

EXCLUSIVE
FIRST REVIEW **HORNBY'S**
Southern Region Class



PLUS **REALITY CHECK**
BR'S BO-BO
THIRD-RAIL
ELECTRIC

HORNBY

Issue 109 **July 2016** USA \$12.99 · CAD \$12.99 · AUS \$12.95 · **UK £4.20**

magazine

www.hornbymagazine.com

Network SouthEast
30th ANNIVERSARY

- 30 train formations for '00'
- Railway Realism - the NSE story

WE SHOW YOU HOW
PLUG & PLAY



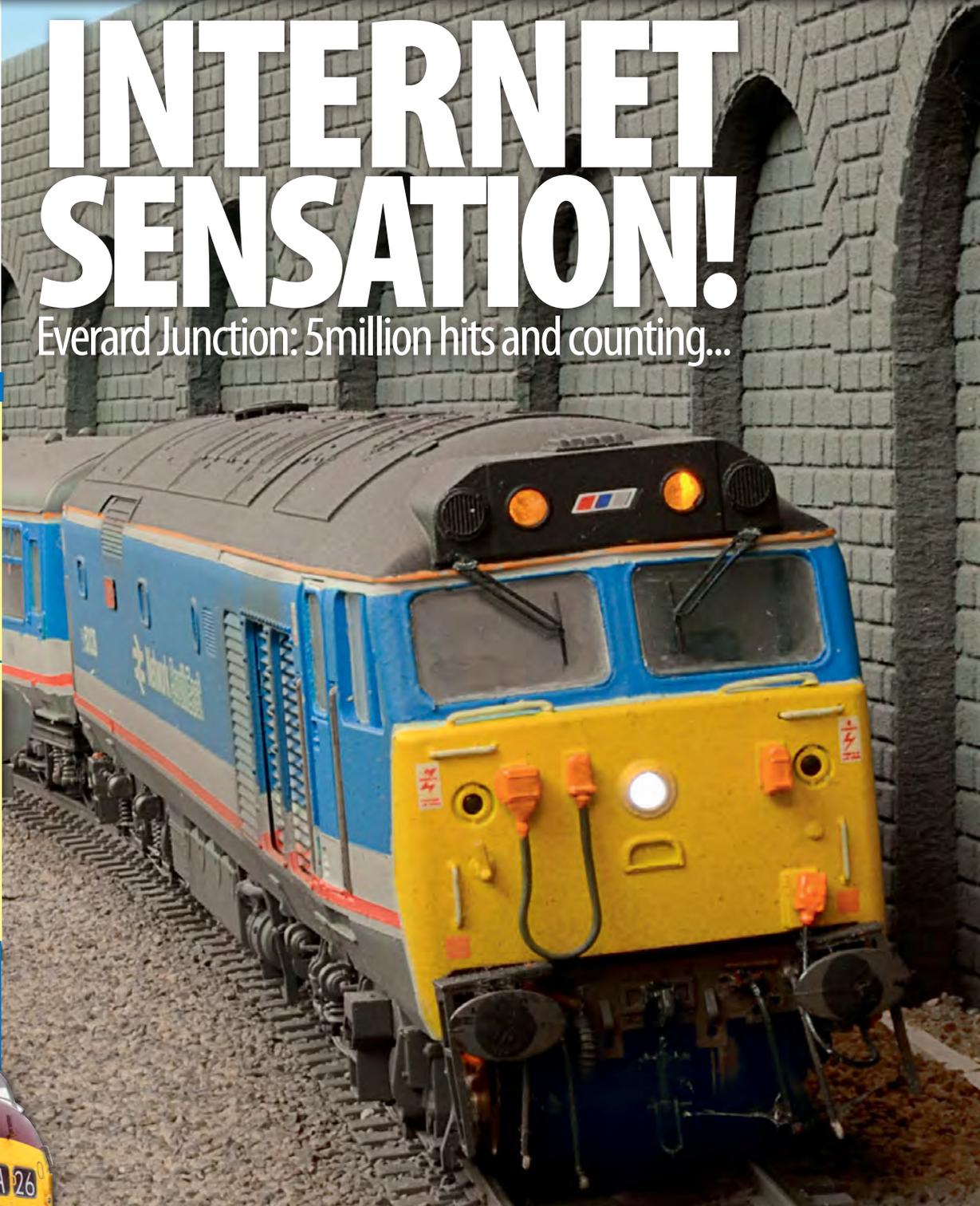
Digital sound made simple

UPGRADE



New life for old carriages

Heljan delivers 'O' gauge
'WARSHIP'



INTERNET SENSATION!

Everard Junction: 5million hits and counting...

OXFORD PLANS NEW '00' PROJECTS
HELJAN REVEALS SHUNTERS FOR 'O'

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Cobalt Alpha

By DCCconcepts



Alpha-Power

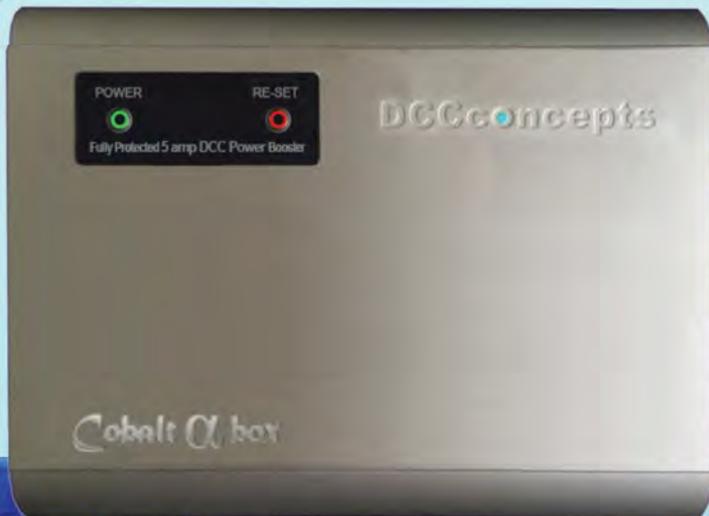
Cobalt Alpha-Power is a top quality Power supply for use with DC or DCC systems and it is also perfect for the Accessory power bus.

Alpha-Power has fast-acting overload protection that will instantly turn power off in the case of significant overload, giving you both audible and visible indication of overload or wiring problems and a reset is simple - Just turn the power switch off and on again.

Properly regulated for consistent results it will deliver a stable 18v DC at 5 amps irrespective of your local mains power levels.

CE and FCC approved and usable with mains voltages from 100 to 240v AC, Alpha Power is suitable for use in most parts of the world.

The natural partner for Alpha-Box, Alpha-Power has both DC output plug and screw terminal connections, so it is also an ideal choice for most DCC systems as well as DC users needing more power.



Alpha-Box

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box really IS something special. In fact we think that Alpha-Box is the best power booster available!

We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

Alpha-Box has inputs at track power and command bus level plus a powerful 5 amp output that's well protected by fast acting short circuit overload protection. As a result it is the perfect upgrade for ALL brands of DCC start set from Bachmann EZ command to other train-set DCC controllers as well as those from more specialised brands.

NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!

Cobalt Alpha products are DCC compliant & are carefully designed from the ground up to make the wiring of your control panels very simple. Using them can reduce wiring between the control panel and layout to a single cable.

The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty Ltd. Our products are also distributed in the UK by Gaugemaster Controls Ltd.

Alpha Central



It just does NOT get any easier than this!

Cobalt Alpha Central is literally a complete and ready-to-use digital control panel for 12 points... in a box!

It's so simple instructions could read "Unpack-Plug in-Change points"

Alpha Central can be connected directly to any model NCE system - however the other brands are not forgotten. Alpha central will work well with any DCC system at all if used in combination with the very clever Alpha-Box, with the combination adding 5A of clean power AND full digital accessory control to the most basic of starter sets. With Alpha-Box it improves the power & performance of basic systems such as Prodigy & Prodigy Express. They also add the luxury of almost wire-free manual control-panel operation to systems from EZ Command to Z21 or ECoS.

Multiple Alpha-Central units can be linked together to control up 2000+ Accessories and addressing your Accessory decoders becomes incredibly simple once you have installed Cobalt Alpha in ANY of its forms as your DCC control interface.

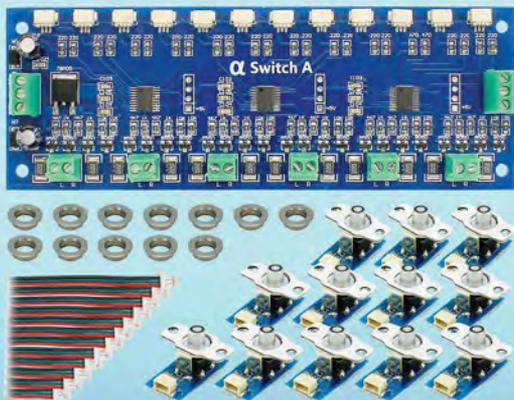
Alpha

The very Heart of Alpha. Cobalt Alpha interprets commands from ANY momentary switch & turns them into a digital signal.

Cobalt Alpha allows you to connect ANY form of switch from "Stud and Probe" to a simple push-button. Alpha is of course also ideally suited for Cobalt-S Levers and the sophisticated, "Easy-to-connect" Alpha-Switch-D shown below.

No matter what choice you make for your switches, the wiring is greatly simplified and reduced as Alpha will digitise all of the switch commands, meaning that nothing needs long direct wiring. Because of this your ENTIRE Control panel could then need as little as ONE cable to connect it to the layout.

For quality "Mimic" panels without soldering and no complex wiring if any kind, we recommend that you take a look at Cobalt Alpha and Alpha-Switch-D. It really IS as easy as using LEGO!



Alpha-Switch-D

Cobalt Alpha-Switch-D is a sophisticated but super-easy to install switching system for Mimic panel control of DCC Accessories.

Usable on its own with Accessory decoders that have added switch connections or just combined with Cobalt Alpha itself, it is the SIMPLEST form of Accessory switch wiring you'll find anywhere.

Each switch includes its own indicator LED and connects simply and directly to the control PCB.

Wiring a panel takes no time at all and it really IS as simple as assembling Lego! Full instructions are supplied - we even show you a simple way to create a top quality control panel for them!

The little things really CAN Make a big difference!



A 6-wire curly Cord is often supplied with the appropriate Cobalt Alpha models.

This 6-wire cord is also available as a separate item of course. (The part number is DCD-ACL).

NCE / ROCO users will love it as it can easily replace inconvenient flat cables that are supplied with those DCC system brands as it is much more convenient to use.

Cobalt Alpha makes the wiring of control panels quick and easy!

DCC thinking outside the square
concepts

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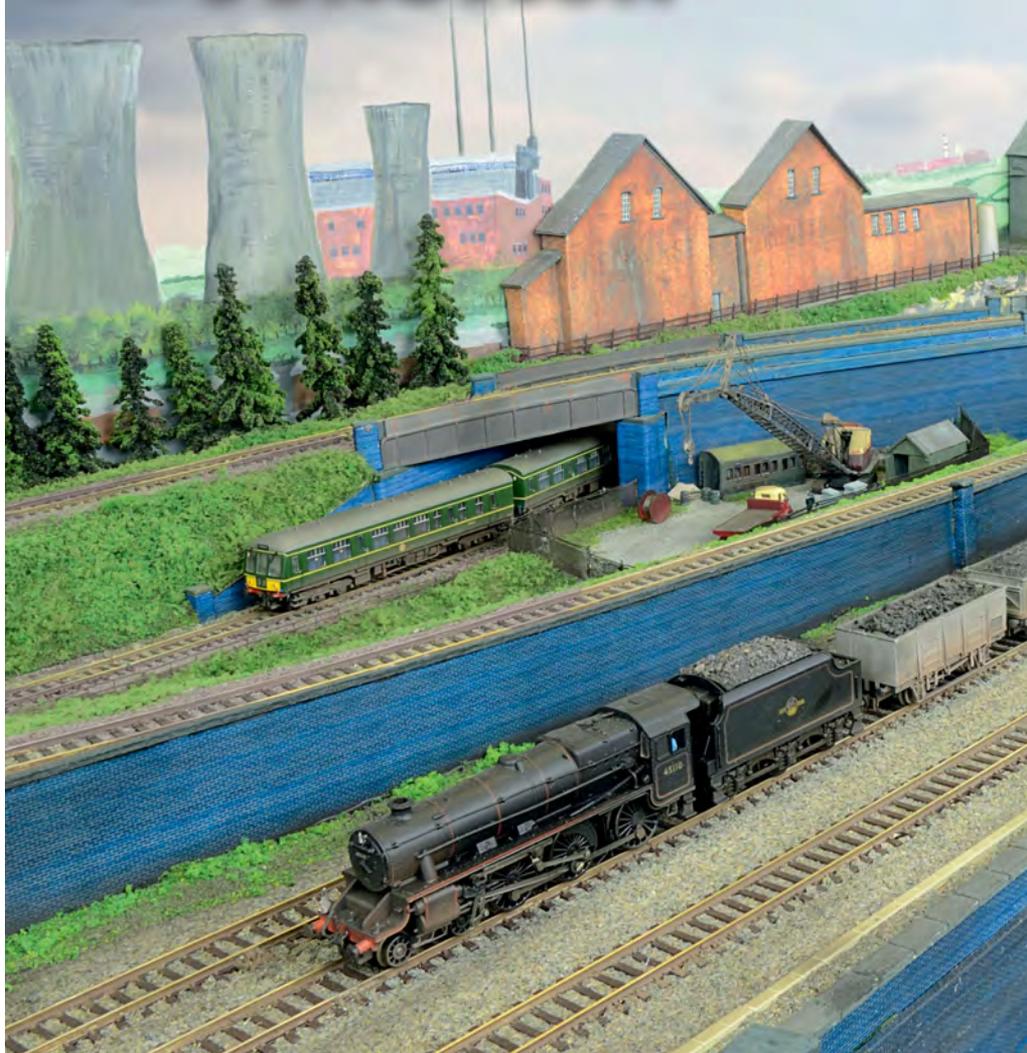
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Exceptional value for money



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ZIMO has answered the long-standing call for a top quality economy decoder with the launch of the MX600 family. This has been achieved by focusing on what the railway modeller really needs from a basic decoder and omitting superfluous features. Advanced circuitry design has also allowed for a compact single-sided layout, only 2mm in height.

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WELCOME

THE EDITOR'S PAGE



TIME FLIES! It is incredible to think that a sector which is generally regarded as modern is now 30 years old. June marks three decades since the formation of Network SouthEast (NSE) - one of the

most passenger focused brands created by British Rail. It served millions of commuters day in, day out and covered a huge area of the country stretching from Cambridgeshire in the north to the Kent and Dorset coasts in the south.

Models of NSE rolling stock have long been popular choices for ready-to-run manufacturers, not least because of their eye catching colour scheme and this issue's Train Formations feature - one of three special items to mark the 30th anniversary - highlights just how much has been made in 'OO' gauge.

As part of our Network SouthEast coverage we are privileged to be able to bring you the first full feature on Everard Junction. This layout has attracted an incredible following on its YouTube video channel

recording a massive 26,000 followers and a total of 5 million views across the owner, Richard Warren's, 170 plus videos.

We've followed his journey ourselves online, but getting to see this layout first-hand was a great pleasure. Once you've read the feature on Everard Junction, if you haven't already, then you must check out his YouTube channel. We'll

Network SouthEast

30th ANNIVERSARY

also be uploading exclusive video footage shot by the *Hornby Magazine* team later this month on the magazine website.

May has seen a bumper crop of new products land in our offices for review - and not just for 'OO': we've had brand new models in 'N' and 'O' gauges too. The highlight for many surely has to be Hornby's Class 71 Southern Region electric - a model that the *Hornby Magazine* team

has been itching to get their hands on! In addition we've also got full reviews of the Bachmann 'N' gauge GWR '64XX' 0-6-0PT and Heljan 'O' gauge 'Warship', both of which are superb creations.

The popularity and increase in readily available 'O' gauge models has prompted a new project in the *Hornby Magazine* test room too with construction of a brand new 16ft x 10ft 7mm scale layout commencing during May. This big project will be developed gradually over the coming months inbetween other modelling work giving us full capability to test models in real world situations in all three major scales. You can read all about the first phase of development in Staff Projects.

And finally, June marks the arrival of the Great Central Railway Model Event where we will be exhibiting Shortley Bridge. If you are coming to the show do come over to the *Hornby Magazine* stand and layout and say hello.

Happy modelling!

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE THIS MONTH

EXCLUSIVE

60 Read our first full review of Hornby's new 'OO' gauge Class 71 Bo-Bo electric and visit hornbymagazine.com to see it running.

Network SouthEast 30th ANNIVERSARY

Network SouthEast train formations and Railway Realism mark this milestone.

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EXCLUSIVE FIRST HORNBY'S REVIEW Southern Region Class 71 Bo-Bo electric

REALITY CHECK BR'S BO-BO THIRD-RAIL ELECTRIC

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Heljan delivers 'O' gauge WARSHIP

OXFORD PLANS NEW 'OO' PROJECTS
HELJAN REVEALS SHUNTERS FOR 'O'

REALITY CHECK

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BR'S BO-BO THIRD-RAIL ELECTRIC

LAYOUT FEATURES

Low Yard Junction: Gary Atkinson took a change of direction to model the popular transition era. This busy 'N' gauge layout is the result.

Everard Junction: Widely viewed on YouTube, Richard Warren's superb 'OO' gauge Western Region loft layout makes its debut in print.

Horsley Bank: Steve Howe wanted to build a layout that could fit on the kitchen table and Horsley Bank is the result. We bring you the full story on this compact shunting layout.

SEE PAGES 16, 48 & 90

BR Carflat and digital sound join OXFORD LINE UP



THE BR DIAGRAM 1/088 Carflat wagon is the latest product to be announced for 'OO' gauge by Oxford Rail alongside Digital Command Control (DCC) sound fitted versions of its steam locomotives, eight new versions of its seven-plank open wagon and under development North British four-plank open.

The Carflats were introduced by BR in the 1960s and were built using redundant underframes for LMS carriages. These open vehicles were used on car carrying trains and later on the Motorail branded services operated by BR.

Oxford Rail is producing three versions for release in the first quarter of 2017. These are in original ex-works BR maroon with black underframe (Cat No. OR76CAR001), BR maroon

with fading and weathering (OR76CAR002) and BR Motorail blue (OR76CAR003). All three will be supplied with separate chocks for fitting after purchase and without vehicles. The price is expected to be £29.95.

DCC sound versions of the Adams 'Radial' 4-4-2T and the new 'Dean Goods' 0-6-0 are on the cards, including a new version of the 'Radial' in Southern Railway black as 3520. The 4-4-2T will

also be available with sound on the previously announced versions of No. 5 in East Kent Railway green and 3522 in Southern Railway olive green. Standard DCC ready versions of all three will also be released.

Sound versions of all three of the first 'Dean Goods' locomotives will be available with each using an ESU LokSound V4.0 decoder connected to the same manufacturer's 11mm

Oxford Rail shows 'Dean Goods' and



Oxford Rail's 2016 model projects are advancing rapidly with decorated samples of its GWR 'Dean Goods' 0-6-0 and three new wagons revealed in May.

The 'Dean Goods' is being released as 2309 in GWR lined green (Cat No. OR76DG001), 2409 in BR black with early crests (OR76DG002) and as 2475 in GWR unlined green (OR76DG003). All three are subject to revisions before production commences

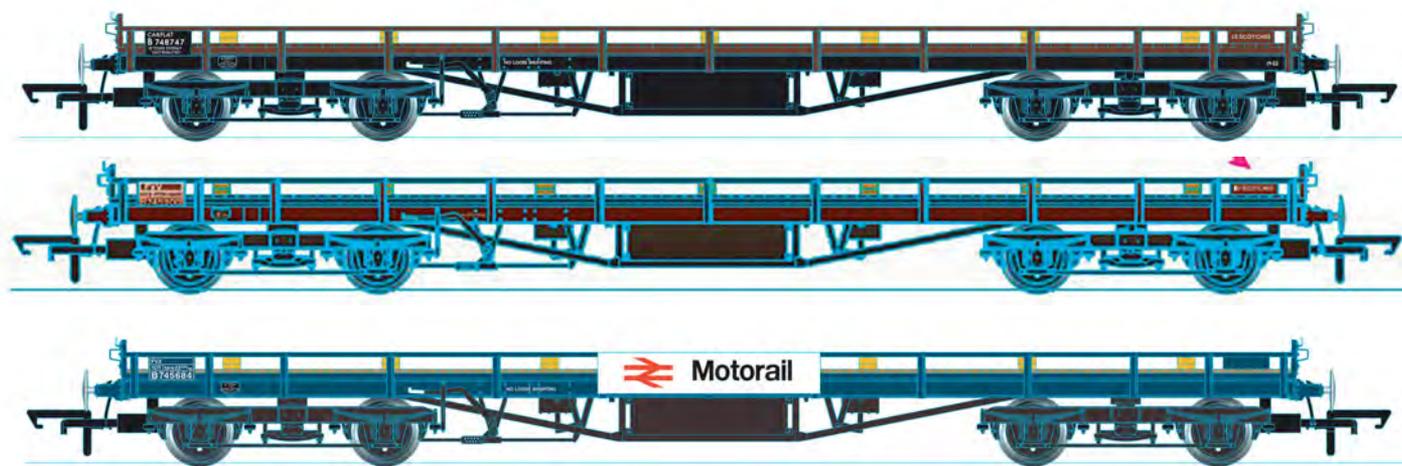
including correcting the position and alignment of the cabside numberplates. Release, at £112.95 each, is expected in the third and fourth quarters of 2016.

Also revealed by Oxford Rail are decorated samples of its LNER cattle wagon, LNER six-plank open wagon and North British four-plank open wagon ahead of their forthcoming release in July/August. Prices for these new wagons start at



£9.95 for the four-plank and rise to £10.95 for the cattle wagon.

● Visit www.oxfordrail.com for more information.



x 15mm cube speaker.

The tooling for the 'Radial' is being modified to have a built-in sound enclosure with the 'Dean Goods' being similarly treated before production commences. Sounds will be a combination of authentic recordings where possible, and generic sounds.

The sound fitted Adams '0415' will be priced at £199.95 while the 'Dean Goods' with sound will have a retail price of £209.95.

Completing Oxford Rail's mid-year announcements are a new range of liveries on its seven-plank open wagon covering four private owner liveries and BR grey in single and triple packs with a choice of weathered and pristine finishes. Two further liveries have also been announced for the North British four-plank or Lothian Coal Co 792 and United Collieries 6439. See Table 1 for the full list of new product announcements.

TABLE 1 - OXFORD RAIL MID-YEAR ANNOUNCEMENTS 2016

PRODUCT	CAT NO.	PRICE	RELEASE
GWR 'Dean Goods' 0-6-0 2309, GWR lined green with sound	OR76DG001XS	£209.95	Q3
GWR 'Dean Goods' 0-6-0 2409, BR black with sound	OR76DG002XS	£209.95	Q3
GWR 'Dean Goods' 0-6-0 2475, GWR unlined green with sound	OR76DG003XS	£209.95	Q3
LSWR '0415' 4-4-2T No. 5, EKR green with sound	OR76AR005XS	£199.95	Q4
LSWR '0415' 4-4-2T 3522, SR olive green with sound	OR76AR006XS	£199.95	Q4
LSWR '0415' 4-4-2T 3520, SR black	OR76AR007	£104.95	Q4
LSWR '0415' 4-4-2T 3520, SR black with sound	OR76AR007XS	£199.95	Q4
Seven-plank open, BR grey, pristine	OR76MW7013	£9.95	Q3
Seven-plank open, BR grey, pristine triple pack	OR76MW7014	£29.95	Q3
Seven-plank open, BR grey, weathered	OR76MW7015	£9.95	Q3
Seven-plank open, BR grey, weathered triple pack	OR76MW7016	£29.95	Q3
Seven-plank open, Wigan Coal and Iron Co A147	OR76MW7017	£9.95	Q3
Seven-plank open, Fulton 602	OR76MW7018	£9.95	Q3
Seven-plank open, Phillips George and Co 251	OR76MW7019	£9.95	Q4
Seven-plank open, Barton and Co 321	OR76MW7020	£9.95	Q4
BR Carflat, BR maroon	OR76CAR001	£29.95	Q1 2017
BR Carflat, BR maroon faded	OR76CAR002	£29.95	Q1 2017
BR Carflat, BR Motorail blue	OR76CAR003	£29.95	Q1 2017
NBR four-plank open, Lothian Coal Co 792	OR76MW4005	£9.95	Q4
NBR four-plank open, United Collieries 6439	OR76MW4006	£9.95	Q4

wagon samples...



