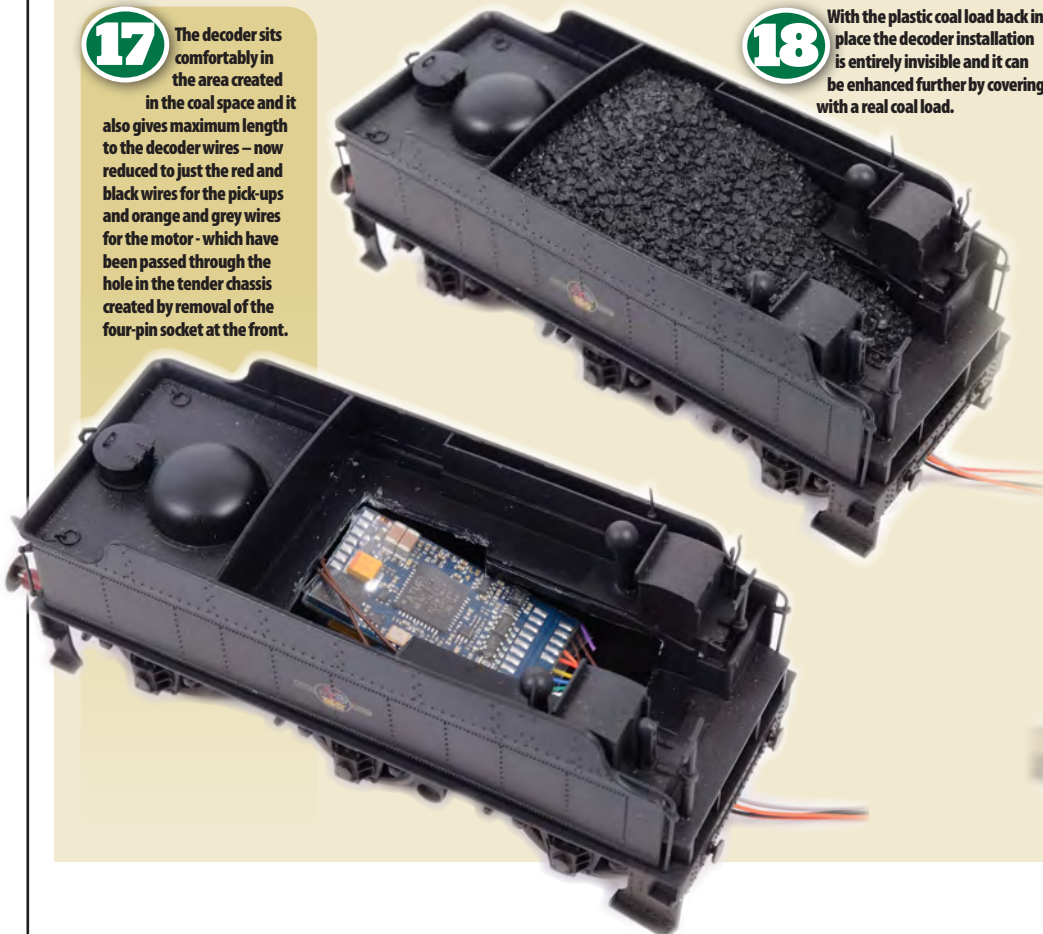
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Space for housing the decoder is still at a premium in the tender, so the simplest method was to cut out the coal space to create an area to position it.



17

The decoder sits comfortably in the area created in the coal space and it also gives maximum length to the decoder wires – now reduced to just the red and black wires for the pick-ups and orange and grey wires for the motor – which have been passed through the hole in the tender chassis created by removal of the four-pin socket at the front.



18

With the plastic coal load back in place the decoder installation is entirely invisible and it can be enhanced further by covering with a real coal load.

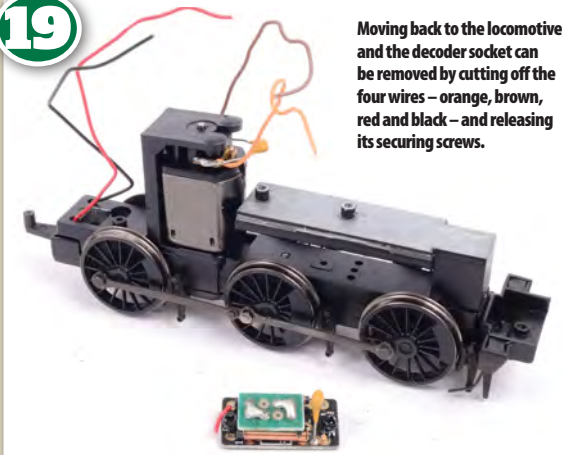


TIP

Once you have completed the wiring, and before refitting the body, check that the model's direction of travel is correct. If not, swap the motor connections over and test again.

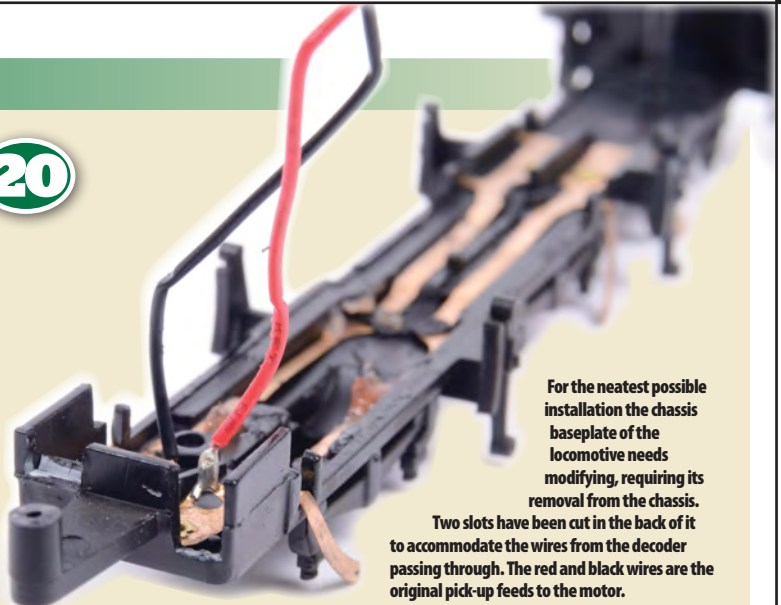


19



Moving back to the locomotive and the decoder socket can be removed by cutting off the four wires – orange, brown, red and black – and releasing its securing screws.

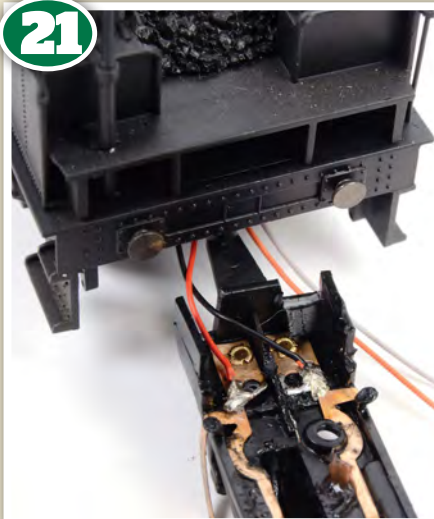
20



For the neatest possible installation the chassis baseplate of the locomotive needs modifying, requiring its removal from the chassis.

Two slots have been cut in the back of it to accommodate the wires from the decoder passing through. The red and black wires are the original pick-up feeds to the motor.

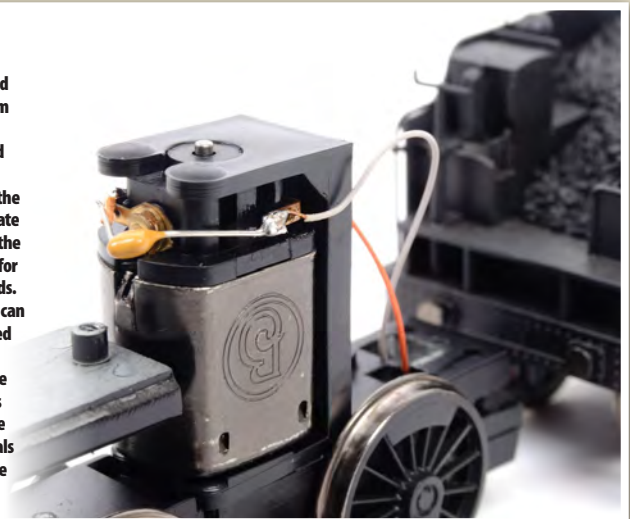
21



With the original pick-up wires removed, the red and black wires from the decoder can be soldered to the copper strips in the chassis. This needs to be done carefully and with minimum contact from the soldering iron to avoid melting the plastic of the chassis baseplate.

22

The orange and grey wires from the decoder can now be fed through the second slot in the chassis baseplate then through the original holes for the power feeds. The baseplate can then be refitted to the chassis and the orange and grey wires soldered to the motor terminals completing the installation.



23

All that remains to do is refit body and test the model. If the direction of travel is reversed swap the orange and grey wires over on the motor terminals. Now complete, the intensive work inside this 0-6-0 is invisible and the result is a model that sounds superb too.





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36-553 8-pin 3-function 0.75A decoder back EMF £15.50

DCC Concepts

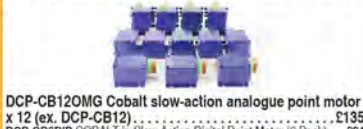
DCC accessory decoders
DCD-AD8FX COBALT ip Accessory Decoder (8 Way) £41

Point motors



DCP-CB12D Cobalt slow-action digital DCC point motor x 12 (ex. DCP-CB12) £180

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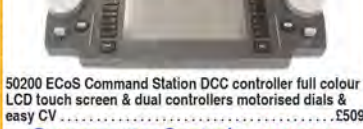
DCP-CB6IP COBALT ip Slow Action Analogue Point Motor (6 Pack) £82

Switches & Levers



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 £165

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Point motors



PL-10 Bag of 6 Point Motor (Switch Machine) £26

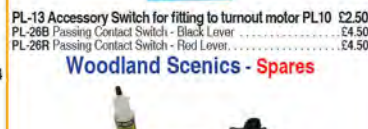
PL-10 Single £4.50

PL-10WE High performance turnout point motor extended pin £6



PL-11 Side mounted point motor £7

Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 £250

PL-26B Passing Contact Switch - Black Lever £4.50

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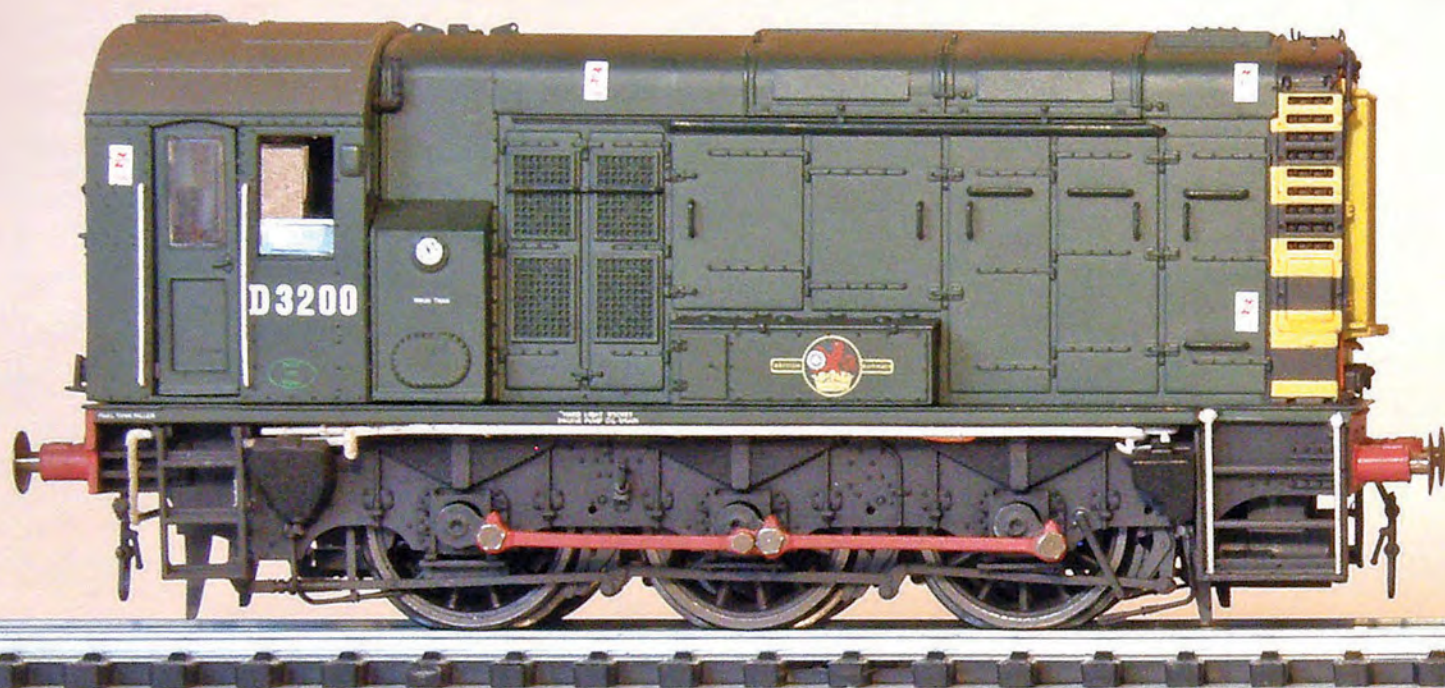
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Digital sound

Introducing custom digital sound to small locomotives can make for a rewarding Hornby Class 08 diesel shunters head to head and explains how to introduce a



LIKE THE REAL LOCOMOTIVES on which they are based, models of the English Electric 350hp Class 08 diesel-electric shunter have been around seemingly forever. Both Hornby and Bachmann have well detailed versions of what was once the most populous class of British diesel locomotive currently available so I decided to compare the steps necessary to convert each to DCC sound.