Two shunters for 'O' from Heljan

Heljan has announced that it will be producing two new 'O' gauge ready-to-run diesel shunters: the BR Class 03 and Hunslet Class 05.

The 'O' gauge Class 05, launched in 'OO' by Heljan in 2015 (pictured above), is first for release with a target of 2017 and a price tag of £495. It will model the Type A variant with six unnumbered models planned. They are BR plain green (Cat No. 2590), BR with 'wasp stripe' ends (2591), BR blue with 'wasp stripes' (2592), industrial

yellow (2593), industrial dark blue (2594) and industrial maroon (2595).

Heljan says CAD drawing work for the model has been approved and the first sample is being made.

The Class 03 is in development, but Heljan has not announced a price or release date yet. However, it has confirmed the 0-6-0 will cater for conical and 'flowerpot' exhausts and will model the class in as-built vacuum braked condition.

● Visit www.heljan.dk for more information.

Final call for... **THE GREAT CENTRAL**



Soar Valley Model Railway Club's 'O' gauge Charnwood Forest Branch is one of 71 layouts booked to attend the Great Central Railway Model Event on June 17-19.

STOP PRESS: 'B12' LIVERIES REVEALED



AS HORNBY MAGAZINE closed for press Hornby Hobbies revealed the first decorated samples of its LNER 'B12' 4-6-0 for 'OO' gauge.

The Great Eastern section 4-6-0 was announced in November 2015 as part of Hornby's 2016 range and is being released as 8573 in LNER lined apple green (Cat No. R3430), 61533 in BR lined black with early crests (R3431) and 61580 in BR black with late crests (R3432).

Hornby's model represents the 'B12/3' variant which was created by fitting larger boilers to the original locomotive frames

All will be fitted with an 8-pin DCC decoder socket in the tender and will be priced at £144.99 each. Release is anticipated at the end of 2016.

● Visit www.hornbymagazine.com for all the latest news updates as they happen and more on the Hornby 'B12'.

MODEL EVENT

MORE THAN 150 stands, five full-size locomotives, a 10¼in gauge Class 60 and garden railway are set to take part in the Great Central Railway's Model Event on the weekend of June 17-19.

The three day event will see 71 layouts, 61 traders, 12 societies and seven demonstrations come together at Loughborough, Quorn and Rothley stations on the preserved double-track main line.

Highlights include the Gauge 3 layout Blackgang at Rothley which offers a 75ft x 45ft 'L' shape running line, live steam garden models at Loughborough and a model of a Brush Class 60 to 10¼in gauge in the main arena at Quorn.

Quorn will be the focus of activity during the weekend as the only station site with parking availability and huge marquees to provide the area for model railways and traders of all shapes and sizes. Highlights include Soar Valley Model Railway Club's Charnwood Forest Branch in 'O' gauge (HM99/HM100), *Hornby Magazine's* Shortley Bridge and Felton Cement Works in 'OO' (HM107) and many more. Railway Vehicle Preservation is also set to display its under construction diesel brake tender which is now entering the final phases of its build.

Five locomotives are booked to be



THE DETAILS

Event:	Great Central Model Event
When:	June 17-19 2016
Where:	Great Central Railway, Quorn and Woodhouse Station, LE12 8AG
Time:	Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Website:	www.gcrailway.co.uk/modelevent
Prices:	Adult £18, children £10, family (1+3) £28, family (2+3) £45

operating the intensive passenger service between Loughborough and Leicester North. Steam power rostered for the event are GWR 'Modified Hall' 6990 *Witherslack Hall* and LMS 'Black Five' 45305. Three diesels will be running through the weekend with Class 25 D5185 booked for Friday, Class 45 45041 on Saturday and

Class 37/7 37714 on Sunday. In addition a DMU shuttle with the line's resident Class 101 will be operating between Loughborough and Rothley. The full timetable will be available on the event website in the run up to the show.

● **Visit www.gcrailway.co.uk/modelevent for full details of the event and tickets.**

Golden Valley evaluates Janus



The working prototype for Golden Valley Hobbies new 'OO' gauge Janus 0-6-0 shunter has arrived for evaluation. The Yorkshire Engine Company diesel shunter is being produced exclusively for Golden Valley by Oxford Rail.

It is now moving onto the decoration stage and Golden Valley says there will be modifications to make the handrails straighter and reduce gear noise.

An 8-pin DCC decoder socket has also been confirmed together with provision for digital sound. It will be designed to suit fitting of a LokSound V4.0 sound with an ESU 11mm x 15mm cube speaker (Cat No. 50321).

Prices and delivery dates have still to be confirmed for the Janus.

● **For more information visit www.goldenvalleyhobbies.com.**

FULL TILT TALK

Forest of Dean Model Railway Club is hosting a talk with former Advanced Passenger Train tilt system engineer Kit Spackman on the APT. The talk is on Friday July 1 from 7pm at Westbury-on-Severn Parish Hall, Gloucestershire. Tickets are priced at £5 for adults and £3 for club members.

● **E-mail jonbeales213@btinternet.com for more details.**

Hornby shows Peckett first shots

Hornby has received the first complete sample of its Peckett 'W4' 0-4-0ST for 'OO' gauge. Release is expected in December 2016 with a price of £79.99 per model.

The Peckett will offer a new choice of industrial steam locomotive and features a die-cast metal saddle tank and running plate with plastic injection moulded detail pieces to allow for variations between locomotives.

The model will be released in three liveries - light green, dark green and blue, all



with lining - and a 4-pin DCC decoder socket will be provided following the pattern established by the Sentinel four-wheel diesel shunters.

● **Visit www.hornby.com for more information.**

Kernow '1361' tooling starts



Tooling work to produce models of all five '1361' 0-6-0STs has been started for Kernow Model Rail Centre's exclusive 'OO' gauge product. It is being manufactured in China through DJ Models.

The new tooling is to allow for unique features of all five locomotives to be catered for. A sixth version has also been announced - 1361 in works photographic grey (Cat No. K2201A). The '1361's' will have

a 6-pin DCC decoder socket as well as a coreless motor.

Prices are now £134.99 for pristine versions and £144.99 for weathered with a £10 discount for pre-orders. The original price has been amended to cover additional tooling costs, but KMRC has stated that all pre-orders placed before May 2016 will be honoured at the previous price.

● **For more information visit www.kernowmodelrailcentre.com**

'MERCHANT NAVY' MOVES TO 2017



HORNBY'S 'OO' gauge air-smoothed Bulleid 'Merchant Navy' class 'Pacific' has been rescheduled to 2017 following an appraisal of its 2016 range.

Four of the distinctive 'Pacifics' are planned in the first round of releases covering the first and third series locomotives. They are 21C1 *Channel Packet* in SR malachite green (Cat No. R3434), 21C3 *Royal Mail* in SR malachite green (R3435), 35028 *Clan Line* in BR lined green

with early crests (R3436) and 35023 *Holland Afrika Line* in BR lined green with early crests and Twin Track Sound (R3382TTS).

The 'Merchant Navy' isn't the only model to move into 2017 and the manufacturer has published a revised release schedule for a selection of locomotives and rolling stock with some transferring to the 2017 range and others withdrawn.

Amongst those withdrawn are five Hornby Twin Track Sound locomotives from the 2016 range, including GWR 'Castle' 4-6-0 5050 *Earl of St Germans* (R3383TTS), SR 'Schools' 4-4-0

30933 *King's Canterbury* (R3386TTS) and Class 60 60012 in EW&S maroon and gold (R3389TTS).
 ● See Table 2 for the full list and visit www.hornby.com for more information.

TABLE 2 - HORNBY MODELS RESCHEDULED TO 2017

CAT NO:	DESCRIPTION		
R3382TTS	SR 'Merchant Navy' 4-6-2 35023 <i>Holland-Afrika Line</i> , BR lined green, early crests	R4741	Pullman Third Class Kitchen Car Car No.58
R3385TTS	BR 'Black 5' 4-6-0 45116, BR lined black, early crests	R4742	Pullman Third Class Brake Car Car No.162
R3394TTS	RailRoad Class 20 20163 with TTS Sound, BR blue	R6743	Four-plank wagon Westleigh Stone & Lime Co. Ltd
R3397	LMS Suburban Passenger Train Pack	R6744	Four-plank wagon North Bitchburn Coal Co. Ltd
R3402	LNER Queen of Scots Train Pack	R6745	Four-plank wagon Hingley & Sons Ltd
R3404	LMS Fowler '4P' 2-6-4T 42334, BR lined black, late crests	R6746	Four-plank wagon Stephens & Co.
R3422	SR Adams '0415' 4-4-2T, 3125, SR black with Bulleid lettering	R6747	Five-plank wagon Walter Burt
R3423	SR Adams '0415' 4-4-2T 30583, BR lined black, late crests	R6748	Five-plank wagon Foster Wilson
R3434	SR 'Merchant Navy' 4-6-2 21C1 <i>Channel Packet</i> (air-smoothed), SR malachite green	R6749	Five-plank wagon Farndon
R3435	SR 'Merchant Navy' 4-6-2 21C3 <i>Royal Mail</i> (air-smoothed), SR malachite green	R6750	Five-plank wagon Shap Tarred Granite
R3436	SR 'Merchant Navy' 4-6-2 35028 <i>Clan Line</i> (air-smoothed), BR lined green, early crests	R6772	EWS 100ton tank wagon
R3445	SR 'West Country' 4-6-2 34032 <i>Camelford</i> (air-smoothed), BR lined green, early crests	R6773	BR Ferry Van VIX
R3451	LNER 'B1' 4-6-0 61032 <i>Stembok</i> , BR lined black, early crests	R6774	BR Ferry Van VJX
R3452	GWR 'Grange' 4-6-0 6825 <i>Llanvair Grange</i> , BR lined green, late crests	R6775	SR Vent Van
R3453	BR 'Black Five' 4-6-0 45274, BR lined black, late crests	THE FOLLOWING ITEMS HAVE BEEN WITHDRAWN FROM THE 2016 RANGE:	
R3454	GWR 'Castle' 4-6-0 5076 <i>Dryslwyn Castle</i> , GWR 'shirtbutton' lined green	R3383TTS	GWR 'Castle' 4-6-0 5050 <i>Earl of St Germans</i> , BR lined green, early crests
R3455	GWR 'Star' 4-6-0 4013 <i>Knight of St Patrick</i> , GWR lined green	R3386TTS	SR 'Schools' 4-4-0 30933 <i>King's Canterbury</i> , BR lined green, late crests
R3458	SR 'Schools' 4-4-0 921 <i>Shrewsbury</i> , SR black with Bulleid lettering	R3387TTS	BR 'Britannia' 4-6-2 70001 <i>Lord Hurcomb</i> , BR lined green, early crests
R3468	SR 'Battle of Britain' 4-6-2 34077 603 Squadron (rebuilt), BR lined green, late crests	R3389TTS	Class 60 60012 EW&S maroon and gold
R3473	Class 56 56108 BR Railfreight grey with red stripe	R3391TTS	Class 31 31239, BR blue
R3484	Class 08 13363, BR green, red con rods	R3442	LMS 'Princess Coronation' 4-6-2 6237 <i>City of Bristol</i> (streamlined) LMS lined maroon
R3485	Class 08 08644 <i>Laira Diesel Depot</i> , BR blue	R3446	LNER 'O1' 2-8-0 6359, LNER black
R3494	Railroad LMS 'Black Five' 45025, BR lined black	R3470	Class 31 D5509, BR green
R4131C	BR (Ex-LMS) 68' Dining/Restaurant Car, Maroon	R3472	Class 56 56018 EWS maroon and gold
R4234B	BR (Ex-LMS) Corridor 1st Class Maroon	R3474	Class 90 90015 <i>The International Brigades</i> , Virgin Trains
R4235C	BR (Ex-LMS) Corridor 3rd Class Maroon	R3475	Class 90 90014 <i>Norfolk and Norwich Festival</i> , Greater Anglia
R4236C	BR (Ex-LMS) Corridor Brake 3rd Class Maroon	R3492	RailRoad Class 20 20059, Railfreight grey with red stripe
R4572A	LNER Thompson Non-corridor (Lavatory) Composite Coach, Teak	R3493	RailRoad Class 87 87026 <i>Sir Richard Arkwright</i> , BR blue
R4573A	LNER Thompson Non-corridor 3rd Class Coach, Teak	R4178C	BR (ex-LNER) Gresley Corridor Composite Brake Crimson and Cream
R4574A	LNER Thompson Non-corridor 3rd Class Brake Coach, Teak	R4179B	BR (ex-LNER) Gresley Corridor 1st Class Coach, Crimson and Cream
R4738	Pullman First Class Parlour Car <i>Lydia</i>	R4180B	BR (ex-LNER) Gresley Corridor 3rd Class Coach, Crimson and Cream
R4739	Pullman Third Class Parlour Car Car No.34	R4181B	BR (ex-LNER) Gresley Corridor Buffet Coach, Crimson and Cream
R4740	Pullman First Class Kitchen Car <i>Argus</i>	R4745	BR '2-SET W' Coach Pack
		R6764	Departmental ZCV (Tope) Wagon

Locomotion commissions glossy '71'

Locomotionmodels.com has commissioned Hornby to produce a limited edition run of its forthcoming 'OO' gauge Class 71 Bo-Bo electric locomotive (see Reviews) as E5001 in BR green (Cat No. R3378). E5001 was saved for the

National Collection and is on loan to the Barrow Hill Engine Shed Society where a repaint into BR green is planned. This version of the model will feature a gloss finish to replicate that intended for the prototype. Priced at £159.95 each,



plus postage and packing, 250 models will be available. Release is anticipated for July 1.

● Visit www.locomotionmodels.com for more information and the full range.



Cobalt iP digital

525,000 plus changes and still going... counted on its own internal switches!

A look behind the scenes @DCCconcepts:

Every time we produce a batch of Cobalt motors, we take random samples from the batch and test them until they no longer work perfectly!

What's more, while that is of course important, we don't just test them for reliable changing... We count all our tests two ways, watching both the commands to change sent from the Tester AND reading the feed-back from Cobalts own on-board S.P.D.T. switches.

We also analyse every single test, trying to make every Cobalt motor a little better every single time...

The result? Cobalt tests now exceed 500,000 changes per test... with little no change in the operating quality

So why are Cobalt iP Digital and Cobalt iP Analog so reliable?

- Tooling is replaced before it wears and the case is made from super-stable plastics
- Gearing is made from really long-life engineering plastics created for gearing use.
- We use Gold plated Phosphor-bronze contacts & we harden switching PCB tracks for low wear.

So - What does such high reliability mean for YOU? We think it means a lot!

An example? we offer a lifetime warranty: However - What's it worth unless we know what a lifetime may be? In the case of Cobalt iP we now KNOW that the average Cobalt iP turnout motor, Digital or Analog will out-last us all as the tests we put them through equal more than 200 years "On-layout" use...

So our LIFETIME warranty is a real benefit to YOU: We like that!

Cobalt point motors & all other DCCconcepts products are distributed world-wide by DCCconcepts Pty. Ltd
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DCC CONTROL



DCC01 Prodigy Express System £149.95



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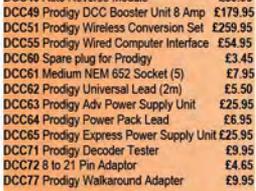
DCC04 Prodigy Advance2 System £279.95



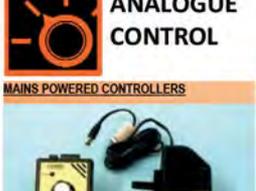
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DCC08 Prodigy Advance2 System £279.95



DCC09 Prodigy Advance2 System £279.95



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GMC-DO Twin Track O Scale £169.95
GMC-DS Twin Track Simulation £169.95
GMC-TS Three Track Simulation £174.95



GMC-Q Four Track £179.95



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GMC-100 O Single Track O Scale £44.95
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GMC-UO Single Track Simulation O Scale £59.95
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GMC-SS2 Station Stop Unit £39.95



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GMC-PM1 SEEP Motor with Built-In Switch £5.50
GMC-PM2 SEEP Motor No Switch £4.95
GMC-PM4 SEEP Motor Latching Mechanism £6.25



GMC-PM10 Solenoid Point Motor £6.95
GMC-BPPM10 Solenoid Point Motor (5) £29.95
Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



GMC-PM100 Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.



GMC-PM50 Connection Boxes (3) £3.95
When you run out of wire when connecting points, simply screw the end of the wire into one end of the connection box and begin the new run of wire at the other. Fixing screws included too.



GMC-PM51 Tripled Point Motor Wire 10m £6.95



GMC-PM52 Point Motor Accessory Pack £2.95
This set also includes five ballast stickers which come with a pre-cut slot, which allow you to hide the hole in your baseboard created when you drill a hole in your baseboard for your point motor tiebar.



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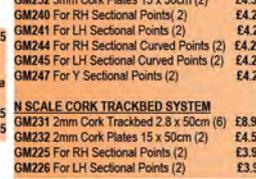
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GM96 900mm N/Silver Blk Flexi Track (24) £54.95
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GM58 N Buffer Stop Lights (Pack of 2) £9.95
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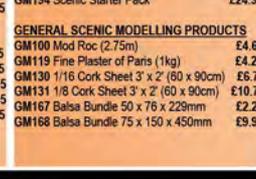
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GM215 Point & Crossing Ballasting Kit £7.95

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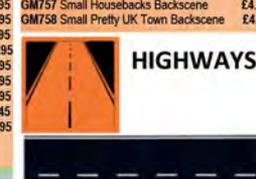
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GMC-PCSET Point Control Starter Set £49.95
Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.



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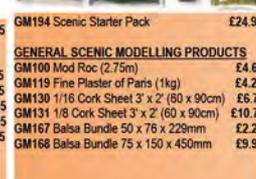


GMC52 Multi Scale Track Tester £4.95

SCENICS



AXLE-HUNG TRACK CLEANING PADS
GM37 OO/HO Track Cleaning Pads (3) £5.75
GM39 N Track Cleaning Pads (3) £5.75



TRACK TESTER
GMC52 Multi Scale Track Tester £4.95

STARTER PACK



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GM119 Fine Plaster of Paris (1kg) £4.25
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ROADSIDE CRASH BARRIERS
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OO SCALE LASER CUT BUILDINGS



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OO SCALE "FORDHAMPTON" PLASTIC KITS
Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.95



GM402 Fordhampton Signal Box £10.95



GM403 Fordhampton Footbridge £17.95



GM404 Fordhampton Level Crossing £11.95



GM405 Fordhampton 60s Estate House £15.95



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- GMKD06 Two Shop Unit with Glazing £6.75
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- GMKD12 Small Signal Box £6.45
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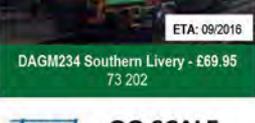
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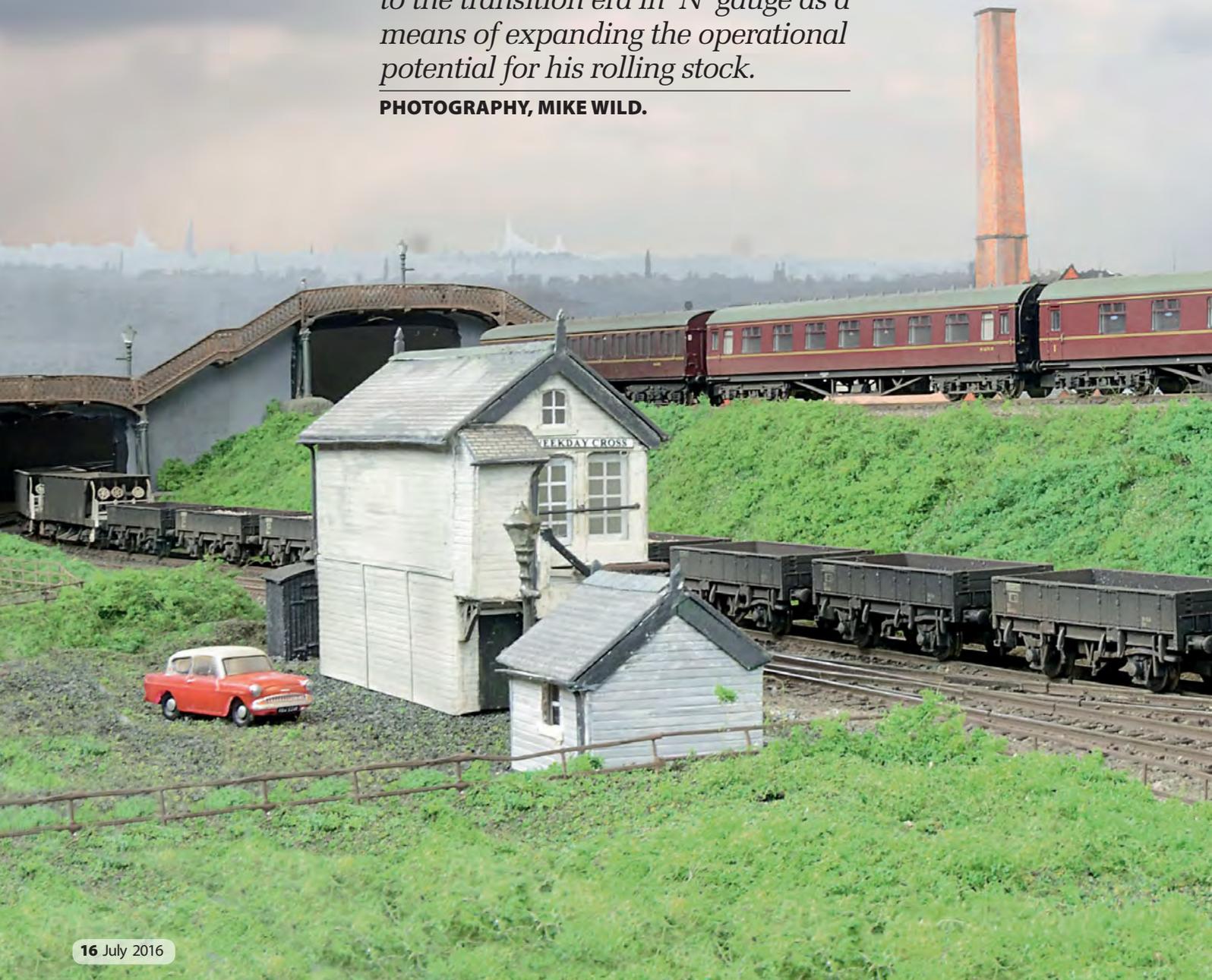
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Low yard JUNCTION

*Seeking a change of scene from his Woodhead and wartime modelling activities, **GARY ATKINSON** turned to the transition era in 'N' gauge as a means of expanding the operational potential for his rolling stock.*

PHOTOGRAPHY, MIKE WILD.