For me, the Hornby model is the better model with far more detail and superior motor technology. What's not initially so apparent is that it is also the easier model to dismantle for sound

installation. This may have arisen from the fact that Hornby intended to produce a DCC sound-fitted version from its inception. Some aftermarket commercial sound installations utilise space within the cab to house components such as 'stay alive' capacitors and speakers. In contrast, Hornby's sound fitted version gave me the inspiration to attempt similar, completely invisible installations.

Despite the small spaces, I found that it was possible to install sound and 'stay alive' capacitors in each of these quite differently designed models, though component selection was important.

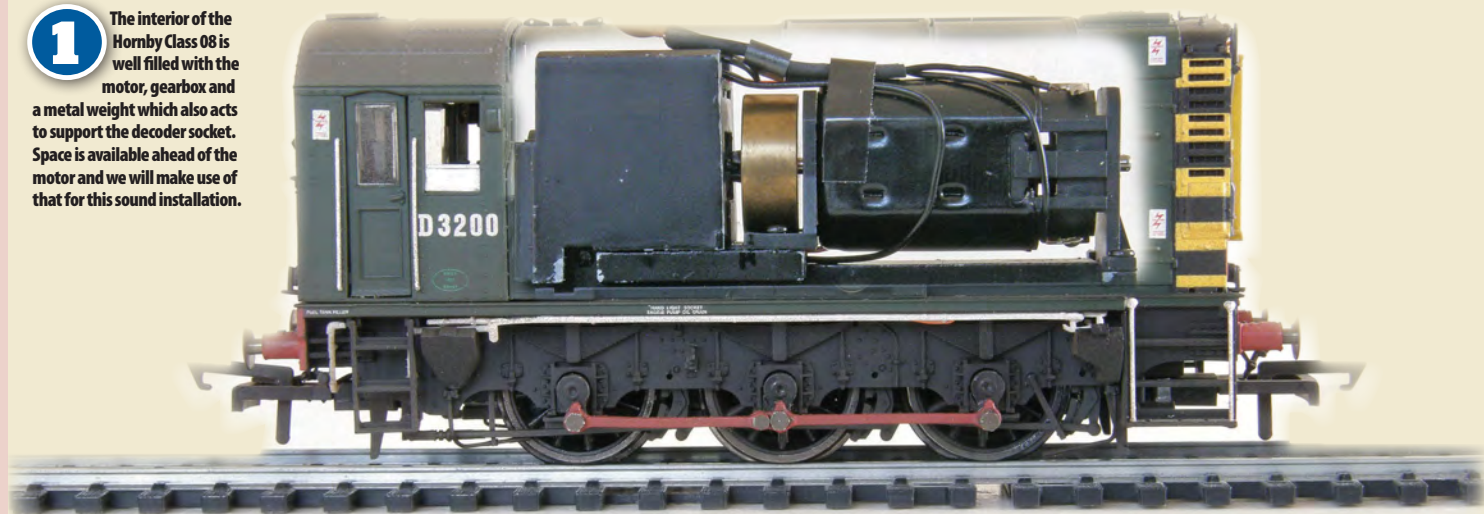
The step by step guide for each installation

shows their similarities and differences. The cutaway views of each model show the main spaces available, but do not show internal mouldings or fittings which may interfere with installed components.

Which gives the better result? The Hornby design allows space for a full sized Zimo MX645 decoder, two cube speakers and a substantial 'stay alive' capacitor, storing ten times more power than the one possible in the Bachmann model. The MX645 has a 3W amplifier which is well able to drive a pair of cube speakers at high volume, useful for exhibition use. The Bachmann has high enough volume for the majority of

INSTALLING DCC SOUND AND 'STAY ALIVE' IN A HORNBY CLASS 08

1 The interior of the Hornby Class 08 is well filled with the motor, gearbox and a metal weight which also acts to support the decoder socket. Space is available ahead of the motor and we will make use of that for this sound installation.



for the '08'



challenge. **PAUL CHETTER** puts the Bachmann and high value DCC sound decoder and 'stay alive' technology.

Adding custom digital sound and 'stay alive' to the Hornby and Bachmann Class 08 diesel shunter is perfectly possible and will enhance their performance and the driving experience greatly.



home users, however – so if you have one of either and you're contemplating sound fitment, there is a way to do it without having to buy a new model.

Two features of shunting locomotives - compact wheelbase and slow speed manoeuvring - combine to make them the most difficult to operate in model form. Good track and proper maintenance remain necessary for best results, but the new generation of 'stay alive' solutions can add dramatically to slow speed smoothness and reliability.

The much higher capacitance possible in the Hornby model, and the decoder's sophisticated

WHAT WE USED

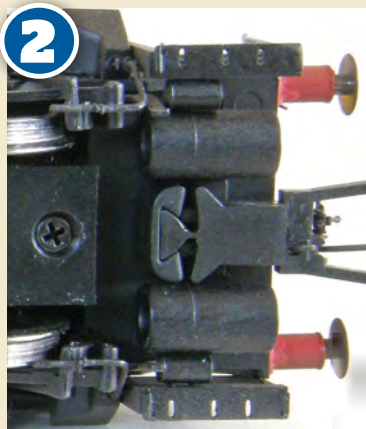
PRODUCT	SUPPLIER	PRICE
Zimo MX645R sound decoder	www.digitrains.co.uk	£85.00
Zimo MX648 sound decoder	www.digitrains.co.uk	£92.00
Zimo 10mm x 15mm cube speaker (x3)	www.digitrains.co.uk	£8.50
680µF electrolytic capacitor	www.rs-online.com	£1.00
SC68 'stay alive' supercapacitor	www.railexclusive.com	£22.00

onboard management circuitry for external stay alive capacitors, means that the Hornby Class 08/ Zimo MX645 combination produces the better performance by a wide margin.

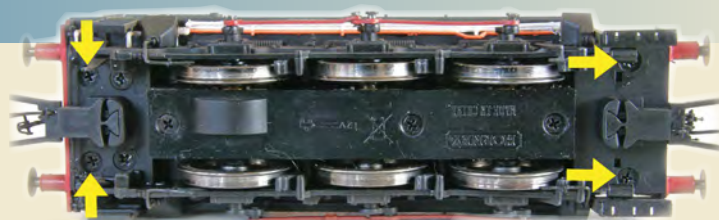
I have created a custom sound project to showcase the new features soon to be widely

available for Zimo sound decoders, including variable inertia and momentum settings depending on whether the model is in 'Heavy Train' or 'Light Engine' mode, and manually operated working brakes. Shunting will never be the same again. ■

2



At the front end, adjacent to the NEM coupler pocket are a pair of air cylinders. These are a simple push fit, and must be carefully removed.

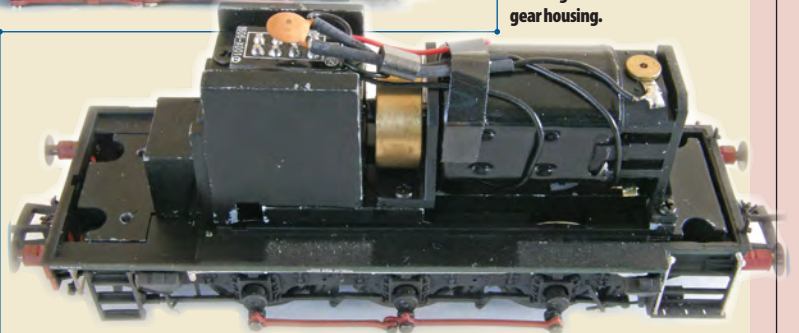


3

Above: This will reveal the forward two body retaining screws, the rear two are already in plain sight. The body lifts straight off, but be mindful of a small orange wire conduit representation at the top of the front left attached to the body and hooked into the chassis. Free its end from the chassis before removing the body.

4

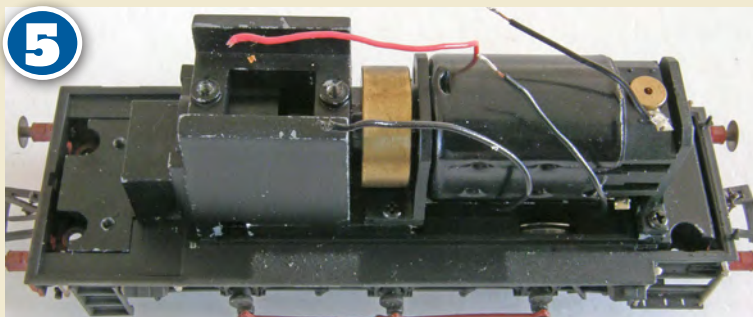
Below: The non sound version of the Hornby chassis has an 8-pin DCC socket mounted in a shaped weight covering the cardan shaft and gear housing.



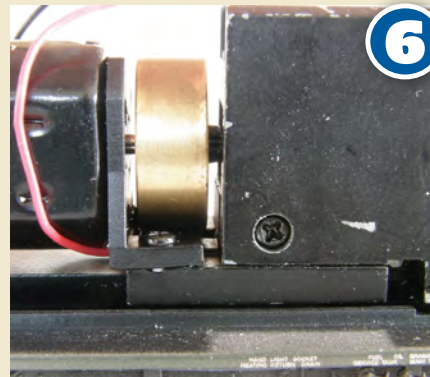
Beginner Intermediate Advanced
SKILL LEVEL

INSTALLING DCC SOUND AND 'STAY ALIVE' IN A HORNBY CLASS 08

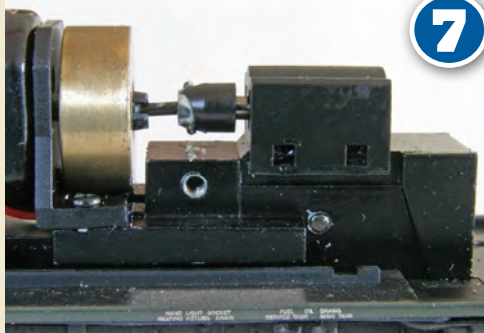
Intermediate
Beginner **SKILL LEVEL** Advanced



For clearance and redundancy reasons, I removed the socket and suppression capacitor. To reduce the number of soldered joints I also removed the motor wires which are still evident in this image.



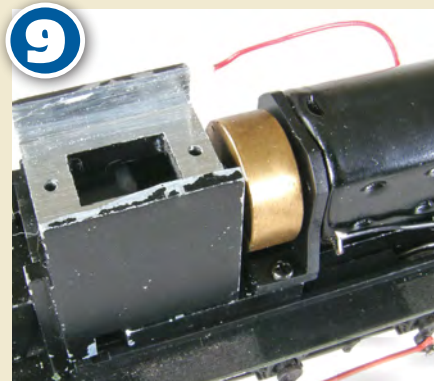
This metal casting is held in place by a snug fit and a single screw. I removed this to be able to enlarge the slot at the top of the block without getting metal swarf into the moving parts.



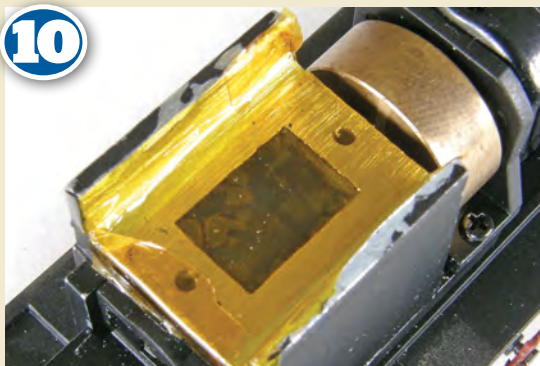
Part of the secret behind the smooth running of this Hornby 08 is revealed here – a good sized flywheel with cardan shaft drive to a separate geartrain.



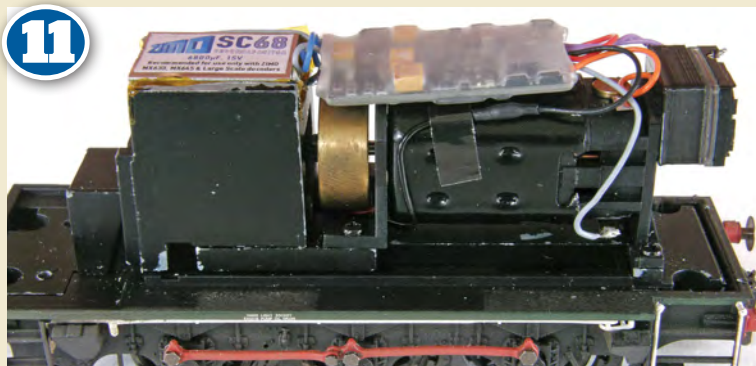
The mounting points for the 8 pin socket must be removed and the shoulders narrowed in thickness internally to allow the Zimo SC68 supercapacitor to fit neatly and securely out of harm's reach. I cut off one Ground tab completely and reduced the length of the other by more than half. I ensured that the Positive connector was not touching the flywheel by bending it up slightly. Exercise caution in this: you might prefer to fit the capacitor on the other flat surface to achieve the same ends.



Here's the modified casting refitted to the chassis.