STATISTICS

Owner:	Gary Atkinson
Scale:	'N'
Length:	14ft
Width:	3ft
Track:	Peco code 55 and code 80
Control:	Analogue
Period:	BR 1950s/1960s, Great Central Main Line

 **Right:** A Class 03 draws stock out of the carriage sheds.

 **Below:** A 'WD' 2-8-0 leads a ballast working along the main line as a 'Jubilee' 4-6-0 heads a short passenger working down the incline from the upper branch.



I HAVE BEEN MODELLING IN 'N' gauge for the past 25 years and in that time I've built a number of layouts covering subjects as diverse as the modern railway, preservation, the Second World War and lines like the Woodhead route, including its electrification. However, until now I have never modelled the highly popular transition era of the late-1950s and early-1960s.

The past decade has seen a massive increase in the quality and quantity of

ready-to-run products and nowhere has this been more pronounced than in 'N' gauge. When Bachmann took over the Graham Farish brand in 2000 'N' gauge didn't have the best reputation for detail and performance. All that has been completely turned around in all respects and we now enjoy a greater variety of top quality models. I wanted to own and run these fantastic new models, but in turn that meant I wanted a realistic setting in which to enjoy them. Running '9Fs' and 'WDs' on a late-1960s Woodhead layout wouldn't be authentic. >>



SETTING THE SCENE

Low Yard Junction is the result. It is based on former Great Central Railway (GCR) lines around Nottingham. Being the last great main line of the steam era, opened in 1899, it linked Manchester in the north with London, terminating at Marylebone on the west of the capital.

On its route it passed through major cities including Sheffield, Nottingham and Leicester and provided one of the fastest routes to the capital in its early years. Modelling the GCR meant taking stock of the area it travelled through. The GCR had a more open feeling than other main lines with greater space being provided for yards to allow for future expansion. Island platforms were also a significant

feature of its station designs while the whole route was engineered to the larger European loading gauge and had a ruling gradient of 1-in-176. Level crossings were kept to a minimum with just one on the London Extension at Beighton in Sheffield.

Low Yard Junction has a freelance trackplan and features a double-track main line with a passing loop, two branch lines, a locomotive shed and a set of carriage sidings – something that I haven't seen modelled before in 'N' gauge. To operate all this there are three storage yards. The main yard is located behind the scenic section and completes the continuous run. At the centre of this are cassette locations allowing trains from the branches to be turned back without the need for handling

or a great deal of pointwork. In addition, there are two further storage yards at right angles to the scenic section which provide the terminating point for the branch lines. These feature a combination of cassette and plain track storage roads.

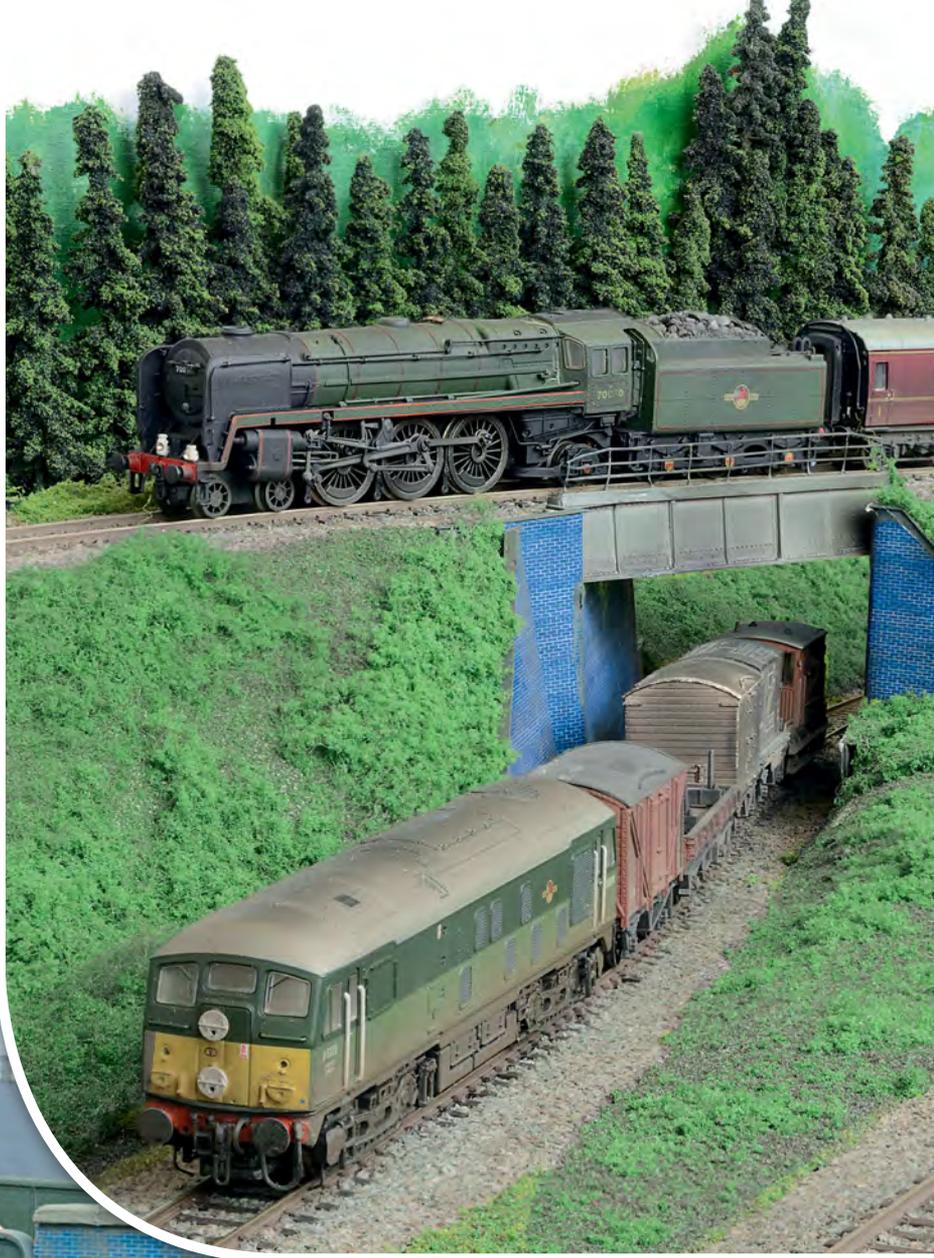
The baseboards were built from 6mm plywood braced with 1in x 1½in timber. Cork floor tiles are glued to the baseboard surface for the trackbed. The track is Peco code 55 for the scenic area and code 80 in the storage yard. Peco point motors are used throughout connected to a large mimic panel above the main storage yard. A separate panel containing six analogue controllers bolts onto the back of the layout to take charge of all train movements.

The track has been ballasted with Peco



03 Right: A Class 24 powers up the grade from the lower level branch to join the main line as a 'Britannia' passes above with a passenger working.

04 Below: A BR 'Britannia' 4-6-2 passes under the disused railway bridge as it approaches Low Yard Junction.



material. Several shades of grey are used and mixed with wallpaper paste and wood glue. This mix is applied to the track and levelled with the sleeper tops to disguise their height. The sides of the rails are painted with track colour and the ballast is then airbrushed with matt black in certain areas to give it a tonal effect.

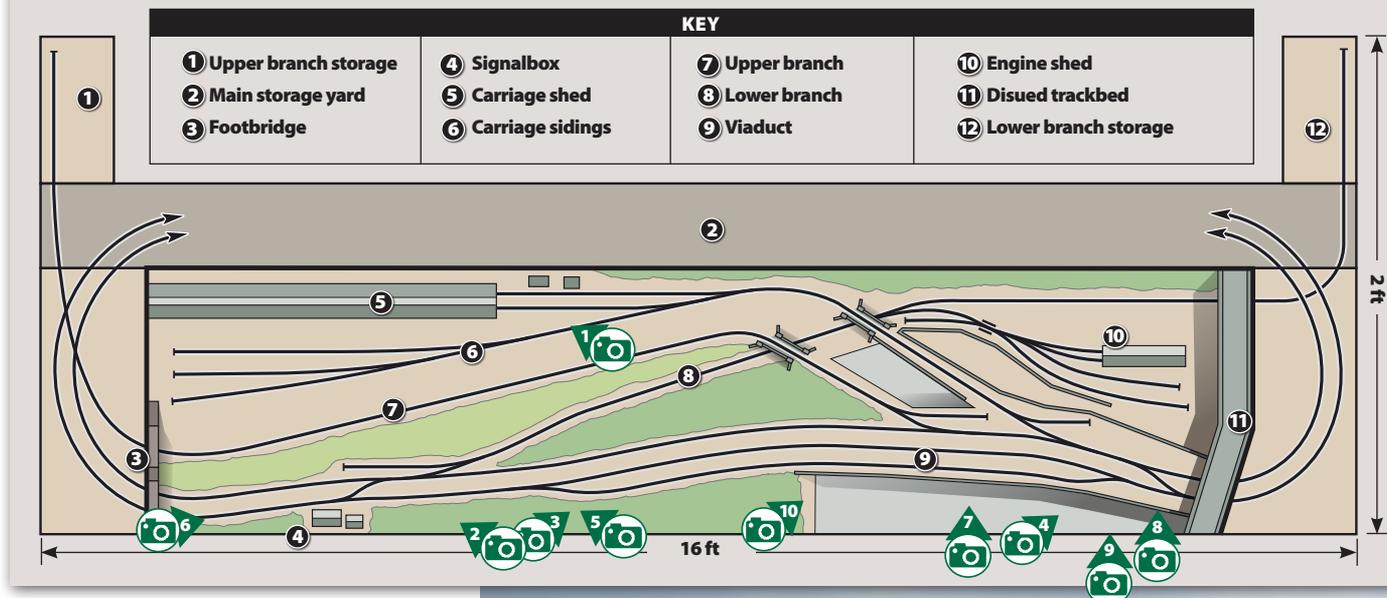
BUILDINGS FROM SCRATCH

While Low Yard Junction has a clear railway theme there are still a number of buildings and structures around the scene. These are a mixture of scratchbuilt, kit built and modified kit structures.

The most prominent is the blue brick viaduct at the 'city' end of the layout. This is a simple structure made from card covered with brick paper with balsa wood for the stone cappings. It features two roads passing underneath as well as a lit pedestrian walkway under the lower end as the railway enters the 'country' section.

The signalbox, factory buildings and engine shed are all modified kits which started life as Metcalfe products. The signalboxes have been given different finishes to more accurately represent Great Central designs. This has been done with a combination of brick papers and paints while each has also been further >>

LOW YARD JUNCTION TRACK DIAGRAM (NOT TO SCALE)



detailed with gutters and drain pipes.

The large carriage shed was assembled using components from the Ratio 'N' gauge kit and plastic sheeting. The vacuum formed roof sections from the kit were sourced separately and these formed the basis for the model. It is long enough to accommodate a six-coach train under cover and makes quite an impressive backdrop to the railway.

ROLLING STOCK

The locomotives and rolling stock represent typical stock of the transition era. This continues to expand as new releases arrive and encompasses steam and diesel traction. Almost all of the locomotives are ready-to-run examples from Bachmann's Graham Farish range and Dapol with the most recent addition being a Gresley 'J39' 0-6-0.

Currently on the books for Low Yard Junction are a 'Black Five' and 'Jubilee' 4-6-0, 'WD' 2-8-0s, '9F' 2-10-0s and a 'Britannia' 4-6-2 on the steam front while classes 03, 08, 24, 31 and 37 model the 'new' form of traction. Three multiple units are available in the shape of a Class 101 two-car and Class 108 three-car DMU together with a six-car Blue Pullman unit. A Metro-Vic Co-Bo, built from a BH Enterprises kit and running on a modified Graham Farish Class 31 chassis, is also on the roster for Low Yard Junction.

One of the difficulties of a large 'N' gauge layout is putting together enough rolling stock for it, especially when it comes to running scale length trains. This has been particularly prevalent with passenger rolling stock as it takes a lot of carriages to fill the storage yard and the carriage shed roads.

Goods trains include a 50-wagon empty coal working as well as mixed goods. Shorter formations also operate on the branch lines, although due to the gradients careful choice of motive power is required.

OPERATION

Low Yard Junction offers much greater operational potential than my previous layouts. With six controllers to hand there is a lot that this layout can do >>





Right: Passenger rolling stock fills the yard at the carriage shed as a Class 31 climbs the gradient on the upper branch.



Below: With a 50 wagon empty coal train behind a BR '9F' 2-10-0 passes one of the signalboxes. In the background the carriage sidings are shunted by a Class 08 and a Class 108 DMU is held at the signal from the lower branch line to allow goods trains to pass on the main.



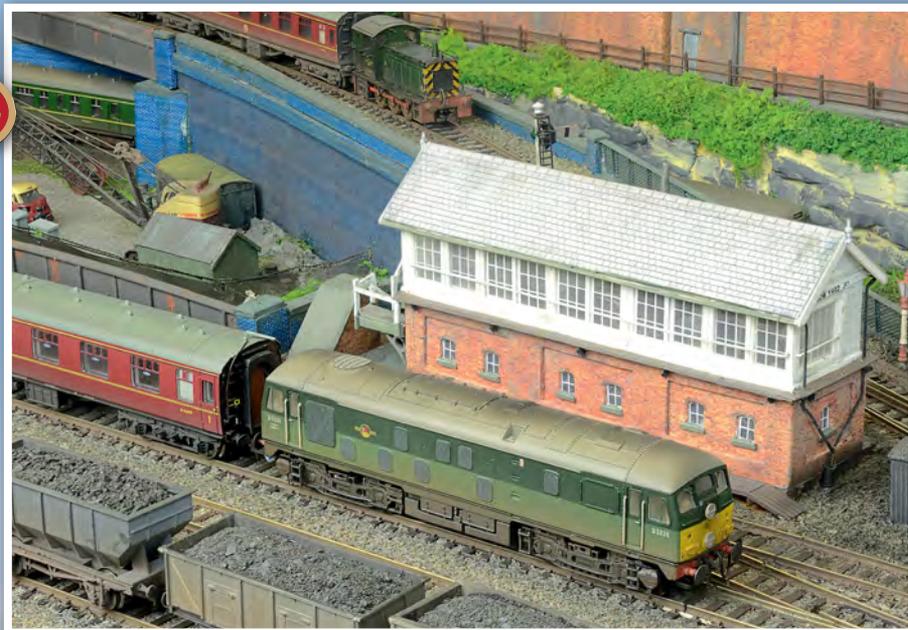
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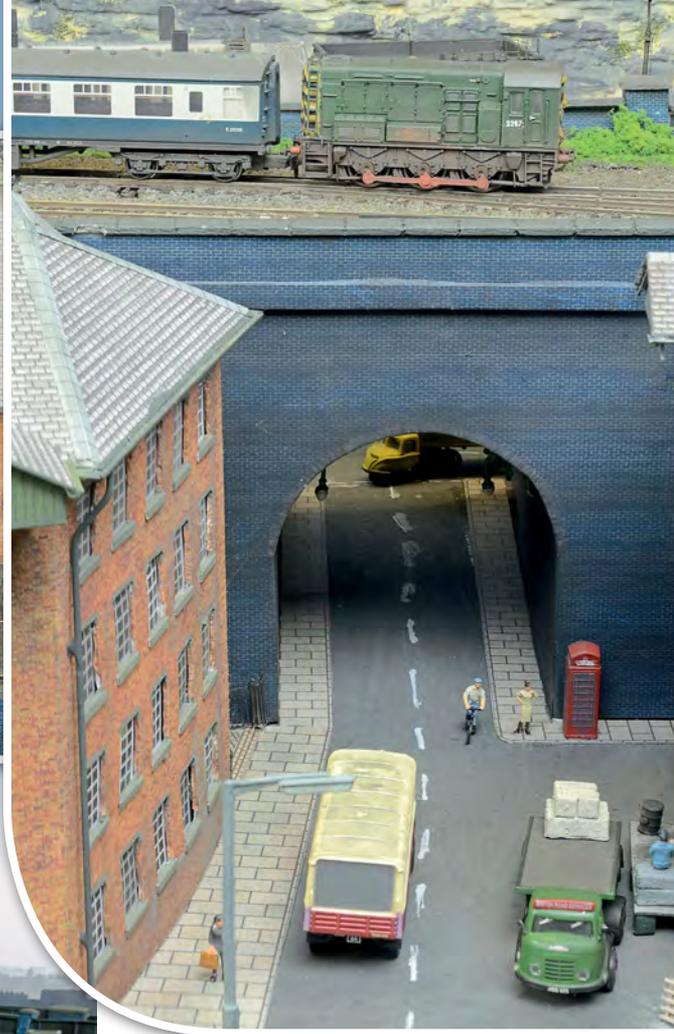
07 Right: The main signalbox for Low Yard Junction is a modified pair of Metcalfe kits, repainted and refinished.

08 Right, centre: A small locomotive depot services engines from local duties. The building is based on a Metcalfe kit.

Far right: Metcalfe based buildings line the street below the railway arches.

09 Below: A Class 101 joins the main line as a 'Black Five' passes with a long loaded coal train. On the left a Class 108 traverses the lower branch.





and with only a handful of exhibition appearances so far the operating team is still discovering its full potential.

The mimic control panel takes charge of all point operations as well as providing power switches to isolate areas of track. Signals are also operated from the panel – these are a combination of Dapol semaphores and Eckon colour lights. The latter have been wired so they can be turned off to replicate the ‘approach lit’ system used on the Great Central Main Line.

The joy of this layout is that multiple operations can take place at the same time. Main line trains can pass while another operator shunts carriages in the yard and others drive trains on the branches. It requires communication though, as both branches join the main line to allow the trains to complete their journey, but that is all part of the enjoyment of this layout.

THE FUTURE

It has been an enjoyable layout to put together and while I limit the number of appearances it makes each year, partly due to the need to recruit a larger team of operators, it has gone down well on each outing so far.

More stock is doubtless on the cards for Low Yard Junction as new prospects become available in ready-to-run and I am looking forward to bringing the layout to the Great Electric Train Show sponsored by *Hornby Magazine* in October this year. See you there! 

● Thanks go to operators Dave Holmes and David Hancock and to Alan Petrie for painting the backscene.

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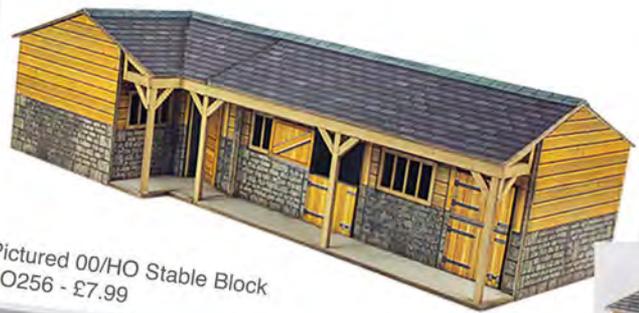
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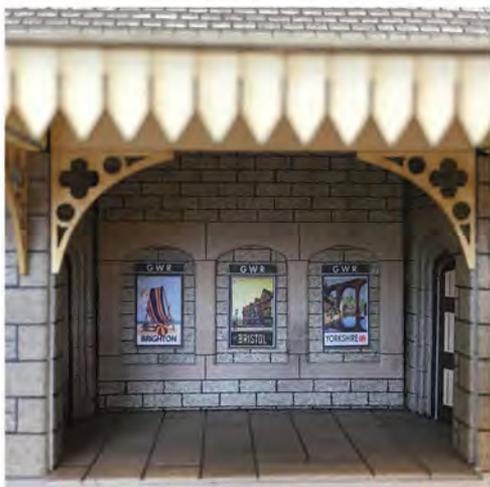
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Network South East forma

WITH THE LAUNCH OF Network South East (NSE) in 1986 came a transformation of the railway system in the South East of England which saw the wholesale repainting of its fleet of locomotives and rolling stock in a new vibrant blue, grey, red and white colour scheme. Those vehicles not immediately repainted gained Network South East branding on the bodysides, and a distinctive red, blue and grey lozenge logo on multiple unit and locomotive cab ends, seemingly overnight.

NSE territory covered many route miles and stretched from Weymouth and Exeter in the west to Harwich and Margate in the east and as far north as Banbury, Northampton, Huntingdon and King's Lynn. Within this area, NSE inherited a mixed network of long distance locomotive-hauled and multiple unit services together with intensive inner and outer suburban operations too.

Locomotive-hauled services were mainly in the hands of classes 33, 47, 50, 85 and 86 together with a mixed fleet of BR Mk 1 and pressure ventilated Mk 2 coaches. Routes included London Liverpool Street-King's Lynn, London Euston-Northampton, London Waterloo-Exeter and London Paddington-

Newbury, Oxford and Banbury. Elsewhere a varied fleet of Diesel Multiple Units (DMUs), Diesel Electric Multiple Units (DEMUs) and Electric Multiple Units (EMUs) completed the picture.

At weekends and during the summer, spare locomotive-hauled stock was utilised by other sectors which took it to far flung destinations including Hereford, Penzance and Aberystwyth. Gradual modernisation saw electrification of the Cambridge and King's Lynn services with EMUs replacing locomotive-hauled services here and on the Northampton line, new Class 159 DMUs appeared on services between Waterloo and Exeter, while Class 165 and Class 166 'Turbo' DMUs replaced the fleet on Thames and Chiltern lines.

MODEL LOCOMOTIVES

Model railway manufacturers were quick off the mark following the launch of NSE. Italian manufacturer Lima announced 'OO' gauge models of Class 50s in the new colours that year while a selection of BR Mk 1 and Mk 2b carriages followed during 1987. Hornby followed with a selection of its 'OO' models including Class 47, Class 86 and BR Mk 2 carriages in the colour scheme.

Since then manufacturers have developed more refined and detailed products with Heljan, Bachmann and ViTrains each producing a model of the ubiquitous Class 47 in original

and revised NSE colour schemes as well as a wide selection of alternative liveries to suit most needs. Hornby's highly-acclaimed Class 50 has also been released in original and revised NSE colours and is also available in BR 'large logo' blue which suits the NSE period.

Heljan's popular Class 33 appeared as NSE-liveried 33035 *Spitfire* (Cat No. 3302) and 33114 *Ashford 150* (3344), both of which were regular performers on NSE metals. The Danish manufacturer also produced a model of the Class 86, although this has yet to appear as unique 86401 *Northampton Town* in NSE livery.

Lima's Class 73 electro-diesel has also stood the test of time and still looks good alongside more detailed products, especially with the high quality paint finishes offered by Hornby, which now owns the tooling for this model. Original and revised NSE liveries have been issued. Following Dapol's recently released 'OO' gauge Class 73, it is hoped that NSE livery will soon grace this refined model too.

ROLLING STOCK

Bachmann's extensive range of BR Mk 1 and Mk 2 carriages includes many of the vehicles required to replicate the main locomotive-hauled services. The Mk 1 NSE fleet focused on the Northampton commuter services emanating from London Euston, which could run to 13 vehicles behind



To mark 30 years since the formation of Network SouthEast
MARK CHIVERS examines typical train formations over the years.

formations

Network
SouthEast
30th
ANNIVERSARY
Special

a single Class 85 electric locomotive, and the Thames and Chiltern routes out of London Paddington. The Mk 2 fleet was utilised on King's Lynn, Exeter and, increasingly, on the Thames and Chiltern services.

However, not all the required vehicles are available off the shelf as Bachmann only produces BR Mk 2 and Mk 2a vehicles, so an element of modeller's licence is required as Mk 2b and Mk 2c carriages are not currently available. This means that vehicles such as the BR Mk 2c Open Second Micro Buffet (TSO(T)) which appeared within London Waterloo to Exeter formations can't strictly be modelled off-the-shelf. Lima did at one time produce a BR Mk 2b, which could also be enhanced with some work, and can often be found second-hand at exhibitions and toy fairs.