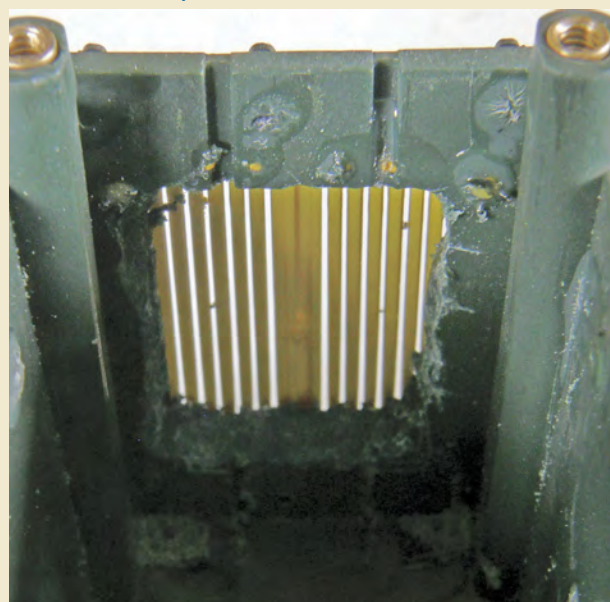
I lined the exposed metal with Kapton tape. This is a very good insulator, convenient in having its own adhesive film. It is also very thin so is useful when insulation without bulk is required.



This shows the general deployment of the newly installed components. Only one speaker is shown here, but there is plenty of useable space left for a second speaker below it. I fixed this in place with a little cyano glue. Be careful to avoid compromising the end of the motor spindle which protrudes from the front mounting.



I trimmed the exhaust port moulding to give clearance for the upper speaker. After marking out a rectangle wholly within the boundaries of the external radiator assembly, I used the same milling bit in a mini-drill to remove material from the bodysell. This isn't my favourite tool, but it's the only practical solution here without destructively dismantling the model – work carefully with this type of tool to avoid removing more material than you want!



This reveals a 'designed for sound' advantage for the Hornby interpretation. The front radiator grille consists of a series of slats in a surrounding frame, as on the real locomotives. It is the presence of a disguised exit for sound waves this assembly provides which makes the effort to open up the bodywork internally worth the bother. Reassembly is the exact reverse of dismantling, though a little more care may be needed to ensure all new components are not trapped or pinched in the process.

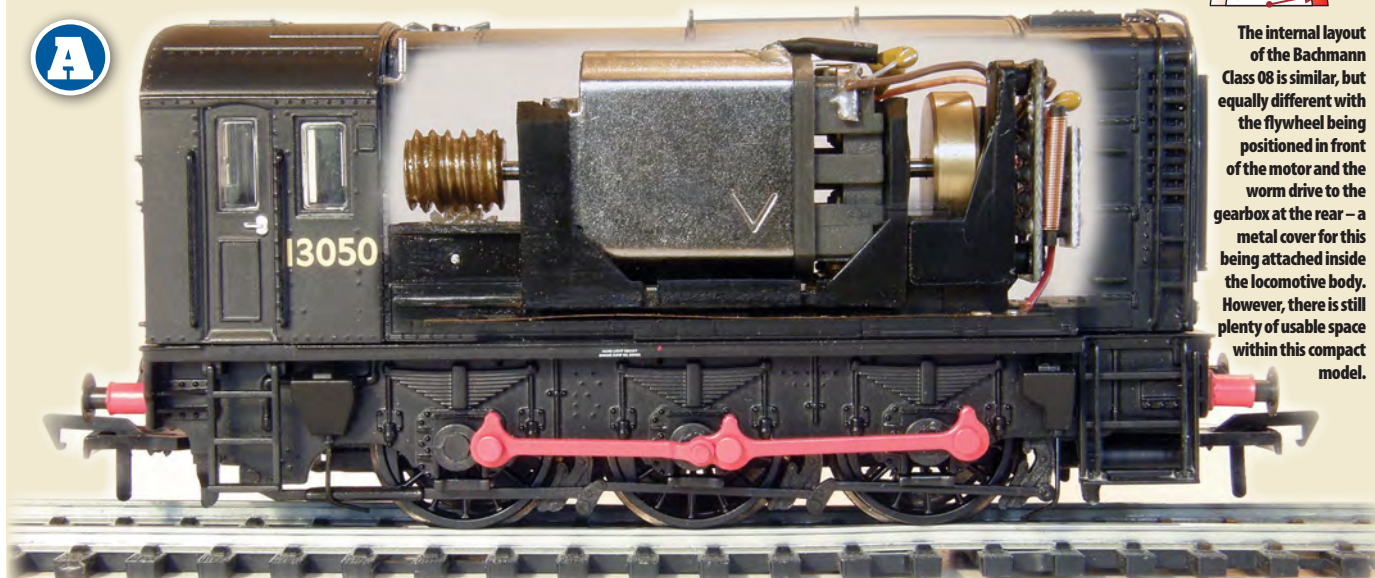
TIP

Tempting as it maybe to charge into a sound installation, careful planning and consideration as to how the components will fit into a model makes for a smoother process.

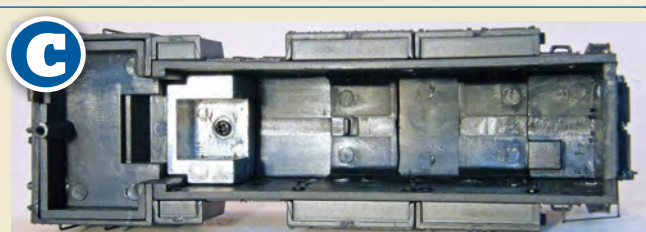
INSTALLING DCC SOUND AND 'STAY ALIVE' IN A BACHMANN CLASS 08

Intermediate
Beginner SKILL LEVEL Advanced

The internal layout of the Bachmann Class 08 is similar, but equally different with the flywheel being positioned in front of the motor and the worm drive to the gearbox at the rear – a metal cover for this being attached inside the locomotive body. However, there is still plenty of usable space within this compact model.



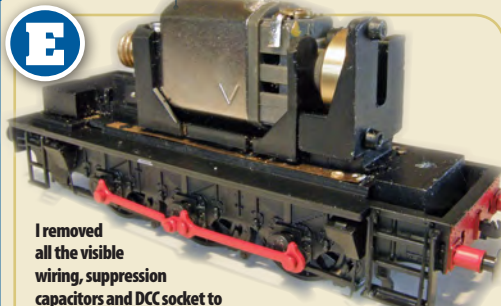
B After removing the tension lock couplings two body retaining screws are revealed. Take note of their orientation when you remove them as they are of different sizes.



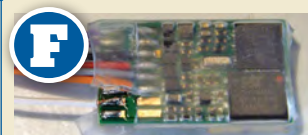
C Body removal also requires the right lower edge of the cab to be pushed in slightly to release a fixing tab, shown here. The rear body should then be arced upwards to release the full width fixing tab at the front of the model. Also shown is a metal casting which provides protection for the worm drive mechanism.



D This image of a partly dismantled 8-pin decoder socket assembly shows how much space this takes up within the model. The decoder can only be fitted vertically, and in this forward space. This restricts the choice of sound decoder to the miniaturised versions, the smallest commonly available one being the Zimo MX648.