In the early-1990s, NSE inherited a few air-conditioned Mk 2d and Mk 2e coaches for use on the Waterloo to Exeter route. Amongst them were a small number of Mk 2d First Corridors (FK) and although these aren't available in model form, they are outwardly similar to Hornby's Mk 2d FO which could be used as a substitute.

In terms of BR Mk 1 catering, King's Lynn line services used a small fleet of BR Mk 1 RMBs. Bachmann produces a version in BR blue and grey which is suitable for use within NSE liveried rakes and a version in NSE colours should be available soon to complete uniform train formations for this

line, too. Like the prototypes, original and later revised NSE colour schemes have been produced.

MULTIPLE UNITS

With such a large area to cover, Network SouthEast relied on a significant fleet of multiple units too, many of which remain unavailable ready-to-run, although manufacturers have gradually increased the number of 'OO' gauge models available.

Bachmann's range includes Classes 101, 108, 159 and 166 Diesel Multiple Units (DMUs) along with a Class 416 2-EPB Electric Multiple Unit (EMU) and Class 419 Motor Luggage Van – these latter two models operating on former BR Southern Region (SR) third-rail electrified lines. Bachmann also teamed up with Kernow Model Rail Centre to produce a Class 205 2-H Diesel Electric Multiple Unit (DEMU), which has plugged another gap for Southern modellers.

Hornby's multiple unit range includes the versatile Class 423 4-VEP EMU, which was effectively a go-anywhere third-rail unit. In addition, the manufacturer also produced a useful model of the Class 466 two-car 'Networker' EMU, although it isn't currently available, which was introduced by NSE as it modernised the fleet towards the end of its tenure, for strengthening suburban services.

In terms of DMUs, Hornby acquired the

Class 101 and Class 121 tooling from Lima which still stand the test of time. Lima also produced a model of the Class 117 DMU in NSE livery, although this model has yet to appear in the Hornby range.

Dapol announced its intention to produce 'OO' gauge Class 121 and Class 122 diesel railcars in late-2012, with development of these models now at an advanced stage. Meanwhile, in 2015 Bachmann confirmed that it is to produce a 'OO' gauge Class 117 three-car DMU together with a Class 121 diesel railcar in conjunction with Kernow Model Rail Centre. Models in NSE livery are planned.

Finally, Bachmann announced a 'OO' gauge Class 414 2-HAP EMU in March (HM107) as part of its 2016/2017 range, which fills an important gap as these units were utilised on suburban and longer distance peak commuter services on the former Southern Region.

The following list features a small selection of actual NSE train formations which can be recreated in 'OO' using off-the-shelf ready-to-run products. Whilst not exhaustive, it aims to be representative of services operated by the sector in the late 1980s and 1990s. [Table](#)

**PLEASE TURN FOR
THE FORMATIONS**

A Heljan Class 33/1 leads a uniform rake of Bachmann Mk 2s in Network SouthEast colours towards Twelve Trees Junction.



The formations



Class 50 BR 'large logo' blue (Hornby/Lima), BR Mk 2 a/b/c TSO, TSO*, BSO*, TSO(T), TSO, TSO, TSO BR blue and grey - except* NSE



Class 47/4 BR 'large logo' blue (Bachmann/Heljan/ViTrains), BR Mk 2 TSO, TSO, BR Mk 2a FK, BR Mk 1 RMB, BR Mk 2 BSO, TSO, TSO BR blue and grey
DATE: 1987 **SERVICE:** King's Lynn to Liverpool Street **LOCATION:** Cambridge



Class 33/0 BR blue (Heljan), BR Mk 2a/b/c TSO, TSO, TSO, FK, BFK*, TSO, TSO, TSO NSE - except* BR blue and grey



Class 423 4-VEP EMU NSE + Class 423 4-VEP EMU BR blue and grey (Hornby)



Class 50 BR 'large logo' blue (Hornby/Lima), BR Mk 1 TSO*, TSO*, BR Mk 2 TSO, BFK, FK, TSO, TSO, TSO NSE - except* BR blue and grey



Class 85 BR blue (Bachmann), BR Mk 1 TSO, TSO, TSO, TSO, TSO, CK, CK, TSO, TSO, TSO, BSK NSE



Class 101 two-car DMU NSE (Bachmann/Hornby/Lima)
 + Class 121 Diesel Railcar BR blue and grey (Hornby/Lima)
DATE: 1989 **SERVICE:** Paddington to Reading **LOCATION:** Southall



Class 33/0 BR blue, Class 33/1 BR blue, Class 33/0 Dutch yellow and grey (Heljan), BR Mk 2 a/b/c TSO, TSO, TSO, BFK, TSO(T), BFK, TSO, TSO, TSO NSE



Class 47/7 NSE revised (Bachmann/Heljan), BR Mk 1 TSO, TSO, CK, Mk 2a FK, Mk 2z BSO, TSO, TSO, TSO NSE



Class 50 NSE revised (Hornby/Lima), BR Mk 2a/b/c TSO, TSO, TSO, BFK, TSO(T), BFK, TSO, TSO NSE



Class 50 GW150 lined green (Hornby/Lima), BR Mk 2a/b/c TSO, TSO, FK, FK, BSO, TSO NSE



Class 73/1 NSE original (Hornby/Lima), BR Mk 1 GUV, BR Mk 2a/b/c FK, FK, BFK, FK, FK, FK, FK NSE



Class 108 two car DMU NSE (Bachmann) **DATE:** 1990
SERVICE: Corby to Kettering **LOCATION:** Corby



Class 33/1 BR blue (Heljan), BR Mk 2 a/b/c BFK, TSO NSE
DATE: 1991 **SERVICE:** Salisbury to Basingstoke **LOCATION:** Salisbury



Class 47/4 BR 'large logo' blue (Bachmann/Heljan/Vi-Trains), BR Mk 2a FK, BR Mk 1 CK, CK, FK, BR Mk 2z BSO, BR Mk 1 TSO, TSO NSE

ATIONS



DATE: 1986 **SERVICE:** Salisbury to Waterloo **LOCATION:** Waterloo



DATE: 1988 **SERVICE:** Portsmouth to Paignton **LOCATION:** St Denys



DATE: 1988 **SERVICE:** Waterloo to Bournemouth **LOCATION:** Clapham Junction



DATE: 1989 **SERVICE:** Paddington to Banbury **LOCATION:** King's Sutton



DATE: 1989 **SERVICE:** Euston to Northampton **LOCATION:** Euston



DATE: 1990 **SERVICE:** Exeter St Davids to Waterloo **LOCATION:** Gillingham



DATE: 1990 **SERVICE:** Oxford to Paddington **LOCATION:** Reading



DATE: 1990 **SERVICE:** Exeter St Davids to Waterloo **LOCATION:** West Byfleet



DATE: 1990 **SERVICE:** Waterloo to Salisbury **LOCATION:** Clapham Junction



DATE: 1990 **SERVICE:** Southampton to Waterloo Boat Train **LOCATION:** Woking



Class 416 2-EPB EMU NSE + Class 416 2-EPB BR blue and grey (Bachmann)

DATE: 1990 **SERVICE:** Charing Cross to Gillingham **LOCATION:** Waterloo East



DATE: 1991 **SERVICE:** Paddington to Oxford **LOCATION:** Taplow

NSE LIVERY 'OO' GAUGE LOCOS/MULTIPLE UNITS

CLASS	MANUFACTURER
Class 03	Bachmann/Modelzone
Class 08	Bachmann/Modelzone/Signal Box
Class 33	Heljan/Lima
Class 47	Bachmann/Heljan/Hornby/Lima/viTrains
Class 50	Hornby/Lima
Class 73	Hornby/Lima
Class 86	Hornby
Class 101	Bachmann*/Lima
Class 108	Bachmann
Class 117	Bachmann*/Lima
Class 121	Bachmann*/Dapol*/Lima
Class 159	Bachmann
Class 166	Bachmann
Class 205 2-H	Bachmann/KMRC
Class 414 2-HAP	Bachmann*
Class 416 2-EPB	Bachmann
Class 419 MLV	Bachmann
Class 423 4-VEP	Hornby
Class 466 Networker	Hornby

NOTES:

*	Forthcoming model
KMRC	Kernow Model Rail Centre

VEHICLE DESCRIPTIONS

BG	Gangwayed Brake
BSK	Corridor Brake Second
BSO	Brake Open Second
CK	Corridor Composite
FK	Corridor First
GUV	General Utility Van
RMB	Restaurant Miniature Buffet
SK	Corridor Second
TSO	Tourist Open Second
TSO(T)	Open Second (Micro-Buffer)

The formations



Class 47/7 Scotrail 'blue stripe' (Bachmann/Heljan), BR Mk 2a TSO, TSO, TSO, BFK, FK, TSO, TSO, TSO NSE



Class 50 BR 'large logo' blue + Class 50 NSE revised (Hornby/Lima), BR Mk 2 a/b/c TSO, TSO, TSO, BFK, TSO, BFK, TSO, TSO, TSO NSE



Class 73 InterCity Executive (Hornby/Lima/Dapol), BR Mk 2a/b/c TSO, TSO, TSO, BFK, FK, TSO, TSO, TSO NSE



Class 101 two-car DMU NSE (Lima/Hornby/Bachmann)
DATE: 1991 **SERVICE:** Sudbury to Marks Tey **LOCATION:** Sudbury



Class 33/0 'Dutch' yellow and grey + Class 33/1 BR blue (Heljan), BR Mk 2a/b/c TSO, TSO, TSO, TSO, BFK, TSO(T), BFK, TSO, TSO, TSO NSE



Class 33/1 NSE revised (Heljan), BR Mk 2a/b/c TSO, TSO, TSO, BFK, TSO, TSO, TSO **DATE:** 1992 **SERVICE:** Salisbury to Waterloo



Class 47/4 BR 'large logo' blue (Bachmann/Heljan/ViTrains), BR Mk 1 TSO, TSO, BR Mk 2z TSO, BR Mk 1 BSK, FK, BR Mk 2z TSO, TSO, BR Mk 1 SK



2 x Class 159 three-car DMU NSE (Bachmann) **DATE:** 1993 **SERVICE:** Yeovil Junction to Waterloo **LOCATION:** Woking



2 x Class 166 three-car DMU NSE (Bachmann) **DATE:** 1993 **SERVICE:** Oxford to Paddington **LOCATION:** Reading



Class 47/7 NSE revised (Bachmann/Heljan), BR Mk 1 BSK EMU Translator, Class 466 two-car EMU (Hornby), BR Mk 1 BSK EMU translator vehicle NSE
DATE: 1994 **SERVICE:** Class 466 Networker delivery **LOCATION:** Acton Yard



Class 416 2-EPB NSE + Class 416 2-EPB BR blue and grey + Class 416 2-EPB NSE + Class 416 2-EPB BR blue and grey (Bachmann) **DATE:** 1994



Class 423 4-VEP + Class 423 4-VEP EMUs NSE (Hornby) **DATE:** 1994 **SERVICE:** Dover Priory to Victoria **LOCATION:** Folkestone East



Class 205 2-H NSE (Bachmann)
DATE: 1995 **SERVICE:** Hastings to Ashford **LOCATION:** Hastings

ATIONS



DATE: 1991 **SERVICE:** Paddington to Oxford **LOCATION:** Pangbourne



DATE: 1991 **SERVICE:** Exeter St Davids to Waterloo **LOCATION:** Crewkerne



DATE: 1991 **SERVICE:** Plymouth to Brighton **LOCATION:** Barnham



Class 419 MLV NSE + Class 419 MLV LSE 'Jaffa Cake' (Bachmann), TTA tank grey
DATE: 1991 **SERVICE:** Ashford to Dover carriage wash **LOCATION:** Ashford



DATE: 1992 **SERVICE:** Exeter St Davids to Waterloo **LOCATION:** Gillingham



LOCATION: Clapham Junction



DATE: 1992 **SERVICE:** Paddington to Banbury **LOCATION:** Aynho Jct



SERVICE: Dartford to Charing Cross **LOCATION:** London Bridge



NOTES	
DMU	Diesel Multiple Unit
ECS	Empty Coaching Stock
EMU	Electric Multiple Unit
LSE	London and South East Sector
MLV	Motor Luggage Van
NSE	Network SouthEast

USEFUL LINKS	
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Invicta Model Rail	www.invictamodelrail.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
Replica Railways	www.replicarailways.com
VItrains	www.vitrains.it

NSE LIVERY 'OO' GAUGE CARRIAGES			
TYPE	MANUFACTURER	LIVERY	CATALOGUE NUMBER
BR Mk 1 BSK	Bachmann	LB	39-082/39-082A/39-082B
BR Mk 1 BSK	Lima	LB	L305307
BR Mk 1 BSK	Replica	LB	12123
BR Mk 1 BG	Bachmann	LB	39-176Z (SB)/39-188
BR Mk 1 CK	Bachmann	LB	39-130/39-131
BR Mk 1 FK	Bachmann	LB	39-157
BR Mk 1 GUV	Bachmann	LB	39-270Z (SB)
BR Mk 1 RMB	Bachmann	LB	39-265*
BR Mk 1 SK	Bachmann	LB	39-031/39-031A
BR Mk 1 SK	Lima	LB	L305306
BR Mk 1 SK	Replica	LB	12113
BR Mk 1 TSO	Bachmann	LB	39-057/39-057A/39-058
BR Mk 1 BSK/SK	Bachmann	BGN	39-003*
BR Mk 2z BFK	Bachmann	DB	39-402
BR Mk 2z BFK	Hornby	LB	R444/R4154/R4154A
BR Mk 2z BSO	Bachmann	DB	39-382
BR Mk 2z TSO	Bachmann	DB	39-352
BR Mk 2z TSO	Bachmann	BGN	39-001T twin-pack (KMRC)
BR Mk 2z TSO	Hornby	LB	R439/R4153/R4153A
BR Mk 2a BFK	Bachmann	DB	39-412
BR Mk 2a BFK	Bachmann	LB	39-412A
BR Mk 2a BSO	Bachmann	DB	39-382
BR Mk 2a TSO	Bachmann	DB	39-362
BR Mk 2a TSO	Bachmann	LB	39-363/39-363A
BR Mk 2b BFK	Lima	LB	L305388
BR Mk 2b TSO	Lima	LB	L305386
BR Mk 2b FK	Lima	LB	L305387
BR Mk 2b TSO(T)	Lima	BG	L305308
BR Mk 1 EMU Translators	Bachmann	DB	39-001X twin-pack (IMR)

NOTES:	
*	Forthcoming model
LB	Original light blue NSE
DB	Revised dark blue NSE
BG	BR blue and grey
BGN	BR blue and grey with Network SouthEast branding
IMR	Produced for Invicta Model Rail
KMRC	Produced for Kernow Model Rail Centre
SB	Produced for Signal Box Model Railways

Upgrade to **FIRST CLASS**

TIM SHACKLETON explores ways of improving an earlier generation of ready-to-run coaches.



LOOKING AT THE SHEER QUALITY of the ready-to-run coaches that have been released in recent years – Hornby’s exquisite Gresley and Thompson suburbans, for instance, and Bachmann’s GWR auto-trailer – we need to remind ourselves that things weren’t always like this.

Many products of 20-25 years ago were eminently forgettable but there were also some good models around that cry out for further improvement. They provide a great opportunity for creating something more on a par with today’s products.

I have boxes full of coaches acquired when the going was good price-wise and better alternatives weren’t to hand. Though my Lima Mk 1s have long been replaced by Bachmann and Hornby RailRoad models, there are plenty of coach types that have yet to receive a makeover.

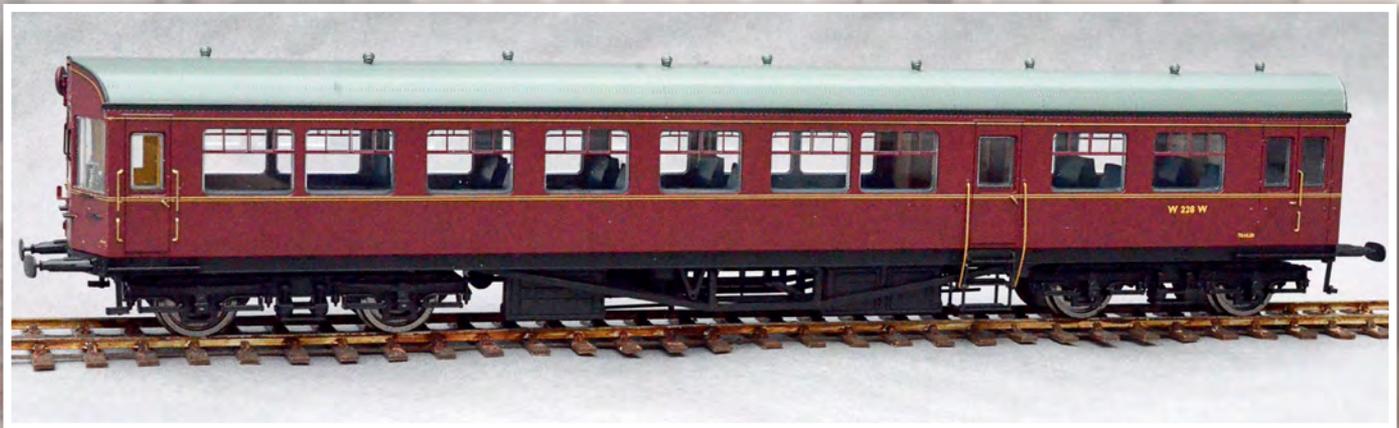
Some are no longer available while others are still on the market with new branding but otherwise unaltered. I wouldn’t discount any of them as a basis for better things. The areas that need most attention tend to be the sketchy underframe and roof detail, poor livery rendition, the lack of things like No Smoking signs and above all the deeply recessed glazing that’s anything but flush. None of this presents an insurmountable problem.

I enjoy every aspect of these wholesale upgrades – planning ahead, seeing what can be done, working out how I’m going to do it. As far as coaches running in rakes are concerned, overall appearance matters more to me than true finescale fidelity. When building up a set I don’t have the patience or the willpower to carve off several hundred door hinges and grab handles and replace them with something a percentage point finer. I tend to stick with what I’m given unless it’s glaringly overscale or wildly inaccurate.

A touch or two in the right places is what’s called for – the usual priorities are better glazing, decent buffers or roof ventilators, more accurate underframe detail, and above all a high standard of painting and weathering. None of it is rocket science and in this piece I’ll show you in incremental steps exactly how I go about it. 

Below left: This is an upgraded Bachmann Bulleid open second, reglazed with much thinner material and fitted with the correct roof ventilators. Careful weathering disguises the raised seams around the door openings – to my eye, it now looks like regulation dirt build-up in this area. I only noticed the panel lines weren’t inset as they should be when I tried weathering them with a pin wash at one of my Pendon Museum tutorials!

Below: The benchmark – Bachmann’s Hawksworth auto trailer was one of the highlights of 2015. Even so, I’ve seen some very convincing reworkings of the old Airfix model, still available from Hornby.



A typical suburban train of the early-1960s in its natural environment. These elderly ready-to-run coaches – the Airfix lavatory composite is all of 39 years old – have a lot of potential for improvement, especially as none of the ones I reworked for this article is available in a retooled, high fidelity version. They’re easy enough to source on the second-hand market.

STEP BY STEP SUPERIOR SUBURBANS

The first part of this piece focuses on a trio of popular models, none of them less than 20 years old – Airfix London Midland & Scottish Railway (LMS) 57ft non-corridor lavatory composite, Mainline LMS 57ft panel-sided Brake Second and Bachmann's Mk 1 Suburban Brake Second.

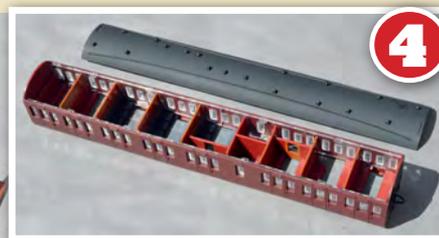
1 All kinds of interesting items of coaching stock have been produced over the years – and if you bring etched kits into the equation, the range is simply vast. The Mainline LMS Period 1 Corridor Brake (rear) and the Airfix non-corridor lavatory composite (centre) are getting on for 40 years old now, while the Bachmann BR Mk 1 suburban coach in the foreground dates from the 1990s. All are basically good models worthy of improvement.




Can you live with compromises such as moulded grab and door handles? Unless the coach is destined for very close inspection, I certainly can. Careful painting and a build-up of dirt in the right areas can disguise all manner of fiddles.



There was no mass of separately applied detail parts in those days! Using a minimum of components, this earlier generation of coach models was designed to fit together easily using screws and clips – which means they come apart just as easily. Once you've found where the securing clips are, the rest is straightforward.



'00' gauge coaches traditionally feature one-piece bodysells but Airfix preferred a dip-on separate roof. The heavy prismatic glazing is readily apparent in this view and clearly needs replacing with something altogether finer. This model has subsequently been re-released by Dapol in kit form at a very affordable price.



Underframes could be pretty basic at first. Fortunately the boom in kit-building in the 1990s created a vast range of detail parts, many of which are still available from specialist suppliers such as ABS and Wizard Models. These can be used to replace the inferior plastic mouldings on the Airfix coach.



The underframe of the Airfix coach after reworking with etched, cast and scratchbuilt detail parts. I fitted scale buffers from ABS at the same time. This is not exactly high-fidelity but a big improvement on the rudimentary fittings provided with the base model – and, with very little outlay, on a par with Hornby's version.



Flush glazing a coach by hand is a laborious process, involving individually cut and fitted panes, but once again the trade comes to our assistance in the form of Brian Hanson's excellent laser-cut windows.

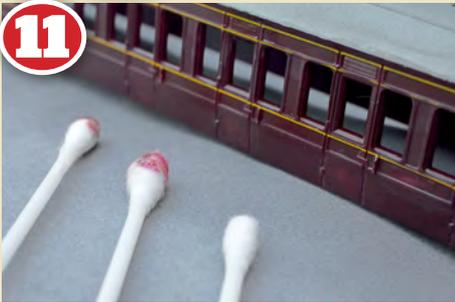


Factory glazing is usually glued in place with cyano. Breaking the bonds to get rid of it may involve applying a little pressure – it doesn't matter if the glazing strip breaks. Coach bodies are made of a flexible plastic that is very tolerant of heavy-handed persuasion.

9 Essential aids to carriage modelling – T-Cut to remove lettering and other unwanted livery elements and a gloss varnish to add sparkle to coach sides. I rate this product from Winsor & Newton's Galeria range even more highly than Pledge Future floor polish.



10 Coaches usually have quite a high-gloss finish and the best time to create this is before you fit the replacement glazing. I use Winsor & Newton's Galeria acrylic varnish, applied with a large, flat brush to minimise brushstrokes.



11 Unwanted insignia can be removed by gentle rubbing with T-Cut applied using cotton buds. Some localised retouching may be necessary and this will help create the impression of a coach that has been patch-painted after repair.



12 BR didn't start painting coach ends in body colour until the mid-1960s, following the introduction of new spraying techniques. Before then they were black. I masked off the ends of the Mk 1 suburban and then airbrushed on a coat of Humbrol Satin Black acrylic (85). I did the same with the ex-LMS coach. You might wonder why anyone would get the airbrush out for such a small job – and dean it afterwards – but that's the way I do things.



13 Red shades don't always give the best coverage, so I undercoated the parts of the lining that I wanted to remove using a terracotta shade – Humbrol Brick Red acrylic (70) – before overpainting in body colour. Note the support for the coach body – far steadier than trying to hold it in your other hand.