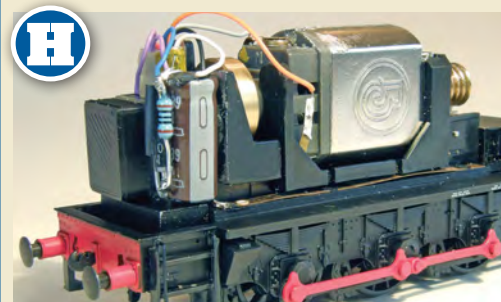
E I removed all the visible wiring, suppression capacitors and DCC socket to maximise the available space. The decoder's track pick-up wires can be conveniently soldered to the metal strips just visible running front to back on the chassis. I removed the socket mounting points so that the decoder could be fitted flush.



F The 'stay alive' support is provided on the MX648 from the usual blue common positive and a Ground solder pad. I cut back the insulation and soldered a very light grey wire to the decoder. Soldering to a decoder needs to be done carefully and with minimum contact from a soldering iron. Note that lighting and all other accessory wires have already been removed at the decoder to save space.

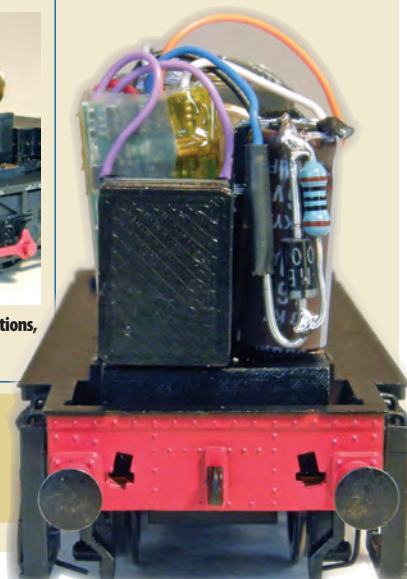


G I used Kapton tape to seal the cut insulation on the decoder which I then fixed in place with sticky mastic. The cube speaker and capacitor were also fitted in a dry run to ensure the body would refit without problem.



H When this had proved successful, I soldered all the necessary connections, insulating as required before testing everything works correctly.

I Zimo recommends that when a capacitor above 100µF is used with the MX648, a small capacitor management circuit is connected to the capacitor's Positive lead. This consists of a small resistor which restricts the flow of current to the capacitor to avoid in-rush current causing your controller to detect a false short causing it to close down. A diode is used to allow the power to flow freely to the decoder when required. This circuit is described in the decoder manual. Reassembly simply requires careful reversal of disassembly steps.



An easy, sound

Not all DCC sound installations have to be difficult.

PAUL CHETTER

shows how straightforward it is to bring Hornby's Class 67 roaring into life.



Fitting sound in the Class 67 is a very straightforward project while the addition of a stay alive capacitor improves its performance on the track.

IN CONTRAST to the many instances where adding Digital Command Control (DCC) sound requires resourcefulness on the part of the installer, some recent models have been designed with this possibility in mind from the outset.

Hornby's retooled Class 67 is a good example of a well planned and executed design to provide accommodation for decoder and speaker. This makes adding sound a straightforward task, within the capabilities of many modellers.

The body can be lifted from the chassis after removing four long, slot-headed screws. There is an 8-pin socket provided so a DCC conversion only requires the blanking plug to be replaced by the decoder plug. I used a Zimo MX645R sound decoder which neatly fitted the available space despite some awkwardly placed components. A Loksound V4.0 decoder is very similar in size so would probably fit just as well.

Hornby has used the fuel tank for the speaker housing, providing a robust metal casting to hold a 20mm x 40mm speaker. To access this space, two cross-headed screws must be removed. The thickness of the metal used means that the speaker enclosure must be of a low-profile design as there is not much clearance. Despite this, the setup works well enough in practice.

There are several low profile enclosures available which are suitable for this task. South West Digital (SWD) and DC Kits provide

readymade solutions, or it is possible to reduce the height of standard 20mm x 40mm enclosures or even to construct a version from styrene sheet. As usual, it is essential for best results to ensure the speaker is an airtight fit within the enclosure whichever design you decide to adopt.

I decided to use the SWD version as it is available from Digitrains, a DCC specialist. To this I fitted a 4ohms 3W oval speaker, running the wires through small holes drilled with a 0.8mm bit in a pin-vice. The light coloured enclosure would be partially visible from low viewing angles, so I painted the sides matt black before locating it in the casting with the speaker facing downwards towards the slots provided for the sound to escape. This is a snug fit and the whole will be held securely when the tank is refitted to the chassis. I fed the speaker wires through the holes provided in the chassis where they were soldered to the decoder wires and insulated with heatshrink tubing.

No further work was required in this area, so after taking up all of the slack in the speaker wires, I refitted the fuel tank casting. Part of this casting shrouds a switch to change the lighting aspects from day to night running. Take care to ensure this is not damaged in this process, and that its wires are not trapped or pinched between the casting and the chassis when the two fixing screws are tightened.

One advantage of using the Zimo MX645 is the

onboard circuit to manage external 'stay alive' capacitors and provision of suitable connecting wires to make fitting and use as easy as possible. In the roof space behind No 1 end cab and before the exhaust system there is a plastic moulding which serves to locate electrical contacts for the high level LED above the windscreen. There is a void below this which can be utilised to house a 'stay alive' capacitor. I added a styrene sheet 'floor' across the shoulders of the chassis to support the capacitor clear of both cardan shaft and the bogie tower. I secured this in place with sticky tape. On reflection, tape alone would probably have been sufficient, removing the need to measure and cut the styrene sheet. This will depend to some extent on the type and size of the capacitor used.

The Zimo SC68 supercapacitor has a convenient flat rectangular format with a 6800uF capacitance. This will fit with ease in the pocket created yet can provide enough power to keep the model running long enough to clear short dead spots caused by dirty track or insulated frogs. I soldered the Blue (positive) wire to the single brass coloured terminal on the SC68 and the Grey (negative) to one of the two other tabs connected to its case.

Refitting the body is a reversal of its removal. Take note of the various intrusions into the space around the decoder, ensuring that it is not caught between the roof and other fittings before finally tightening the four fixing screws. ■

fitted Class 67



WHAT WE USED

PRODUCT	SUPPLIER	PRICE
Class 67	www.hornby.com	£135.00
Zimo MX645R sound decoder	www.digitrains.co.uk	£85.00
20mm x 40mm 4ohms 3W speaker	www.digitrains.co.uk	£5.50
SWD low profile enclosure	www.digitrains.co.uk	£1.60
Zimo SC68	www.digitrains.co.uk	£22.00

INSTALLING DCC SOUND IN A HORNBY CLASS 67



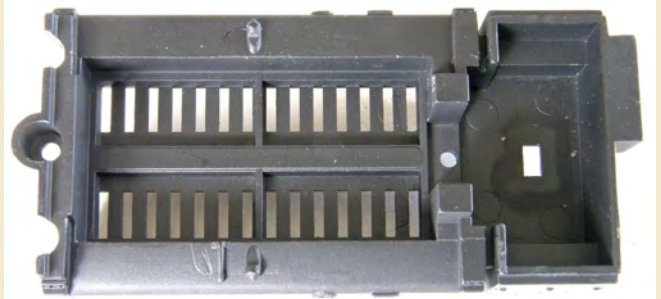
1 This view shows the four slot-headed screws, arrowed, which secure the body to the chassis. When removed, the body can be lifted upwards.



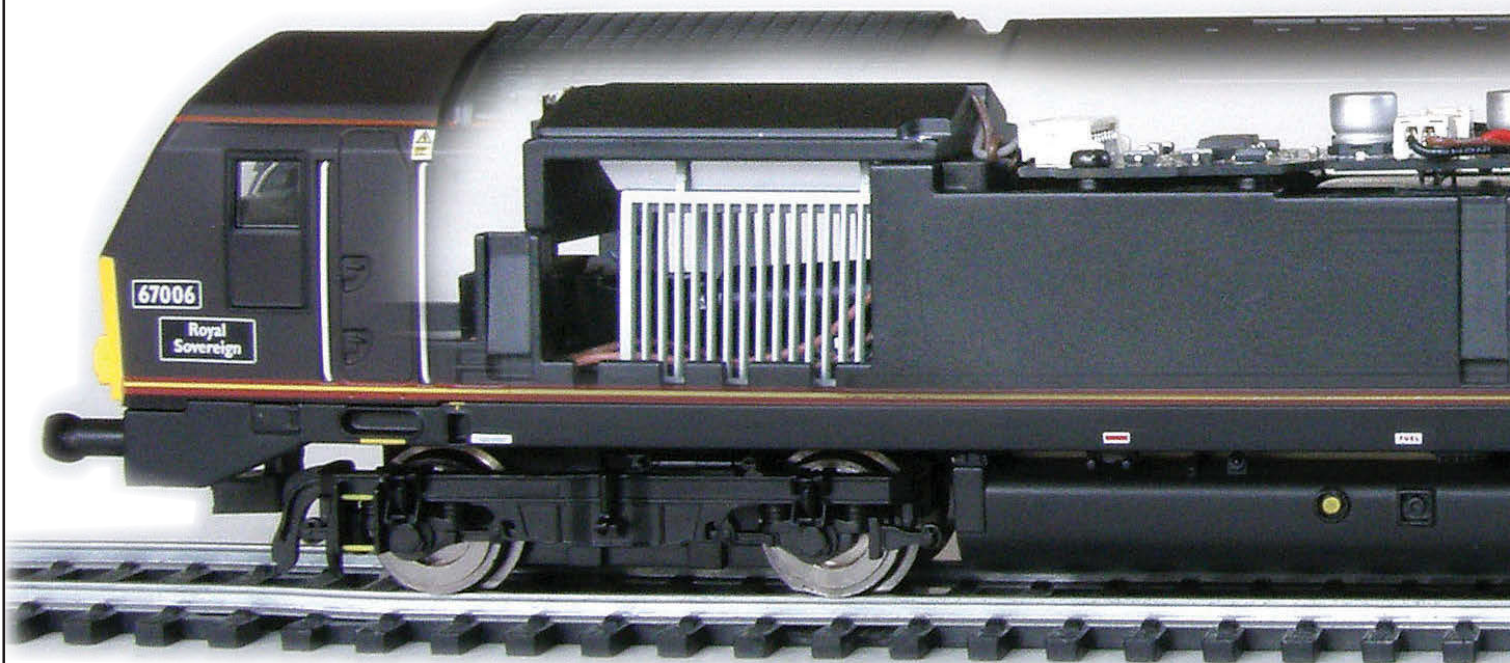
2 The general arrangement of the PCB and other components is revealed. To the No 1 end, right in the image, can be seen a plastic moulding over the bogie tower and towards the middle, the DCC socket. I've removed the blanking plug for clarity.



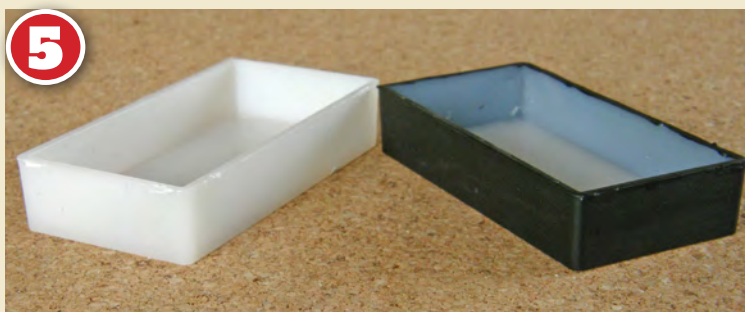
3 Working from below, the two cross-headed screws retaining the fuel tank metal casting, arrowed, must be removed to free the tank.



4 The inside of the tank shows that this was designed from its inception to accommodate a 20mm x 40mm speaker.



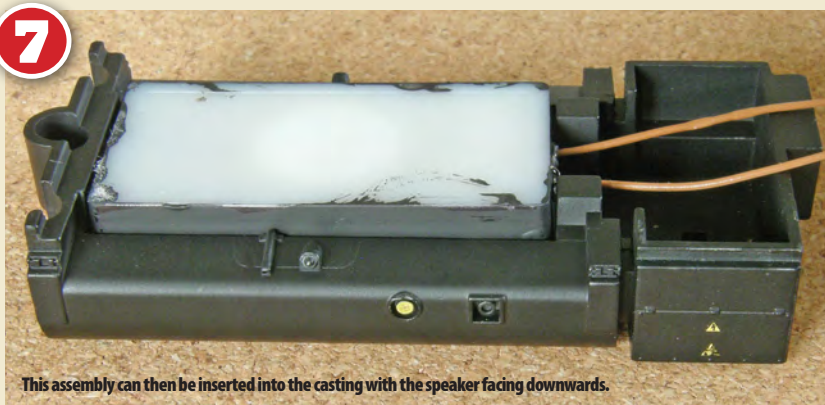
INSTALLING DCC SOUND IN A HORNBY CLASS 67



A low profile enclosure, 8mm overall depth, is used to seal the rear of the speaker. The light coloured sides were painted matt black to reduce its visibility when fitted.



I drilled small holes to allow the speaker wires to pass through one end before fitting the speaker into the enclosure and sealing all the holes and any gaps remaining.



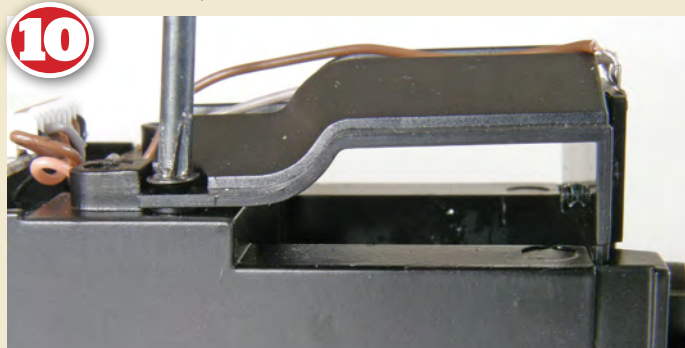
This assembly can then be inserted into the casting with the speaker facing downwards.