14 Extreme Etching's replacement glazing is a simple push-fit into the window apertures. It's gently bevelled to help hold it in place – it will only go in one way – but a coat of Klear on the inside is a wise precaution to secure it.



15 For all lining, graphics, lettering and numbering on my coaching stock I now use sets of waterslide decals from Cambridge Custom Transfers. These need to be carefully applied so the alignment is as perfect as possible.



16 Once the transfers are in place the coaches can be carefully reassembled and then weathered. A thin coat of MIG 'Dark Wash' along all the panel lines helps emphasise relief detail. Note the contrast between the patched-up LMS maroon on the Diagram 1696 brake second and the vibrant BR crimson on the lavatory composite. This colour has a distinct orange tint and to my eye only Vauxhall Carmine Red from a Halford's aerosol provides the correct shade.

STEP BY STEP BUILDING A BETTER BULLEID

IT WAS ONLY after I'd assembled the rake of coaches for the Bradford-Poole train (HM98) that I had doubts about the formation. The high proportion of Second Class accommodation was correct, but I'd used a mixture of Maunsell and BR Mk 1 stock. Looking at photographs of Southern Region trains of the late-1950s/early-1960s, a mixture of Maunsell

and Bulleid coaches was common and so were Bulleids plus Mk 1s, all predominantly in green livery. However, finding Maunsell carriages and Mk 1s in the same rake proved difficult and I never did find a shot showing this combination on the Poole train.

So why not just add some Bachmann Bulleid coaches to the set? The snag is that while

Bachmann has made Bulleid stock for a good 20 years, it's behind the Mk 1s in quality – let alone Hornby's marvellous Maunsells. Having studied them closely, I decided life was too short for a full upgrade of the nine second-hand coaches I'd acquired and instead I concentrated on the areas that I felt would make the most difference.



B As bought the actual body mouldings on the Bulleid coaches are quite good but the factory-fitted glazing is from another era entirely – thick, clumsy and anything but flush. The overcooked effect is intensified because there's quite a gap between the inside face of the coach and the glazing – in other words, the clear plastic panels are nothing like tight up against the sides to begin with. If you press them in so there's no gap, it looks much better.



My Bachmann Bulleids had been used for weathering experiments by their previous owner. Some of them were actually in quite good condition, but others were in a dreadful state! By a process of mixing and matching, I managed to salvage six reasonable specimens. The remainder went on eBay, where they sold within 20 minutes.



I'm not a fan of vacuum-formed windows, and I decided against re-glazing these Bulleid coaches with individual panes. I've done it often enough in the past but it's very laborious, while the window recesses in the coach mouldings are bevelled and would need filing square and true. As a compromise I decided the most significant improvement would come from removing all the clumsy factory-fitted glazing – a scale five inches thick – and replacing it with 0.1mm transparent film salvaged from packaging and cut into individual strips. As an adhesive I used clear acrylic nail varnish. I left most of the droplights half-open to bring the coaches to life.



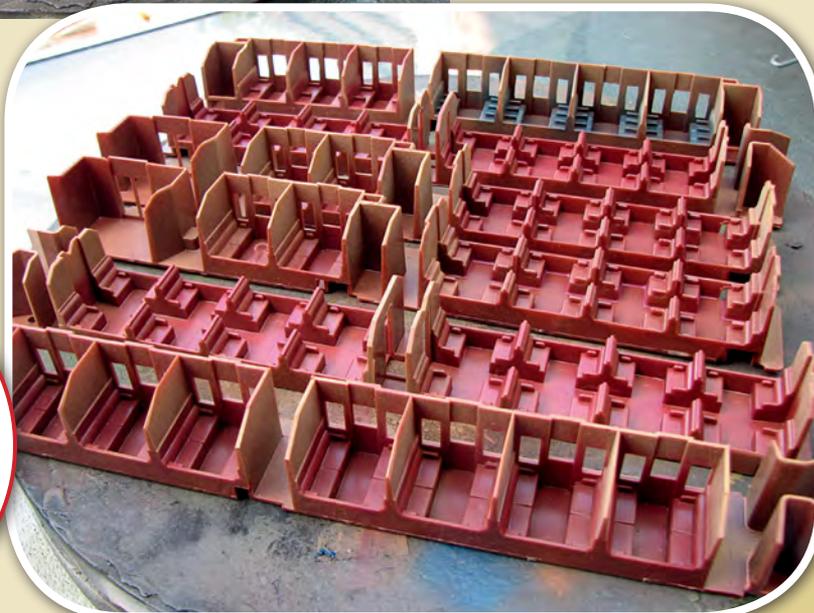


D

Open Seconds were a common feature on inter-regional trains and Bachmann's one-size-fits-all body moulding is for a corridor second. I ground off the roof ventilators, filled the scars with Squadron green putty and then filed them smooth. Finally I marked out and drilled 2mm holes for the replacement vents, which came from MJT.

TIP

Old carriages shouldn't be confined to the bottom drawer. Spending a couple of evenings breathing new life into them with simple modifications can revive their appearance bringing them back into frontline service.



F

It's possible to go town with coach interiors but I don't particularly enjoy this kind of modelling. Here I restricted myself to airbrushing the partitions with a suitable varnished wood colour, followed by the upholstery. I found it paid to paint the vertical edges of each seating unit dark grey – in some lights it is visible through the windows.



E

Instead of being inset, the door panel lines stand proud of the bodywork. There are 12 doors on a Bulleid Brake Second and six on a typical compartment coach. On the six I was reworking, that would be 48 sets of doors to scrape off and re-scribe. I couldn't manage even half that number without a single knife slip, wavy line or tool mark. And even if you scraped the raised lines off and made good the scars, you'd still have to reinstate all the neatly moulded door hinges (over 200 of them in my case), door handles and grab irons – all of them exactly in line. I learned long ago that sometimes it's better to leave well alone than to attempt improvements that only draw attention to themselves.



Mainline's BR Mk 1 RB set a new standard when it was first introduced back in the 1980s. I still feel it's a very good model, and this is a type that Bachmann has never produced. I've made no alterations to this model other than to give the sides a high-gloss finish and add a dab of ingrained dirt. We've looked at coach weathering in some detail in previous articles as well as in the *Hornby Magazine Skills Guides* on weathering, so there's no need to go into it here.

Flackwell

HARBOUR

Modelling in the garden brings new challenges and prospects. Using the Bachmann Scenecraft harbour wall sections **TREVOR JONES** builds a new cameo for the Great Woking, Flackwell Heath & Whitefield Railway outdoors.

PHOTOGRAPHY, TREVOR JONES.



SEE THE FULL BACHMANN
SCENECRAFT RANGE AT...
WWW.BACHMANN.CO.UK

THE GREAT WAKERING, Flackwell Heath & Whitefield Railway (GWFHWR) started its life in 1981 with four metres of a four-track section laid on an experimental trackbed. Its

construction has constantly evolved ever since and it now offers an attractive outdoor railway which can host scale length trains on its double track figure of eight main line.

It was in about 2000 that pictures from China of the Jing Peng viaduct appeared and in the back of my mind a plan was formulated for a line to drop down to an engine shed inside the bottom loop. It raised the question of was there anything like it in the UK? I found a photograph of a curved viaduct over a gap in the cliffs spanning a river and a road with buildings situated under the viaduct. The location was Sandsend on the Whitby to Saltburn-by-the-Sea coastal line.



The north harbour: The cement steps to the fishermen's lofts and the base for them have been moulded by hand from mortar with the lofts located into the plastic mortar. The buckets of fish being unloaded have silver foil in them to give the appearance of fish.



I had already decided to make a small pond in this area so I created a stream and constructed a viaduct spanning it and a rocky coast line. Constructions outside have to be rugged so whilst I used a plastic kit for the straight section of the viaduct over the stream the curved part of the viaduct had to be substantial.

I made a curved plywood former and took it to my local metal work shop who folded an aluminium channel around it. The supports were freelance using brass 'I' section curved to an arch with columns made from copper water pipe and brass beam and column inserts. This in my imagination created a steel version of the concrete viaduct at Jing Peng.

The edges of the aluminium channel were covered with Peco plate girder bridge sides, the channel filled with 'rubbercrete' mix, bitumen black paint painted on the 'rubbercrete' and ballast sprinkled on it whilst tacky. The track was then laid by pinning down with steel pins but full ballasting took place this year using SBR adhesive rather than PVA for outside use.

Every few inches a copper-clad sleeper was soldered to the rails and a guide rail soldered to this; whilst laying the track a Peco 36in track guide was used as I needed to keep to that minimum radius. The straight section plastic viaduct over the river had its trackbed sides reinforced with 'I' section beams stuck on with exterior Gripfix. All this was completed in 2007/2008. I intended to have a pier at the bottom of the steep lane leading to Hard To Find Farm but it was not until last year when the Bachmann Scenecraft harbour walls appeared that a plan formulated to produce a small Cornish type harbour as a new cameo for the railway. >>

Left: An 'A5' 4-6-2T on a suburban train crosses the viaduct while on the main line an 'A2' 4-6-2 has charge of an express. In the background a 'K1' 2-6-0 leads an inter-regional.

WHAT WE USED – THE BUILDINGS

Quayside walls	Scenecraft	44-568
Quayside walls with steps	Scenecraft	44-569
Quayside corners	Scenecraft	44-570
Fishing net lofts	Scenecraft	44-0039
Fishing boat	Scenecraft	44-557

SPRING WORK SESSION

In March of this year the engineering involving the concrete work commenced. Firstly the water level was lowered so that the existing rock formation and pond bed was exposed allowing the Bachmann harbour walls to be located in mortar and backfilled. The harbour units were tried in different combinations and a split north and south section was settled on using two units in a right angle for the north harbour and two in a straight line for the south. These were then glued together with Araldite and then varnished with an

anti-UV varnish. Experience with resin buildings outdoors is that the colours fade with time under sunlight so the varnish is essential to extend their original finish.

A foundation of mortar using a ratio of 3:1 rendering sand mix was used to set the units in place, making sure that exposed mortar on the sea side was moulded to look like mud. Whilst still wet sharp sand and grit were sprinkled onto it to enhance the appearance. After this work had set the units were backfilled with concrete and topped off with screed to just below the harbour walls. When hardened, Wills plastic paving

was glued on top with exterior Gripfix. Additional rocks were mortared into place and a path between the two harbours was formed. Whilst the mortar was setting plastic brass fence posts were pushed into it. When set brass wire was fed through the posts and soldered into place. The road surface and farmyard were recovered using the 3:1 rendering mix and painted with Green Scene textured paint blending the colours whilst still wet. The paving was painted and weathering powders brushed on before the paint had fully set. The textured paint was used on the path and the fence posts painted.



The scene at night:
A 'J11' 0-6-0 brings coal
to the locomotive depot
as prototype diesel Falcon
heads an east coast
ullman service.

LIGHTING THE WAY

The next stage was to break into the lighting circuit to supply 16v DC power for the harbour lighting. Removing some of my weak decorative mortar at the top of the viaduct I broke into the cables running to the farm and inserted a junction box which would be covered up afterwards. The cables were run along the viaduct and down the columns to two tag boards, one for the north harbour and one for the south. These would have resistors for distribution of power to the LED street lights, the light inside the cottages and

the navigation light on the prominent rock at the harbour entrances. The north harbour tag board would be hidden under a pillbox and the south under the cottages: the lights in the cottages were attached by a mini plug to allow removal of the building if necessary. The cables to the navigation light were run through a tube buried in the gravel in the pond and all cables would be covered up with mortar blended into the rocks.

The harbour was always to be at low tide so a small hand crane, from Mike's Models, was added to allow easy

unloading of buckets of fish which were then transported to the new use of the Hard to Find Farm, the smokery. The cameo was finished off with the addition of a Bachmann fishing boat, vehicles, people, seats, fishing nets, barrels and other details. The Bachmann fishing net lofts were positioned by pushing them home into wet mortar to locate them, and old nets were hung up to dry.

No railway is ever finished but the advent of resin buildings has made the possibility of interesting cameo settings on a garden railway a real possibility. [Pebbles](#)

STEP BY STEP DEVELOPING THE RAILWAY HARBOUR SCENE



1 Hard to Find Farm, needing an after winter clean-up and some renovation after eight years. The roadway under the viaduct has been scraped away showing the concrete pond base and the roadway base.



2 The north Bachmann harbour wall in position to check appearance, while the south harbour is located in mortar foundations. The boat is being tested for location and the duckweed needs removal.



3 The south harbour located in its mortar foundations.



4 The north harbour wall set in its foundation, with the rocky coast line built up to support the path and the brass fence posts inserted in the plastic mortar.



5 The south harbour wall backfilled, and with sand and grit spread on the beach mortar before it has set.



6 The north harbour wall backfilled and the foreshore treated similarly.

STEP BY STEP DEVELOPING THE RAILWAY HARBOUR SCENE

Intermediate
Beginner **SKILL LEVEL** Advanced



The north harbour with the Wills plastic stone sets glued in place with exterior Gripfix.



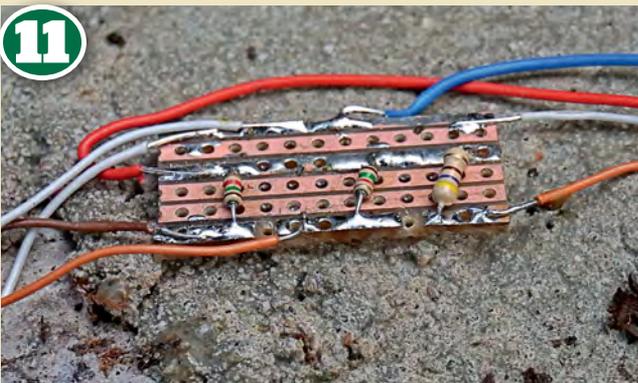
The north harbour with the paving painted and weathered.



At the top of the viaduct the lighting circuit has been broken into, a junction box inserted and the cable for the harbour lighting run along the viaduct. The space around the junction box will be filled with gravel and capped over with a weak peat:mortar mix.



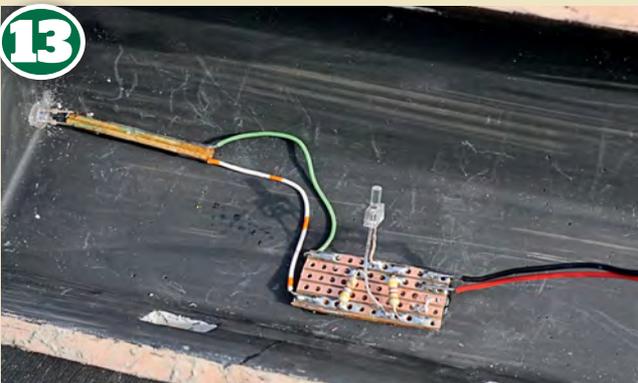
The street lamps installed on the north harbour. I drilled holes in the concrete to take the base and glued in using a hot glue gun as I have found that if any technical problem arises in the future this can be carefully dug out. The cables have been routed around the rock paving interface and tacked in place with a hot glue gun - the cables will then be covered with a mortar mix.



The tag board for the northern harbour lights complete with resistors for the LEDs. The cables will be covered with mortar and the board hidden under a pillbox.



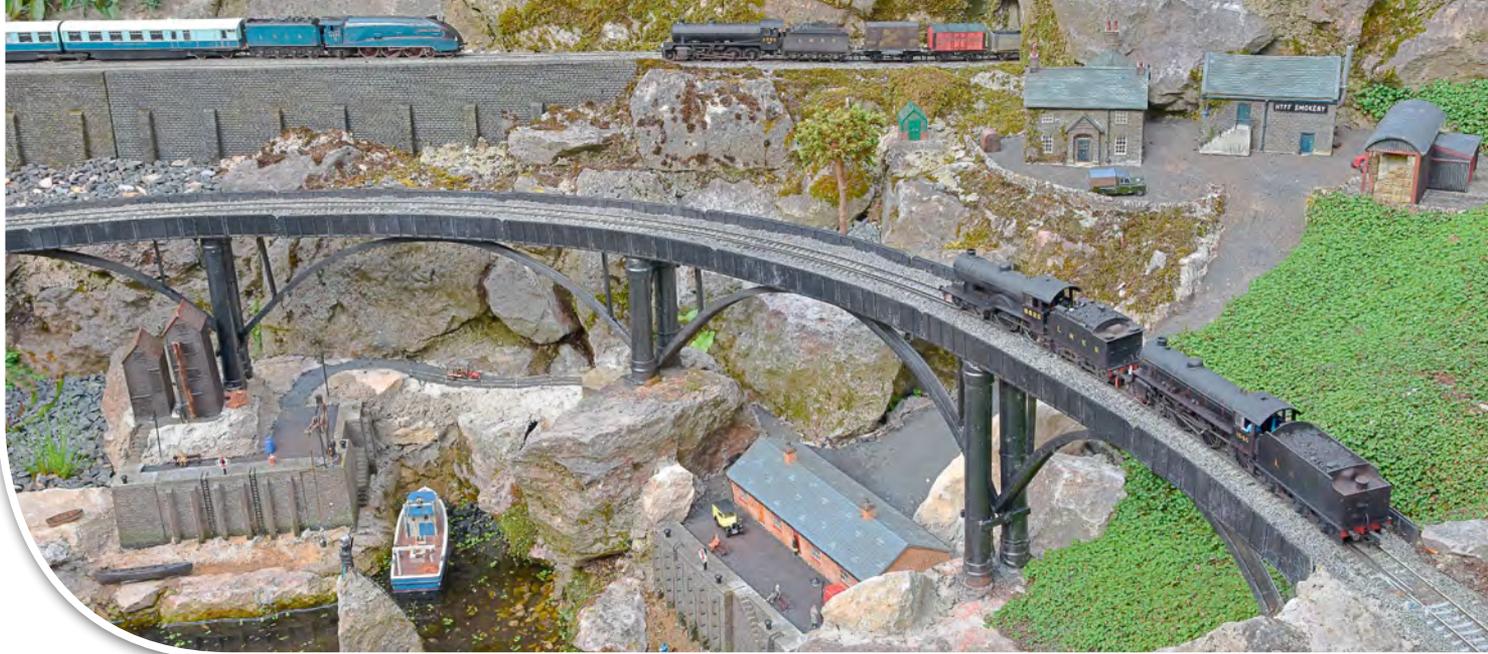
The cable for the harbour light runs through a protective tube where it will be below water level. The ends will be covered with mortar.



The tag board for the light inside the south harbour cottages. The inside has been painted black as otherwise the light shines through the resin. The inside light is positioned in line with a window and the exterior wall light, which lights the narrow roadway beside the cottages, has been inserted in the wall.



A new road and yard surface has been applied to the farm, the buildings pushed into the plastic mortar to locate them.



A'D16' 4-4-0 and 'B1' 4-6-0 cross over the viaduct heading for the future shed, the LNER 'Coronation' train and an 'O1' on a freight train are on the main line.

IN BRIEF BUILDING THE VIADUCT

Beginner **SKILL LEVEL** Intermediate Advanced



2005 and construction of the final trackbed, bottom pond and bridge to the garden extension is under way. For years this area had been a temporary section on timber.



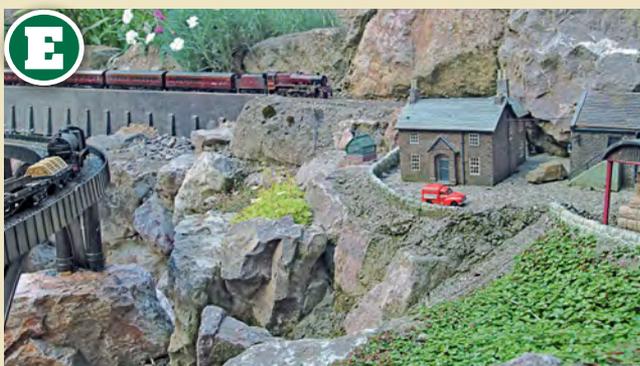
2007 the final piece in the jigsaw - the formed aluminium viaduct propped in place ready for construction of the supports. The main line and station loops had been operational since 2005.



A rubber, cork and mortar mix is trowelled onto the viaduct trackbed. The columns are in place but unpainted.



A Peco 36in track gauge was used at the end of the viaduct to ensure my minimum radius was adhered to.



2008 Hard To Find Farm with trains running on the main line and on the viaduct - although the engine shed at the end of it has not been started.



The main line, the storage loops and the viaduct are all in use: the engine shed, temporary bridge across the path and station platforms were all in the future when this image was taken.

TILT REACTION

Some points on the APT-E from the tilt system's developer

I WAS VERY PLEASED TO see your very positive review of the Rapido model of the APT-E, if only because I was involved in its production as a consultant. However, Reality Check perpetuates the fiction that the tilting technology was sold to the Italian firm Fiat Ferroviaria which successfully resolved the outstanding issues and it was eventually used in the form of Virgin Trains Pendolinos and Class 221 Voyager fleets.

I'm afraid that's not true. While it's possible that such technology transfer took place in other areas, in the case of the tilt systems the two trains are not compatible in any way. Pendolinos use a different geometry, different control philosophy and different actuation systems. The history of this is somewhat muddled due to the various commercial changes that took place after BR was privatised. ASEA was the group that purchased the part of BR which owned the tilt technology, and was then merged with Brown Boveri to form ABB. At some time, this group developed the Swedish X2000 train which has a very similar tilt system to that used on APT-P and in the 'what goes around, comes around' scenario a similar system is used

REALITY CHECK	
FACTS AND FIGURES	
Built:	1972
Builder:	BR Research (Derby)
Power car bodies:	Metro-Cammell
Trailer car bodies:	GEC Accrington
Number built:	1
Withdrawn:	1976
Configuration:	DPC-TC-TC-DPC
Power units:	Eight 300hp Leyland 25,950 gas turbines
Power units (later):	Ten 250hp Leyland gas turbines
Max' design speed:	155mph
Traction motors:	GEC 253AV nose suspended
Length (total):	280ft
Numbers:	PC1-PC2 (power cars), TC1-TC2 (trailers)
Test mileage:	23,559 miles
Max' test speed:	152mph

Right: With its tilt mechanism engaged, the APT-E poses on the Old Dalby test track during a trial run in the 1970s. SSFL.



Below: APT-E races along the 13-mile Old Dalby test track in three-car formation showing its tilt mechanism to good effect. SSFL.



on current Virgin 'Super Voyager' trains in the UK supplied by Bombardier, which acquired ABB, by then called ADtranz.

The Pendolinos, including the Virgin Class 390 trains in the UK, on the other hand, are supplied by Alstom, which bought Fiat Ferroviaria which developed the Pendolino concept originally and independently from BR at around the same time in the early-1970s. Alstom purchased the vehicle manufacturing part of BR, rather than the research and development part, as far as I've been able to discover.

Secondly, the APT's purpose wasn't to prove the capability and benefits of tilt operation, it was to travel 50% faster than existing trains over all existing track, something which the HST was, and still is, unable to do as they have to slow down to conventional train speeds around curves. The APT's principal advance in technology was the wheel/rail interaction and its suspension parameters. This was developed by Professor Alan Wickens in the 1960s and 1970s and which were incorporated in the APT-E and almost every other high-speed train world-wide, as BR made the technology freely available.

Kit Spackman, ex-Tilt System Development Engineer APT-E, by e-mail.

Can we see Barrenthorpe's plan?

You have been referring to the Barrenthorpe test track in Staff Projects in recent editions of the magazine, where you have been adding to or altering track layout etc. I am starting to build an 'N' gauge layout and am looking for inspiration. I have been reading the magazine for a couple of years but have no idea what the Barrenthorpe track plan looks like to be able to reference your new amendments. What edition did the track plan originally appear in and is it still available as a back issue?

John Wharton, by e-mail.

Hi John, such has been the rate of change to the trackplan for Barrenthorpe that we don't currently have an up to date version. We will get one drawn for its next appearance in the Staff Projects section. HM.

Spending more on wires is a good move

The Digital Wiring feature in HM107 prompted me to add the following which has been gleaned from my industrial and long-time railway modelling experiences.

I always use Raychem type 44 aero wire, which isn't cheap but is the best in my view.

For the bus I use 20awg (American Wire Gauge) which will carry 15 amps and for the droppers I use 22awg which will carry 10amps. To keep costs down I buy a 100m reel and then mark the ends of one wire with a wrap of insulation tape or a short length of heatshrink tubing at every connection to identify which wire is which.

For connectors I use screw connectors - the bigger size as these will accommodate quite a few droppers and bus wires; just remember to strip the wires far enough to allow good contact in the connector. I always tin the ends of all wires to stop the

chance of stray cores causing shorts.

My track is insulated at the outlet from every point with four insulated rail joiners and power is supplied by soldering dropper wires to the rail or soldering dropper wires to rail joiners if two lengths of rail are to be joined together. For solder, I use Maplins which has the highest silver content and a liquid electrical flux from a 'pen' type dispenser. This flux is non-corrosive and is easily cleaned and will not cause rust.

On my DCC layouts I wire in a siding insulated from the rest of the layout and power is supplied through a centre-off changeover switch which is connected to the rails, the track bus and the programming outlet on the controller. With the changeover switch at off, locomotives and rolling stock can be added to the layout without any chance of causing a short circuit.

Gordon Walker, Northumberland.

Be careful when wiring to ease fault-finding headaches

I would like to follow up on the DCC wiring article in HM107. From the technical side some of the suggestions such as fitting bridge rectifiers are in order. The practical side is wrong, however.

As a retired electrical engineer, no cable wires are numbered or in any way identified and the use of clamping scotch lock is not a good idea because the point of contact on a blade cutting into the cable the contact can be poor, and there is a danger of cutting through the cable wire. Equally it is not a good idea to solder 'tee' type connections. The reason is that fault finding on a layout becomes a nightmare and invariably you end up crawling under the layout de-soldering connections in order to find a fault.

If you wire your layout correctly the use of panel wiring trunking keeps your cables tidy. So to finish, run separate bus cables. Terminate by way of a multi-terminal block. Crimp cable ends and identify them with numbers or letters and record the numbers. The reason for this is, if you have a fault or a break it's quite simple to identify.

Even in this day and age so many layouts, including show layouts, are a wiring mess, and this is because people want to get on with the

track and scenic work. The wiring is the heart of the system and as much care should be taken, as in the layout itself, and great pride can be

taken in looking at a very neat system that when wired simply and neatly will serve you well.
Richard Sutton, South Nottinghamshire.

'Smoking ban' - the final word

TIME FOR A SMOKING BAN

I've been catching up on my reading, and was about to write about the smoke in your Durston article (HM106) when I noticed in the HM108 issue that I'm not alone in my dislike of the effect.

My argument is that we should see an image of the model as we would if looking at it in the flesh. Additionally, the effect is so unrealistic - where's the steam, not just from the chimney, but from leaking glands, injector overflow and so on?

Dave Oldridge, by email

SMOKE EFFECTS HELP TO REMINISCE

I write in response to the letter from Ian Martin in HM107. Surely we all understand that the smoke is added in but what we do, in modelling steam railways, is to try to create a visually pleasing reminiscence of how things used to be.

The smoke enhances the pictures in your publication in my opinion and I'm sure most readers actually understand that it's not real. Power to you and your team. You put together an excellent and informative publication. Keep it up.

Duncan Ross, Melbourne, Australia

SMOKE DETRACTS FROM THE IMAGES

In model form I think the digital smoke added to pictures detracts greatly and spoils the view of great layouts. If you want smoke, go and look at the real thing - there is lots of it.

Peter Taylor, by e-mail.

Is it time for a 'smoking ban'?

Ian Martin's letter in HM107 prompted a huge mailbag about the use of special effects

to create smoke on some layout features. Here are just some of the responses...



WHILE READING the May 2016 issue I noticed Ian Martin's letter regarding the detracting of pictures with smoke effects. As a modeller, I've looked at pictures of the excellent layout in your magazine to see how other modellers handle their layouts. How they have weathered their stock or painted their locomotives. Some of this detail can be covered up with this added smoke. I know that these are models and that smoke is not real. When do we see the best? Why do pictures of models not have clouds of fog coming from their exhausts? Why are canopies not shrouded in mist of steam from the great engines? In most cases, the grey/black smokes look truly unrealistic. A further concern is that some effects are unrealistic also see details in the background of the photographs. Details that we modellers often like to see. In short, please don't let it look like your own.

I fully agree with Ian Martin regarding the detracting smoke effects in your magazines. In most cases, the grey/black smokes look truly unrealistic. A further concern is that some effects are unrealistic also see details in the background of the photographs. Details that we modellers often like to see. In short, please don't let it look like your own.

great deal and brings additional realism. Being used, the whole purpose of hobby modelling is to create a miniature facsimile of the real thing and if you add smoke generation to your locomotives which aren't actually generating smoke then you're making a mockery of the real thing. Also if doing an open air scene in the middle of the day, that's what will continue our progress. I am not trying to cause any offence and I'm happy to continue on main line, so I'll enjoy the images in *Hornby Magazine*.

Thank you for an excellent publication and please continue to ask our views to demonstrate and publicise our hobby.

We know how the effect is achieved but for my advice and a 1:20 scale railway, some of which would look better with smoke than without.

HM KICKSTARTS MODELLING INTEREST

I read the 'airbrushed smoke' debate with interest. My only contribution would be that for someone thinking of taking up the hobby then let's make it as exciting and accessible as we can, the smoke definitely adds to the atmosphere.

Keep going - your pure love of the hobby shines through, the magazine is fresh and contemporary.

Marcus Waite, by e-mail.

THE VERDICT

Thank you to everyone who has written to us on the subject of smoke effects being used in

Are collectors favoured over modellers?

I have just finished my first read through of the May *Hornby Magazine* - excellent as usual. I was asked for views on added smoke in photos of steam models. My view is 'yes!' The smoke enhances the scene of reality and adds the locomotive in its proper, smoky context. I'm not trying to cause any offence and I'm happy to continue on main line, so I'll enjoy the images in *Hornby Magazine*.

I have just finished my first read through of the May *Hornby Magazine* - excellent as usual. I was asked for views on added smoke in photos of steam models. My view is 'yes!' The smoke enhances the scene of reality and adds the locomotive in its proper, smoky context. I'm not trying to cause any offence and I'm happy to continue on main line, so I'll enjoy the images in *Hornby Magazine*.

Hornby Magazine's photographs. We've had a superb response both for and against the use of these effects. We have listened to all the opinions and considered our approach for the future. Our decision is that we will eradicate 'black' smoke effects from photographs, but retain subtle 'steam' effects in the right circumstances. This doesn't mean steam on every image of a locomotive - far from it - but the use of it in places where it enhances the appearance or spectacle of the model railway scene we are featuring. We want to continue inspiring and attracting modellers of all generations and we hope you all continue to enjoy what we bring together every month.

Mike Wild, Editor, Hornby Magazine.

Everard

JUNCTION

Network SouthEast

30th ANNIVERSARY

*Five million views and 26,000 subscribers make Everard Junction one of the most followed British model railway projects on YouTube. **RICHARD WARREN** reveals the story behind this Network SouthEast loft layout for its debut in print.*

PHOTOGRAPHY, MIKE WILD



Network SouthEast operated Class 50

50028 *Tiger* roars through Everard Junction with a uniform rake of NSE liveried Mk 2s as an HST set draws to a halt at the station.



STATISTICS

Owner:	Richard Warren
Scale:	'OO'
Length:	14ft (scenic)
Width:	12ft (scenic)
Track:	Peco and Hornby code 100
Control:	DCC, Lenz 100
Period:	BR Western Region, late 1980s



Classes 56, 50, 37 and 47 stand face to face in Everard Junction's stabling point.



EVERARD JUNCTION IS A 'OO' gauge Digital Command Control (DCC) layout set during the colourful sectorisation period of British Rail during the late 1980s. It is a fictitious location but represents the Great Western Main Line between Reading and Bristol.

The layout lives in the attic and is constructed from four baseboards. The first is 6½ft long and contains a small depot and raised town scene. The second is 10ft long and contains a four-platform station and stabling point. The third is 14ft long and features sweeping countryside and a raised suburb area while the final board is 7ft long and is a coach/traction storage yard.

THE BEGINNING

I started building the layout in 2009 when I was 17. Everard Junction was my second layout and replaced my first which had stalled in progress around 2007. At that time I'd lost my thirst for railway modelling and took a break. Over time I became more interested through reading various magazines and discovering videos of various different layouts on YouTube. I watched many videos and was taken by one particular layout which featured a helix system, multiple levels and DCC.

In 2009 I took the plunge and started building Everard Junction. I chose to model the late-1980s as I remember seeing the liveries on various routes out of London when I was growing up in the 1990s. By electing the late-1980s it allowed me to run an immense variety of traction and liveries. This caused issues with researching the layout era as I personally wasn't around to photograph and remember what BR was running. Again, YouTube was highly useful and there are thousands of videos of the era which show what the railway was like then.

Funds for the layout were tight at the start. I was still at school doing my A levels and was saving up for my first car. I recycled as much timber, track and scenery from my old layout as possible and only bought items when absolutely necessary. After a few months of slow but steady progress I had completed the basic U shape for the >>

lower deck and was beginning the first helix. Each helix occupies a 4ft square and raises the track by 7in. I could fit three tracks on the helix and these became the basis for the track on the layout. A double-track main line would run around the back of the layout and a bi-directional branch would run alongside before splitting off in the countryside part of the layout.

YOUTUBE

Shortly after I finished the baseboards in 2010 and got all three loops running, I decided to film some of the trains. I was pleased with the results and thought of the inspiration I had gained through YouTube. I'd gained so much from the videos people had posted of their layouts and the prototype that I thought it would only be fair to post my experiences and efforts for other people to watch and perhaps even get inspired with. I hoped for a few hundred views over time and one or two comments.

Within months I was making regular videos about the layout's progress, showing 'how to' videos on various aspects from scenery to electrics and

general running of trains. The views and comments from people kept on climbing and climbing. This in turn pushed me to learn new skills and try new things.

Since I started my YouTube channel in 2010 it has grown to have over 26,000 subscribers, more than 5 million total views and there are 171 videos. I'm staggered and had no idea that railway modelling was so popular. I was the only child at school who had a serious interest in trains and I just assumed I was a bit different so kept it quiet. It's refreshing to see that the hobby is alive and well. I get comments and encouragement from all kinds of people at different ages who are either starting out in the hobby or have been experienced modellers for years.

TRACK

The track is mostly Peco with Hornby on each helix. I'd managed to recycle quite a bit of Peco code 100 track from the previous layout so this became the standard for Everard Junction. The points are Peco streamline live frog types and although they are more complex to wire up they look

more prototypical and work very well.

I'm slowly working my way around the layout motorising the points. I've used a mix of SEEP and Peco solenoid motors and find both to be reliable once you get the knack for installing them. With SEEP motors alignment is crucial otherwise the built-in polarity switch causes problems. With Peco you have more margin for error but the polarity switch adds a fair bit of resistance to the mechanism which requires the use of a Capacitor Discharge Unit to overcome.

All the track has been weathered and it remains one of the best visual improvements I've ever tried on a layout. The track is all ballasted with Woodland Scenics medium grey blend. This combines two basic greys to create a nice varied effect.

SCENERY

Scenery on the layout has evolved considerably since I started it. Many parts have been changed or reworked as my skills in the hobby have improved. Most of the buildings on the layout are of the readymade type from the likes of Hornby Skaledale and Bachmann Scenecraft. Some structures >>>



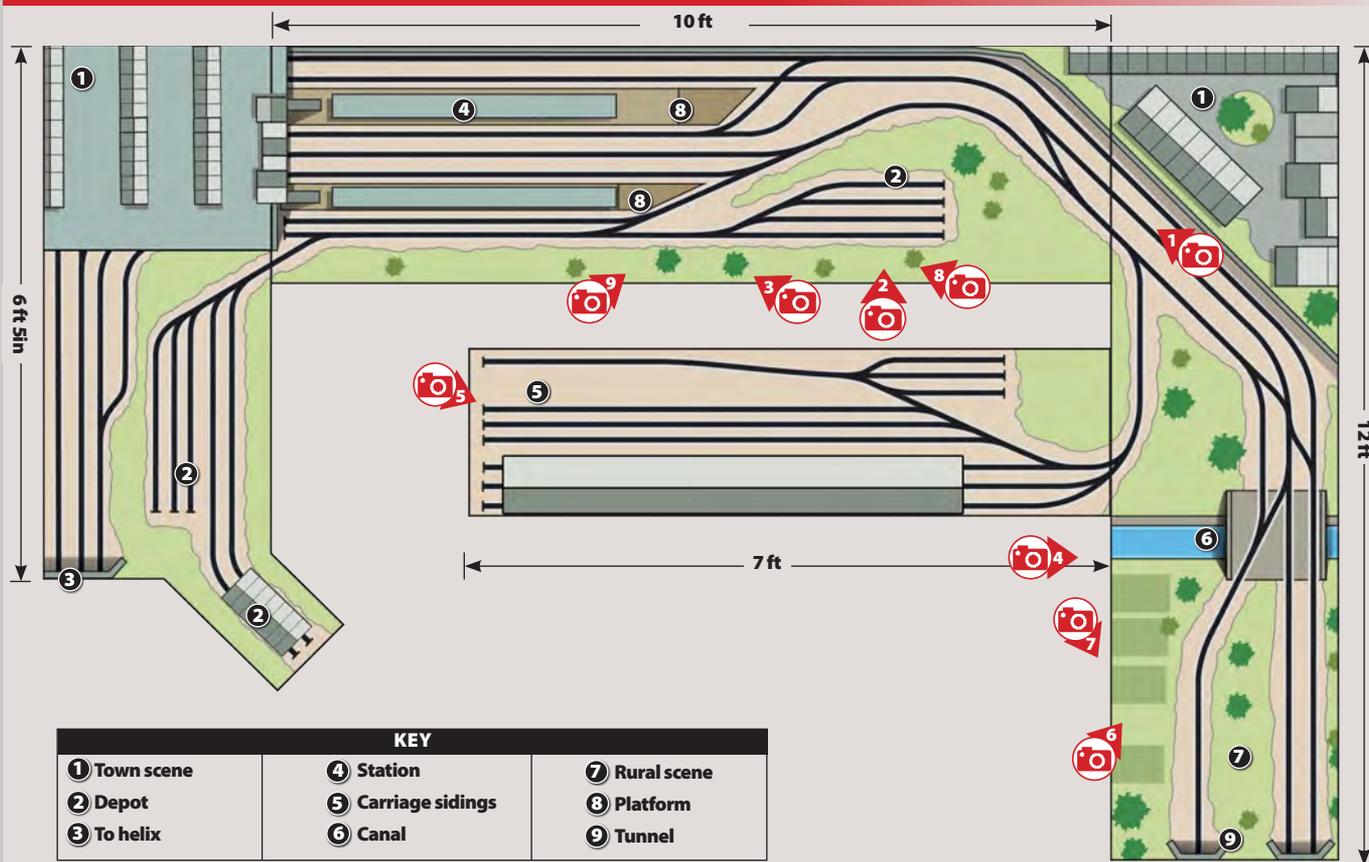
 A Class 47/4 draws out of the station as a brand new Class 60 passes behind on the through line. The station is fully Network SouthEast branded.



4 The murky waters of the canal have become a dumping ground as Class 58 58041 Ratcliffe Power Station passes above on a domestic coal train formed of HEA hoppers.



EVERARD JUNCTION TRACK DIAGRAM (Not to scale)



have been scratchbuilt such as the station and large coach shed. I like using solid materials such as plasticard and brass when it comes to building structures. For me they give a better overall effect on the building.

The natural scenery on the layout is constructed using mostly Woodland Scenics materials. Much of the landscape has been constructed using traditional methods such as plaster bandage laid over cardboard and newspaper formers. I have a particular fondness for Woodland Scenics products and love the way all the different products can be blended together to create different effects. I've also used quite a lot of static grass on the layout. Again I've used Woodland Scenics but I blend this with longer Silflor/Miniatour static grass to get a more varied effect.

ROLLING STOCK

Traction and rolling stock on the layout is comprised of ready-to-run items that have been detailed, weathered and in a number of cases repainted. Almost all of my Network SouthEast stock I repainted as the early light blue livery was only available on a select few locomotives. Repainting at first seemed a very daunting task. The only way to do it well was to use an airbrush - which I had no experience with.

I conducted some research and bought an Iwata airbrush and basic compressor and set to repainting some locomotives and stock. Once I'd got the hang of it the possibilities were endless. Suddenly any livery on any stock was possible and I didn't rely on



hoping for the manufacturer to announce it for release. After a few successful repaints of classes 20, 37 and 50 I acquired 12 blue and grey Bachmann Mk 2s. I repainted all but one into NSE over a period of weeks. I use Phoenix Precision and Railmatch paints for most of my repainting and weathering projects. On occasion I mix my own colours if I'm going for a specific effect such as faded blue on a Class 08.

Currently the layout runs exclusively diesel traction as per the Great Western Main Line at the time. Passenger rakes are High Speed Trains or hauled by Class 47s and 50s, with an occasional Class 33. Freight is a mix of classes 37, 47, 56 and 60 with the odd Class 31 or 33. I also have a number of Diesel Multiple Units such as classes 101, 108 and 150. I'm currently looking forward to the upcoming Class 117 and 121 being developed by Bachmann as these were so typical of the Western Region during the 1980s. »



105 The new carriage sidings play host to Class 101 and 108 DMUs while a Class 128 takes on fuel. In the background an HST passes on the main lines.

106 A Heljan Class 128 DPV ambles along the branch circuit as a Class 47/0 leads a long steel train on the main line.





SIGNALS

Signalling on the layout is still very much a work in progress. I currently use a mix of Berko and Traintronics signal heads with Traintronics gantries. The signals are automatically controlled using some small circuit boards of my own design. They work by sensing a passing train and then going through the various aspects on a time delay basis. Making the boards was a fun little side project. Each signal has its own sensor and circuit board which cost about £1 or so in raw components.

IMPROVEMENTS

The layout has gone through a number of changes during its construction. The first was to extend the countryside board by an additional 4ft. During this process I added a 12-road storage yard on the lower deck as storage of locomotives and stock was



becoming a serious problem. With the top boards reattached I started all the scenery again using my previous experience as a guide to improve my work. This was the first major part of the layout to be mostly complete. It's also an area I'm particularly proud of. It's great to sit and watch the trains roll through the countryside.

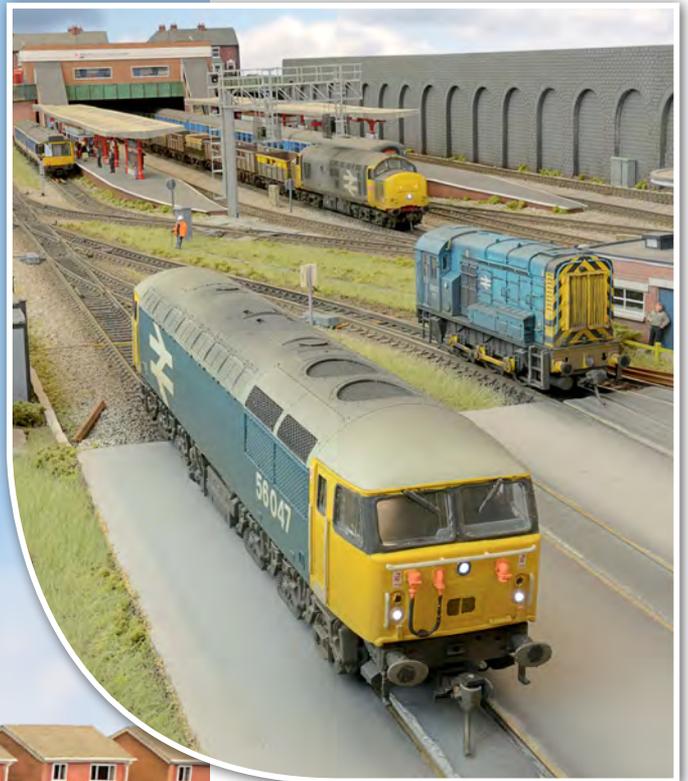
The next change was to remove an experimental motorway scene from this area and replace it with a more rural canal scene. This was a particular challenge as again it was something I'd never tried. I achieved the water using Woodland Scenics realistic water in layers with various painted effects to create a realistic murky looking canal. This will later be extended further to tie in with the next change I make to the layout.

The latest change I made was to add an extra 7ft board in the middle of the layout to create a carriage storage yard. I'd

07 Left: Class 50 50034 Furious passes the allotments where the owner of a Ford Cortina has got stuck in the mud.

08 Right: BR large logo blue liveried Class 56 56047 idles in the stabling sidings as a Class 37/5 leads a ballast working through the centre road.

09 Below: The stabling sidings are busy with locomotives as an Intercity Executive liveried HST set arrives.



wanted a large storage yard for some time and also wanted to keep the coaches I'd worked so hard on in view when not in use rather than hiding them in the hidden storage yard beneath the scenic section. This area is still a work in progress. Most recently I've built a large shed to house the coaches. This is scratchbuilt from brass section from Albion Alloys and then clad with various plasticard pieces. I've still got lots to do on the shed before it's finished.

LESSONS LEARNED

I've learnt a great deal whilst building Everard Junction and there are many things I will take with me to better any future layout. The main problem is with the baseboards. I built them from softwood batons and MDF sheets which tend to warp. I've made many adjustments to the boards to keep them from warping, but it is a continuous battle. In future I will use plywood and much more supportive frames. Something else I would change is the track for something finer like code 75. While I'm very happy with the track appearance code 75 would have looked just that bit better so I will certainly use it on a future project.

FUTURE

The future for the layout is to continue building and developing it as well as making YouTube videos about it. Another layout will most likely follow Everard Junction but in order to do that I'll need a place of my own. So Everard Junction will certainly be my only layout for a good while yet and I look forward to continuing to develop it and learn new skills. I'm very proud of what I've managed to achieve.

You can find me on YouTube by searching for Everard Junction. From there you can see exactly how I've created many of the scenes you see here on these pages. [View on YouTube](#)

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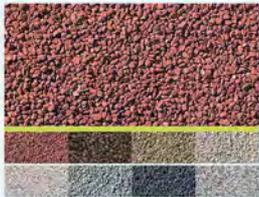


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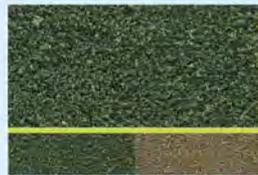
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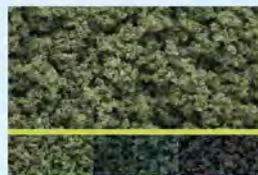
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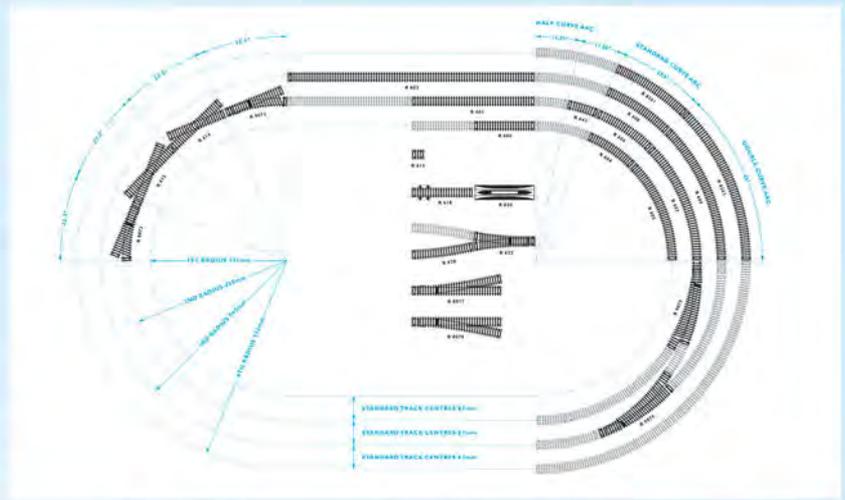
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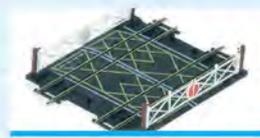
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HORNBY'S CLASS 71

**EXCLUSIVE
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REVIEW**

The Southern Region's third-rail system called for a unique type of locomotive for hauling express passenger trains where multiple units weren't suited. Now Hornby has immortalised these historic locomotives in 'OO', **MIKE WILD** takes a closer look.