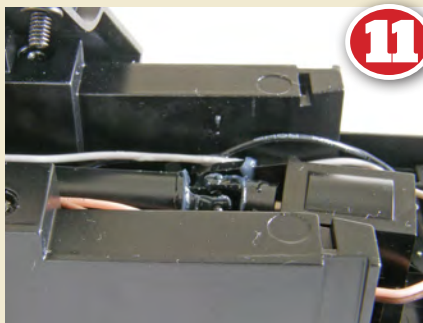
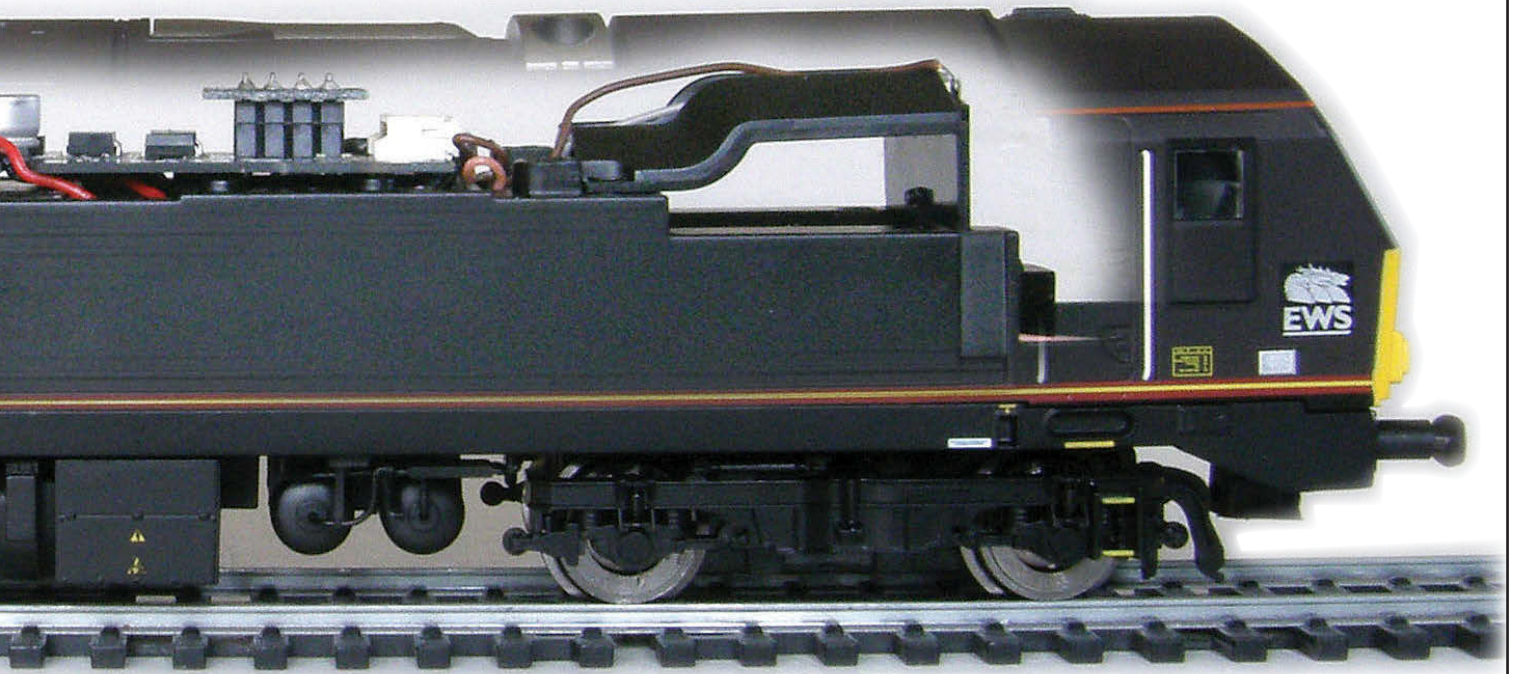
Normally protected by the casting, the day/night lighting switch can be seen here. The wires from this pass through the chassis by way of two rectangular holes. I used these to pass the speaker wires through the chassis up to the decoder.



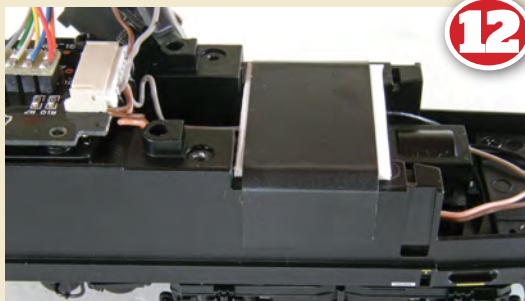
No further work is needed here so I refitted the casting. The speaker is normally hidden from view, but if you find its bright metal frame is too visible for your liking when viewed from below, apply a little matt black paint before fitting at step 8.



I removed the two screws, arrowed, to gain access to the void below the plastic moulding mentioned in Step 2.



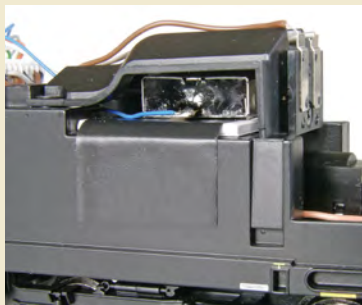
The bogie tower and cardan shaft occupy the space between the chassis sides and must be allowed to move freely.



I cut a small rectangle of styrene sheet to bridge the gap between the chassis shoulders and secured it with some black insulation tape. This will prevent the 'stay alive' capacitor fouling either the bogie tower or cardan shaft.

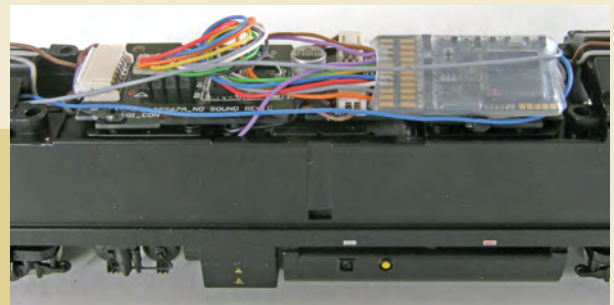


With a small blob of mastic I fitted the SC68 to this platform after soldering the blue and grey wires from the non harness end of the MX64SR. Polarity is important - blue to positive and grey to negative, as shown.



The plastic moulding was replaced, covering the SC68, and secured with the two retaining screws. Note the contact pads for the high level front lamp.

This turned out to be the best location for the decoder, fitted at a slightly canted angle following the line of the roof, a couple of small amounts of mastic hold it in place. Notice that I put a single coil in the harness before final fixing to take up the slack, keeping things neat and tidy.



Check that nothing is trapped as the body and chassis are re-united and the four screws fastened securely. To finish the job, I loaded a custom sound project I created from original recordings.

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