DEBUTS





THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3373
Description:	Class 71 E5001, BR green as preserved
Cat No:	R3374
Description:	Class 71 71012, BR blue
Cat No:	R3376
Description:	Class 71 E5022, BR green
Scale:	'OO'
Price:	£154.99
Era:	5-7
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

THE CLASS 71 BO-BO third-rail and overhead electric locomotive is a model I doubt many would have believed would be reproduced as a ready-to-run model until Hornby made its announcement in November 2014.

The announcement followed laser scanning of the sole surviving National Collection owned example, E5001, at Barrow Hill in Chesterfield. Just 18 months later our desk has been graced with the arrival of three samples showcasing what Hornby has to offer on this high fidelity production.

However, this isn't the only Class 71 in the offering. DJ Models is also developing a 'crowd funded' version of the same class, but we will have to wait and see what that has to offer.

Hornby's model is being released

in June as E5001 in as preserved BR green with small yellow warning panels and bodyside lining (Cat No. R3373), E5022 in BR green with bodyside lining (R3376) and as 71012 in BR blue with full yellow ends (R3374). These represent just three of the 24-strong class, all of which were built at Doncaster between 1958 and 1960. You can read the full story of the Class 71 fleet in Reality Check on pages 66-69.

THE MODEL

The Southern Region has a strong following in the *Hornby Magazine* office and it was an exciting day when these samples landed in the office. The third-rail network has been increasingly catered for in recent years with Hornby alone producing the 'Brighton Belle' five-car EMU, the 2-BIL and 2-HAL two-car Electric Multiple Units

(EMUs) and the four-car 4-VEP.

The Class 71 is rather different as it was one of the very few electric locomotive designs built specifically for the Southern's third-rail network. It was provided with a pantograph for working in yards where a power supply was provided by overhead catenary (although that practice was short lived) and Hornby has modelled all of these features. The overhead pantograph even works!

Straight from the box there is no mistaking what this model is. Hornby has done a wonderful job of modelling the complex lower cab front shape with its subtle angles with the correct, almost spade-like, shape below the windows. With the large central step, fine windscreen wipers and neatly moulded light clusters the front is superbly finished and it even includes separately fitted lower steps above the sprung metal buffers.

The windscreens are perfectly shaped and at the centre is the route number blind which can have a choice of digits applied from the sheet supplied with the model. Around the cab and either side of the doors are separate handrails.

Body detail is excellent too with the differing style of the two sides being fully catered for. On one side you will find clean metalwork with simple panel lines and a large central window (the internal equipment is represented by a grey moulding inside) while on the other is the complex arrangement of grilles which allowed air in to keep the electrical equipment cool.

On top the pantograph is beautifully created with etched metal heads painted white in the centres and superb conduit detail around the base too. The roof also includes whistles – the '71s' were never fitted with air >>



horns – and lifting hooks moulded onto each of the roof panels.

The bogies are a distinctive feature of the '71' with their chunky design and spoked wheels. Hornby has done sterling work of reproducing these features with a number of separate fittings and impressively fine and detailed injection moulding. Shoes are picked out in white and E5001 even has its 89403 numbers on the leading sandbox of each bogie.

The standard of decoration on all three of our samples was first rate, just as we would expect from Hornby. All displayed accurate body colours, crisp edges between colours and superb lining and lettering.

PERFORMANCE

Hornby has followed its tried and tested method with the chassis design for the '71'. A heavy die-cast chassis block fills the interior space with the Printed Circuit Board

(PCB) cut away to make space for the interior detail moulding which is connected to the body.

On the track the combination of a twin flywheel five-pole motor, all wheel drive and its 490g adhesive weight makes this Bo-Bo a powerful locomotive. During our tests we loaded these samples to 12 coaches – a load which they all coped with admirably – and they also proved capable of handling an eight coach Pullman train. If you are modelling the 'Golden Arrow' you will have no problem with haulage capacity.

The chassis also features directional lights and for the first time Hornby has fitted a switch underneath to allow the tail lights to be turned off as they would be when the locomotive is at the head of a train. A second switch alongside in the battery box base switches current collection from the rails to an overhead supply for those wishing to use this facility.

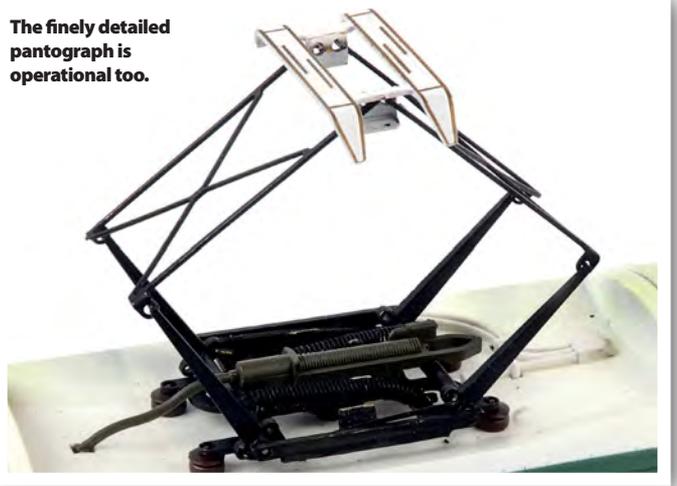
An 8-pin DCC decoder socket is

provided on the PCB offset towards one end. Removal of the body to access this is straightforward and simply requires the bodysides to be unclipped from the chassis. No screws and no messing about – this is how it should be. Space inside the body for a decoder is

limited and even using the smallest decoders we have available here – a Gaugemaster 6-pin decoder with an 8-pin harness – it was a tight fit to reattach the body.

Hornby has also made provision for a speaker for those intending on adding digital sound, but, rather

The finely detailed pantograph is operational too.



Twin brass flywheels

Sprung metal buffers

Detailed cab interior





With the separately supplied bufferbeam panels fitted in place of the tension lock coupling Hornby's Class 71s really look the business.

like the decoder, careful speaker selection and wire routing will be needed as the enclosure in the battery box is only capable of hosting a small sugar cube speaker.

Nevertheless, with a decoder fitted the performance of the

'71' under digital control is refined and allows the lighting to remain constant at all times.

OVERALL

The new Class 71 from Hornby is near faultless and the only

thing which could conceivably be improved is a larger space for a decoder to make installation of a digital chip that bit easier.

That aside this is a stunning new release which speaks volumes of the progress that Hornby has

made in model development and selection. The '71' promises to be a real head turner on Southern Region layouts and we have no doubt that this will be a fantastically popular new release. It certainly deserves to be. (MW)



Working pantograph

8-pin DCC decoder socket

Powerful five-pole motor



BR blue sits well on 71012.

THE SOUTHERN REGION Class 71

*Although the Modernisation Plan of the 1950s called for standardised diesel and electric classes, exceptions were made where special requirements existed, such as on the Southern Region. One of these was the Class 71 electric which had unique features enabling it to work in goods yards as well as on the main line, as **EVAN GREEN-HUGHES** describes.*



In the late 1960s BR blue with full yellow ends was applied to the Class 71 fleet. On September 30 1972 a Class 71 passes through Malden with the 'Golden Arrow' – the train now formed of BR Mk 1 stock in place of the prestigious Pullman cars. Colour Rail.



THE ELECTRIFICATION of the railways south of the Thames began in 1900 with a short length of track running between Westminster and Tooting and within a few years had spread to much of the suburban system around the capital. Following the grouping of 1923 the new Southern Railway adopted a third-rail system at a voltage of 660v DC and from then on pursued an aggressive electrification programme designed primarily to win back passengers lost to other forms of transport, such as electric trams.

As London's suburbs expanded the electric railway expanded with them and soon there were hundreds of miles of track crowded with packed Electric Multiple Units (EMUs) taking commuters in and out of the capital.

Of course the electrified railway did not only handle suburban passenger traffic but also was used by goods,



parcels and express passenger trains with these remaining in the charge of steam locomotives until the 1950s when thoughts turned to how best to replace them.

By this time the British Railways Southern Region, as it had now become, already had three electric locomotives which dated back to 1941 but these were 99ton monsters which were thought to be too cumbersome and electrically obsolescent to be worthy of further development. What was needed was a lighter and more up-to-date design that could be used on the heaviest of trains working to tight schedules.

KENT COAST SCHEME

The 1959 extension of the third-rail to the Kent coast from Gillingham to Ramsgate was the catalyst for the design work on a new class to commence. Even though most of the trains on the upgraded route would be worked by multiple units two services would still use conventional coaching stock,

these being the 'Golden Arrow' and 'Night Ferry', both of which included sleeping cars.

The route also generated goods traffic that would also have to be upgraded from steam haulage. To work this traffic it was calculated that a 2,500hp machine would be required and as it was desired that haulage capacity should be maximised an all-up weight of around 77tons was planned. So the locomotives could be worked into yards and sidings, where third-rail was thought to be unacceptably dangerous, a pantograph was to be provided so that current could be picked up from tramway-style overhead wiring that would be specially installed.

Design and construction of the new locomotives was allocated to Doncaster Works but inspiration was drawn from the continent where much development had been carried out on progressive design, particularly in the field of body construction. There the principle of mounting a body on a heavy underframe was giving way to the

With full 'Golden Arrow' regalia on the cab front, Class 71 E5015 waits to leave London Victoria with the famous train in September 1962. Lewis Coles/Rail Archive Stephenson.

FACTS AND FIGURES

Numbers:	E5001-E5024
Built:	1958-1960
Builder:	BR Doncaster Works
Withdrawn:	1967-1977
Total built:	24
Converted to Class 74:	10
Wheel arrangement:	Bo-Bo
Wheel diameter:	4ft 0in
Weight:	77tons
Electrical system:	750v DC
Traction motors:	Four, English Electric 532
Power:	2,552hp
Tractive effort:	43,800lbs
Heating:	Electric
Brakes:	Air and vacuum
Maximum speed:	90mph

use of bodywork that was itself part of the locomotive structure, a feature that gave considerable weight saving. Adopting such principles saved around 22tons compared with a conventional design and importantly enabled two four-wheel bogies to be used rather than the six-wheel type that had been necessary in the earlier electric locomotives. The bogies owed much to continental practice and featured spring-mounted traction motors that were designed to reduce the force exerted on the track while tractive effort was taken to the axles via a Swiss-designed flexible drive system.

Despite the influence of Europe on the locomotives, which were later to become known as the Class 71, one useful feature which was retained from the earlier British designs was the booster set. This was a piece of equipment that stored energy by using a flywheel and enabled the locomotive to travel for short distances where there were gaps in the third-rail. This prevented it becoming stuck should there be an unnaturally large gap at any point in its journey.

FIRST OF THE LINE

The first locomotive, E5000, was completed in December 1958 and was allocated to 73A Stewart's Lane which was to become home to the whole class. From the outset the design proved very successful and the ease with which it could work a train on the stiff climb out of Victoria station was the talk of the drivers' messroom.

The others followed with the final example E5023 arriving in November 1960. Reliability was said to be excellent. Unfortunately the excellence of the design

then was slightly overtaken by events as it was found that when the locomotives were most intensively used during the night it was often necessary to turn off the electricity so maintenance work could be carried out. In these cases diesels had to be brought in which caused great inconvenience. In addition the idea of providing tramway-style wiring in yards was soon found to be impractical on cost grounds, meaning that the '71s' could no longer work into many of the yards that they had been designed for.

Within five years of the construction of the Class 71s further extension of the third-rail to Southampton and Bournemouth caused the management of the Southern Region to closely examine locomotive requirements. Further engines would be required and for this longer route even more power would be needed enabling trains to run at a maximum speed of 90mph. For this work a new design which was to become the Class 73 was constructed and incorporated into this was a small diesel engine that gave the locomotive the ability to work into non-electrified yards and sidings and also to pull its train across sections of track where the power had been switched off.

The work that could be allocated to the older Class 71s was becoming very limited and soon ten were placed into store while a decision was made as to what to do with them. Those that remained were largely employed on newspaper trains from London Victoria to Dover and Ramsgate but spent much of their time idle.

REBUILDING

It was therefore hardly surprising that an investigation took place as to the

practicality of converting the Class 71s to incorporate a diesel engine, following the pattern established by the Class 73s. The out-of-service examples were taken to Crewe works and E5015/E5024/E5019 became the first to be converted to an improved specification as Class 74 and outshopped in December 1973.

Converted engines were fitted with a Paxman six-cylinder engine of 650hp which was wired into the old booster unit. At the same time some unused features, such as the pantograph, were removed to save weight. Seven other conversions were undertaken and all were completed by the following February, with donor locomotives taken at random from Class 71s. Converted locomotives were renumbered, which was the second time for some of them. These included pioneer E5000 which had become E5024 in December 1962 and then became E6014 on conversion and finally 74004 under BR's TOPS numbering scheme.

The remaining Class 71s remained on Victoria to Dover and Ramsgate duties while the converted Class 74s were deployed on Weymouth trains from Waterloo, from which work they were soon ousted by new EMUs. A short spell on freight followed. By the late 1970s the straight-electric 71s were dramatically under-employed and in 1977 the decision was taken to withdraw the whole class, so the remaining 14 were stood down despite all being in working order, their duties then passing to Class 33 diesels and Class 73 electro-diesels.

Concurrently the first of the conversions, 74006 (E6106), was out of service after suffering a fire and there were maintenance issues with the electronics on the control

With a mixed goods behind, plain green liveried E5021 passes through Ashford on September 21 1966. Colour Rail.



E5015 crosses the points at Shortlands in 1960 with the 'Golden Arrow'. The locomotive was specially prepared for this Pullman working by Stewart's Lane depot. Colour Rail.



E5012 stands at Dover Marine with the 'Golden Arrow' on April 1 1963. Colour Rail.

CLASS 71 NUMBERING			
AS BUILT	1967	CONVERTED TO CLASS 74	TOPS NO.
E5000	E5024	E6104	74004
E5001	E5001	n/a	71001
E5002	E5002	n/a	71002
E5003	n/a	E6107	74007
E5004	E5004	n/a	71004
E5005	n/a	E6108	74008
E5006	n/a	E6103	74003
E5007	E5007	n/a	71007
E5008	E5008	n/a	71008
E5009	E5009	n/a	71009
E5010	E5010	n/a	71010
E5011	E5011	n/a	71011
E5012	E5012	n/a	71012
E5013	E5013	n/a	71013
E5014	E5014	n/a	71014
E5015	E5015	E6101	74001
E5016	E5016	E6102	74002
E5017	E5017	E6109	74009
E5018	E5003	n/a	71003
E5019	n/a	E6105	74005
E5020	E5005	n/a	71005
E5021	n/a	E6110	74010
E5022	E5006	n/a	71006
E5023	n/a	E6106	74006

system fitted to the rest. A further decline in locomotive work on the Southern resulted in the remainder of the 74s being taken out of service by the end of the year.

SAVED FOR THE NATION

Although diesel and electric preservation was not as popular in the late-1970s as it is now one of the original unmodified Class 71s was set aside for the National Railway Museum and was taken to York in December that year.

Class 71 E5012 runs through Folkestone Warren with a fitted freight in June 1969. Railphotoprints.co.uk.



E5001 (71001) was restored to its original green livery and appeared on the main line working specials and visiting open days and other events during the 1980s and 1990s. The locomotive spent many years on display at York and also at Locomotion in Shildon but has recently been on loan to the Barrow Hill Roundhouse project where its condition has deteriorated. Happily it is soon to be given a fresh coat of paint restoring its external appearance to original condition in BR green livery.

As for the Class 74s, 74014 - one of the modified locomotives, was taken to Derby for potential use with the Research Department but instead was quietly cut up two years later, rather

than making it into preservation. None of the diesel-electric 74s survive.

The Class 71 attracted a cult following despite only being active in main line service for 20 years. They were certainly powerful locomotives that were equal to the task that had been set for them but as with many traction units of the 1950s were designed for duties that either ceased to exist or changed so much that the original concept was no longer viable. However many of their advanced engineering features were to appear in subsequent designs and with the retention of one for preservation we can at least continue to admire the advances that this class brought to the railways of the south of England. [Hbn](#)



Stratford 'Brit'



HORNBY'S sublime 'Britannia' 4-6-2 has made a welcome return to shops with the arrival of 70034 *Thomas Hardy* in BR lined green with early crests. Built in 1952 at Crewe and

delivered to Longsight depot, the 'Pacific' soon moved to the Great Eastern Section with reallocation to Stratford, as modelled by Hornby's new release. It late spent time at Norwich Thorpe, March, Willesden, Crewe North, Newton

Heath and Carlisle Kingmoor before withdrawal in May 1967.

70034 is delivered in pristine BR lined green livery. It features sprung buffers, fine plastic smoke deflectors, a factory fitted dummy screw coupling on the front

buffer beam, single chimney, smoke side whistle and a superbly proportioned boiler and firebox. Fine pipework around the cab front is further complemented by a fully detailed cab interior. The tender with this example is

Maroon makeover for Stanier 57fts



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3444
Description:	BR 'Britannia' 4-6-2 70034 <i>Thomas Hardy</i> , BR lined green
Scale:	'OO'
Price:	£159.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



a BR1 4,250gallon tender with a low profile water filler dome.

On the track it performed smoothly and quietly throughout the speed range, as we expected, and comfortably handled an eight coach train of Hornby

Mk 1s. An 8-pin DCC decoder socket is provided in the tender which is permanently connected to the locomotive with a screw fitted drawbar.

Hornby's model of 70034 certainly does this class justice. (MW)

HORNBY has released a new batch of Stanier 57ft non-corridor carriages and as well as a new set of LMS lined maroon vehicles is a quartet of BR maroon versions too.

This new set of BR liveried vehicles differs from the first batch which were released in early BR crimson. The maroon livery is neatly applied with black handrails at the guard's compartments and straw coloured lettering.

The body tooling and presentation matches the high standards of the first batch with crisp body mouldings complemented by turned metal wheels, sprung metal buffers and small tension locks in NEM pockets

For those looking to model a post-1956 suburban or branch train on the Midland Region these are a great choice and further add to the variety of readily available steam era coaching stock. (MW)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4689
Description:	Stanier non-corridor Composite M16574M, BR maroon
Cat No:	R4690
Description:	Stanier non-corridor Second, M11912M, BR maroon
Cat No:	R4691
Description:	Stanier non-corridor Brake Second, M20787M, BR maroon
Cat No:	R4691A
Description:	Stanier non-corridor Brake Second, M20788M, BR maroon
Scale:	'OO'
Price:	£39.99
Era:	5
Couplings:	Small tension locks in NEM pockets

Hatton's launches custom point motor

Hatton's Model Railways has launched a brand new solenoid point motor which has been produced exclusively for the retailer by DCC Concepts. The motor has been designed for above and below baseboard mounting and comes as a complete kit ready to install. It is available as a single item or in six-packs.

A highlight of this motor for us was the inclusion of a pre-wired harness to connect it to either a Digital Command Control accessory decoder or control panel. The wire ends are even pre-tinned and colour coded with green for the common feed and red and black for the two solenoid positive feeds.

Installation is simple and straightforward with five screws being supplied (four and a spare) together with an extension bar to allow it to be mounted beneath a baseboard. The flexibility of the motor is impressive too, as a crank allows it to be connected to points above the baseboard or other items such as signals.

On test we connected the



sample to a DCC Concepts ADS-fx series accessory decoder with which it performed perfectly well offering reliable turnout control and without the dramatic 'thud' of some other solenoids.

With its pre-wired harness, built in mounting plate and flexibility for above and below baseboard mounting this new solenoid motor is refreshing the long standard technology of solenoid point control. Excellent and available now. (MW)

THE DETAILS

Supplier:	www.ehattons.com
Cat No:	HAT-PM-01
Description:	Above/below baseboard solenoid point motor
Scale:	Any
Price:	£6.50
DCC:	DCC compatible through a separate accessory decoder

Busch shrubbery branches out



These new packs of shrubbery are amongst the latest additions to the Busch range of scenic accessories. Each contains four bushes comprising a plastic armature base covered with foam foliage material.

Our samples featured Spring bushes with a selection of colours while the summer pack contained two light green and two dark green bushes. These are ready to plant and enhance garden scenes. (MC)

THE DETAILS

Supplier:	www.goldenvalleyhobbies.com
Cat No:	6064
Description:	Spring bushes
Cat No:	6065
Description:	Summer bushes
Price:	£10.50
Scale:	'HO'
Era:	Any

Departmental 'Whistler' lands from Bachmann

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	32-482
Description:	Class 40 97407 <i>Aureol</i> , BR blue (weathered)
Price:	£154.95
Era:	8
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



THE LATEST ADDITION to the Bachmann 'OO' gauge range is this departmental Class 40, 97407 *Aureol*, in weathered BR blue.

Withdrawn from traffic in February 1985 as 40012 *Aureol*, the prototype was subsequently reinstated to traffic and renumbered 97407 in May that year for use in conjunction with remodelling work at Crewe. During this time, it was used on engineering and

ballast workings. The locomotive is now preserved with the Class 40 Preservation Society at the Midland Railway - Butterley.

Bearing the hallmarks of previous releases (HM81), this latest issue portrays the disc-headcode variant with sprung buffers, etched roof fan grille, separately applied handrails, grab handles and windscreen wipers. Further down, bogie buffer beams are fully appointed with factory-fitted pipework and

jumper cables as well as sockets neatly picked out in orange.

Application of the BR blue paint scheme is good, although the overall factory applied weathered finish is a touch heavy in places. That applied to the underframe and bogies, however, is effective. BR double arrows, overhead warning flashes and numbers are crisply printed while *Aureol* nameplates are also neatly applied.

Performance of our sample was

excellent. It has a 21-pin Digital Command Control decoder socket and has directional lighting with four illuminated headcode positions. Cab and tail light on/off switches are situated beneath the fuel tanks.

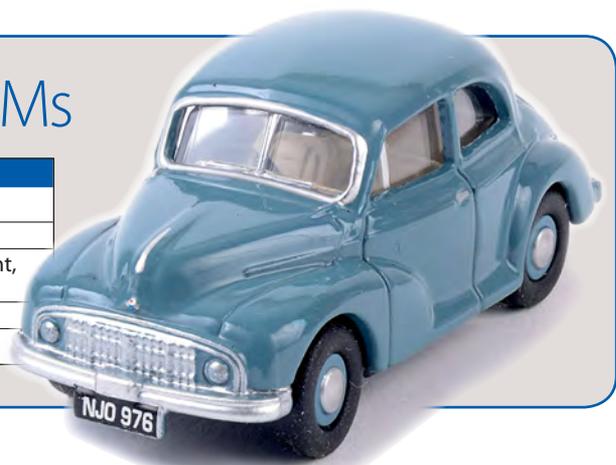
A separate pack containing a pair of etched frost grilles together with a set of open and closed headcode discs is also included.

A welcome return for the 'Whistler' and sure to prove popular in this guise. (MC)

Oxford delivers More Morris MMs

Oxford Diecast's 1:76 scale split windscreen Morris Minor MM appears in Thames blue for this latest issue. Finished as NJO 976, the two-door model features black and silver number plates, silvered radiator and low-set headlights either side. (MC)

THE DETAILS	
Manufacturer:	www.oxforddiecast.com
Cat No:	76MMS005
Description:	Morris MM Series Lowlight, Thames blue
Price:	£4.45
Era:	4/5



Bachmann's Mk 2a offers a barrier for HST coaches



Bachmann's 'OO' gauge BR Mk 2a Corridor Brake First (BFK) gains a departmental livery for its latest twin-pack release as High Speed Train (HST) barrier vehicles ADB975665 and ADB975666.

Close inspection reveals a number of prototypical decoration differences between the vehicles such as the arrangement of HST barrier vehicle lettering, silvered window detail and Guard door branding on ADB975665, compared with ADB975666. Both vehicles also correctly feature yellow vestibule end doors, grey roofs and different styles of First Class window stickers.

This twin-pack is ideal for populating a depot scene. (MC)

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	39-002
Description:	BR Mk 2a BFK HST barrier vehicles twin-pack, BR blue
Price:	£89.95
Era:	7
Couplings:	Small tension locks in NEM pockets

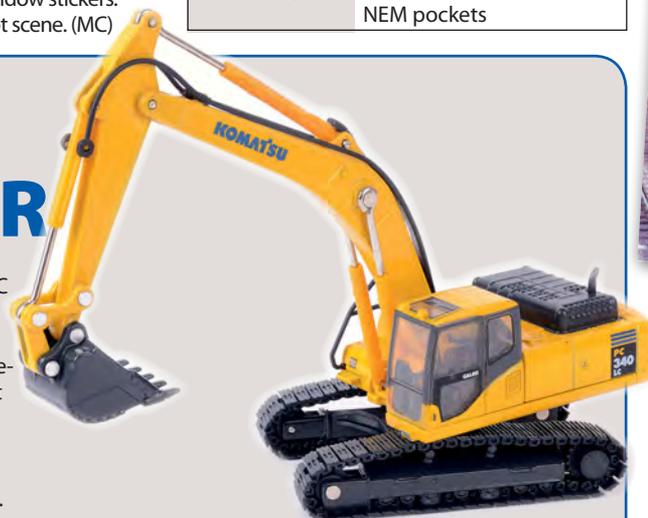
Oxford delivers KOMATSU EXCAVATOR

Debuting the new 1:76 scale Oxford Construction range is this Komatsu PC340LC hydraulic crawler excavator, as used on construction sites throughout the world.

Oxford Diecast's new tooling features a die-cast metal swivelling engine counterweight and two-piece excavator boom. Arm and bucket cylinders are fully poseable to allow the boom to be set in any position you choose, while the bucket can also be posed.

Application of the bright colour scheme is excellent, featuring a gloss yellow paint finish with grey underframe and bucket.

Not only does this model look good, its flexibility to be set



THE DETAILS	
Manufacturer:	www.oxforddiecast.com
Cat No:	76KOM001
Description:	Komatsu PC340LC, yellow
Price:	£19.95
Era:	9

in numerous poses allows additional models to be used and placed in different orientations – perfect for creating plausible construction scenes on a layout – and it's to 1:76 scale too! (MC)

Midland Red for Oxford PD2

The bold bright red colour scheme of Midland Red is the latest to adorn Oxford Diecast's 1:76 scale Leyland Titan PD2/12.

Finished as JBC 989, the model represents a vehicle operated by Midland Red from the late-1950s until the late-1960s. Die-cast construction gives it a substantial weight while clear flush-glazing and detailed upper and lower passenger saloons complete the picture.

Application of the allover Midland Red gloss paint finish is exemplary and features crisp lettering on each side,



THE DETAILS	
Manufacturer:	www.oxforddiecast.com
Cat No:	76PD2002
Description:	Leyland Titan PD2/12, Midland Red
Price:	£18.95
Era:	5/6

fleet numbers, destination blinds, number plates and period advertisements. Destination blinds are set for route 625 to Loughborough via Mountsorrel.

Oxford Diecast's bus and coach fleet continues to improve with each release, as this standout model demonstrates. (MC)

RECOMMENDED READING

Seventies Spotting Days Around the LONDON MIDLAND REGION

Author: Kevin Derrick

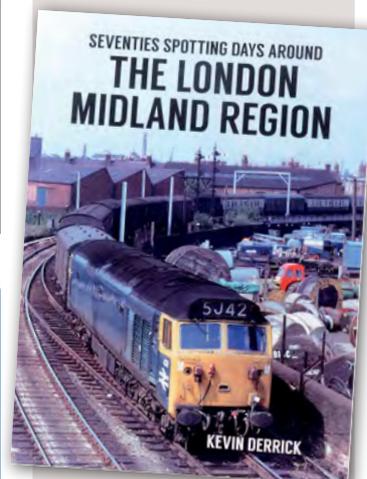
Publisher: Amberley Publishing

Website: www.amberley-books.com

ISBN: 978-1-4456-6073-8

Price: £14.99

Spec: 95 pages, softback



NEW from Amberley Publishing, this photographic volume focuses on the 1970s and features a large selection of British Rail traction of the period.

Previously available in hardback from Strathwood Publishing, this smaller softback publication contains a wealth of reference material including classes 04, 08, 20, 24, 25, 27, 31, 33, 40, 44, 45 and 47 diesel locomotives, Class 76, 81-86 electric locomotives and a selection of multiple units including a brief glimpse of the future with the Advanced Passenger Train - Experimental (APT-E) and InterCity 125 High Speed Train power cars.

Photographic reproduction is good, while captions are, on the whole, informative and also contain references to popular culture at the time.

It's a nostalgic guide to operations on the London Midland Region during the 1970s which also serves as a particularly useful reference for modellers wishing to study the general effects of grime and weathering on locomotives during this time. (MC)

'O' Gauge Warship

sails into the shops

Diesel-hydraulics have always been popular – but is Heljan's latest model fit to set sail? **MARK CHIVERS** finds out.



Left and above: The new 'O' gauge 'Warship' is a visual feast of detail.

BRITISH RAILWAYS (BR) introduced its new Type 4 'Warship' B-B diesel-hydraulics from the late-1950s, initially replacing steam traction on Western Region (WR) express passenger services to the West of England.

Although based on a German design, agreement was obtained to build a series of these distinctive hydraulics in the UK. D800-D832 and D866-D870 were built at BR's Swindon Works and later classified Class 42, while a separate batch – D833-D865 – was built by North British Locomotive Company (NBL) and designated Class 43, with most being named after Royal Navy ships.

Featuring twin Maybach MD650 engines and Mekydro transmissions, at 79tons the Class 42s were lighter and more powerful than many conventional diesel-electric locomotives, which proved a distinct advantage when faced with challenging gradients. Maximum speed was 90mph, although reports of them running in excess of this were not uncommon.

THE MODEL

Heljan's latest addition to its growing 'O' gauge roster of diesel-hydraulics certainly lives up to expectations with the 'Warship' following on from the 'Hymek' and 'Western'. Five standard models have been released as D827 *Kelly* in BR green with yellow warning panels (Cat No.

4201), D815 *Druid* in BR maroon with full yellow ends (4203), D866 *Zebra* in BR blue with twin double arrows (4204), 829 *Magpie* in BR blue with single double arrows (4205) and our review sample, D869 *Zest* in BR maroon with yellow warning panels (4202). In addition, Tower Models of Blackpool (www.tower-models.com) has commissioned six limited edition variants without names or numbers in the same choice of liveries, together with a plain green version.

Straight from its sturdy box, you are presented with an outstanding model, its distinctive curves and shape capturing the look of the prototype well, especially around the cab. Separately applied lamp irons, fine windscreen wipers, metal grab handles and handrails feature on the rounded cab noses at each end. The upper central lamp iron is supplied separately in a pack of parts to prevent it getting damaged in the box during delivery together with cab steps and a series of spare bufferbeam parts.

Flush four-character route indicator boxes carry 1N36 and 1A26 train reporting numbers while illuminated head and tail lights are also fitted. A big plus with this model are the flush-glazed cab windows complemented by silvered beading which offer a view into the fully detailed interior with its moulded brake and control handles, dials, switches, rear >>





Above: In profile Heljan's new model reflects the curves and styling of the real locomotives superbly. BR maroon with small yellow panels is arguably the best livery carried by the class.

THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	4202
Description:	D869 Zest, BR maroon with yellow warning panels
Scale:	'O'
Price:	£699
Era:	5
DCC:	Suitable for conversion
Couplings:	Working screw couplings

Below: The 'Warship' is now available in 'N', 'OO' and 'O' gauge as a ready-to-run product following the arrival of Heljan's new model.



bulkhead pipework and handbrake wheel, all neatly represented. Finely moulded seats are also fitted and just crying out for inclusion of a driver and secondman!

Beneath the cabs, a full complement of buffer beam pipes, jumper cables and sockets is fitted together with sprung plastic buffers, sprung metal coupling hook, working screw coupling and lower valance which features all the curves you'd expect.

Moving along the sides, the seemingly restrictive cab doors are neatly represented as are

the cab handrails, rainstrips and characteristic engine room grilles. Cab door kickplates are also represented together with a cab step fitted beneath each door, the latter perhaps a touch chunky in comparison to those fitted on the prototype. The engine room interior hasn't been modelled, which would have made this model even better, instead the flush-glazed windows feature a covering inside to obscure

the view of the mechanism within.

Elsewhere, fine panel lines and the angular transition from bodyside to underframe are well executed while the underframe hatches also look the part and feature appropriate catches and hinge detail too. Roof detail is a work of art, with its distinctive flat peak and curved cantrail transition

together with finely moulded exhaust apertures, etched fan grilles, walkways and a multitude of separately fitted open roof vents and exquisite roof panel lifting eyes.

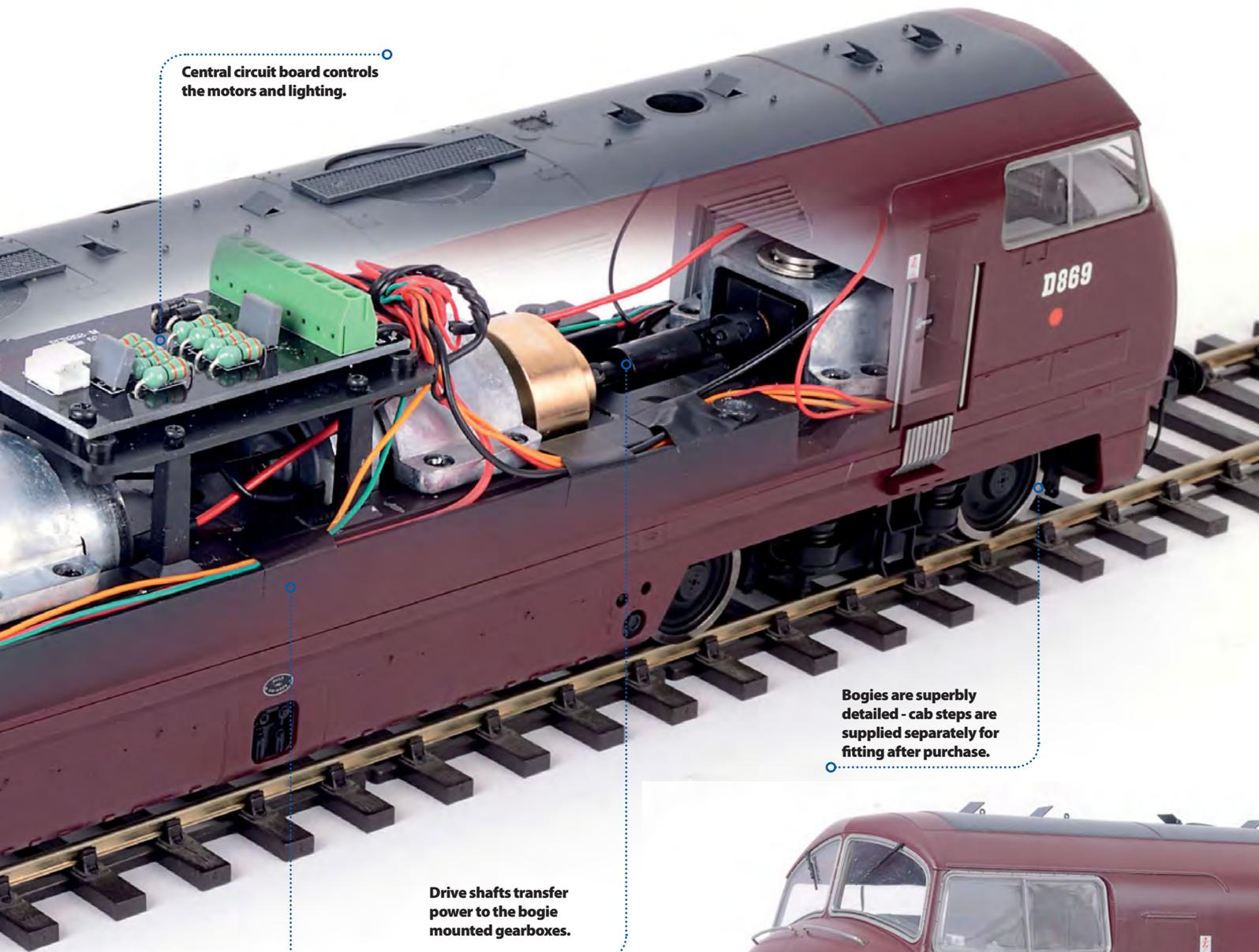
D869 featured a rich BR maroon satin paint finish with small yellow panels, arguably the finest livery carried by the class, which

Detailed cab interior includes lighting.

Five pole motor with brass flywheel for high performance.

Cab interior detail is stunning with a driver's desk which looks ready for action. The cab bulkhead is fully detailed too and features interior lighting.

is further complemented by a central grey roof band. Masking between colours is very good and small details such as window surrounds are neatly picked out in silver or black while crisply printed locomotive numbers and Western Region red dot route restrictions feature beneath each cabside window. Factory-printed nameplates, Swindon builder's plates and British Railways crests are also neatly applied.



Central circuit board controls the motors and lighting.

Bogies are superbly detailed - cab steps are supplied separately for fitting after purchase.

Drive shafts transfer power to the bogie mounted gearboxes.

Heavy die-cast chassis gives the 'Warship' impressive traction.

PERFORMANCE

Not only does it look exceptional, this model runs well too. Straight from the box we loaded our review sample to seven BR Mk 1 coaches on *Hornby Magazine's* new 'O' gauge office test track (see Staff Projects on pages 104-109) which it handled with ease, negotiating second radius curves without issue. The model's impressive weight aids tractive effort while the horizontally mounted twin motors and cardan shaft drive provided silky smooth and quiet running at all speeds. A separate drive system rotates both roof fans when the model is under power.

Cab interior lighting is provided on either side of the rear bulkhead, which helps highlight the moulded detail, while the four-character route indicator boxes together with head and tail lights illuminate correctly according to the direction of travel.

Like its predecessors, Heljan's 'O' gauge 'Warship' is Digital Command Control (DCC) compatible and requires a suitable DCC decoder to be hardwired to the circuitry. To access the chassis, there are four screws either side of the underframe tanks which release the body - but be careful of the wired connections to the roof fans and lights when lifting the body. We tested the 'Warship' with a DCC Concepts Zen Buddha four-function large scale decoder with which it performed superbly.

For DCC sound installations, the manufacturer has also designed the underframe tanks to accommodate a 40mm round speaker and a suitable vent has been moulded underneath to allow sound to escape.

Running characteristics are assisted by a delightful set of black, silver rimmed turned metal wheels



fitted to the impressive 'Warship' open bogie design, which has been captured well with stand-out spring detail, speedometer drive and in-line brake shoes.

OVERALL

Heljan's Class 42 'Warship' is another outstanding 'O' gauge example

from the Danish manufacturer and, like the prototype, is powerful and attractive, capturing the characterful appearance perfectly. With five fully-finished standard models to choose from, plus six limited edition models from Tower Models, we are spoilt for choice and these incredible models are sure to prove popular. (MC)

When I'm '64'

Western Region modellers are in for a treat with the arrival of Bachmann's new Graham Farish 'N' gauge Collett '64XX' 0-6-0PT. **MIKE WILD** takes a closer look.



YOU CAN BE FORGIVEN for thinking that a 'Pannier' tank is just, well, another 'Pannier' tank. If you aren't close to the subject or don't specifically follow the Great Western Railway's locomotive development then outwardly its distinctive 0-6-0PTs all look the same.

However, different classes served different purposes and through combinations of boiler pressures, wheel diameter and fittings they were classified in selected number ranges. The most common, and probably the one everyone is aware of, is the '57XX' with 863 being built. These were maids of all work tasked with shunting, pick up goods and even passenger trains. Towards the opposite end of the scale was the '64XX' class which numbered just 40 locomotives.

Their purpose was simple – passenger traffic and, more specifically, autotrains where they were coupled to carriages with

driving compartments to work in push-pull formation. The '64XXs' had auto-working equipment front and rear which meant an autocoupler could be coupled at either end or both. They had 4ft 7½in driving wheels, a 165psi working pressure boiler and, distinguishing them from the '57XXs', a lower pitched boiler barrel and tall chimney.

Three have been preserved and they regularly appear at steam galas around the country as well as on their home lines of the South Devon Railway (6412), Llangollen Railway (6430) and Bodmin and Wenford Railway (6435).

THE MODEL

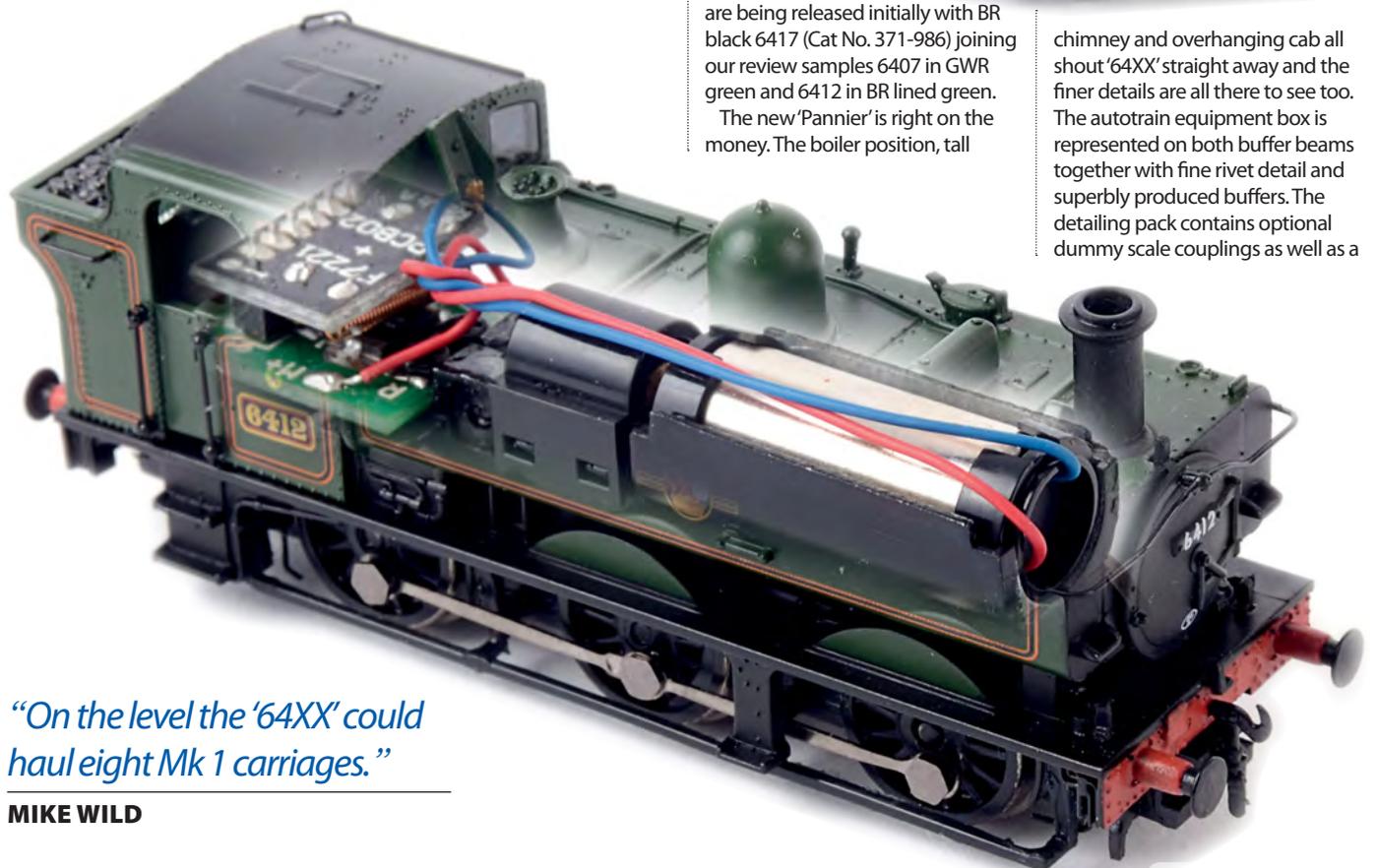
Bachmann is already well versed in the styling of the '64XX' having released its 'OO' gauge model of the class in 2015 (HM93). Creating an 'N' gauge model drew on the same research, but also meant completely new drawings to cater for the smaller scale. Three versions



are being released initially with BR black 6417 (Cat No. 371-986) joining our review samples 6407 in GWR green and 6412 in BR lined green.

The new 'Pannier' is right on the money. The boiler position, tall

chimney and overhanging cab all shout '64XX' straight away and the finer details are all there to see too. The autotrain equipment box is represented on both buffer beams together with fine rivet detail and superbly produced buffers. The detailing pack contains optional dummy scale couplings as well as a



“On the level the '64XX' could haul eight Mk 1 carriages.”

MIKE WILD



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-985
Description:	GWR '64XX' 0-6-0PT 6407, GWR green
Cat No:	371-987
Description:	GWR '64XX' 0-6-0PT 6412, BR lined green
Scale:	'N'
Price:	£94.95 each
Era:	3 and 5 respectively
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido type in NEM pockets



spare brake pipe to fill in the holes.

The front of the locomotive is captured well with the fine wire handrail crossing neatly above the smokebox door in the correct arc. The pannier tanks which sit neatly above the driving wheel splashers are the correct height while the boiler top features water fillers, pipework, dome, safety valves and whistle in the right places.

The cab and bunker model the early design with a plastic coal load in the latter. The cab interior is used as the housing for the decoder socket which, while visible isn't overly obtrusive.

Decoration of both of our samples was excellent throughout matching the standard we expect from Bachmann – the lining on 6412 is particularly impressive on the side tanks.

PERFORMANCE

The '64' uses Bachmann's excellent coreless motor –

and it really is a tiny piece of engineering. The motor itself is just over 15mm long and connects into a worm drive gearbox to power the centre axle.

From the box our samples were smooth running and quiet throughout the speed range and

following a period of running in we set to with load testing. The results were that on the level the '64s' could haul eight Mk 1 carriages, on a 1-in-68 that reduced to four and on the 1-in-30, the steepest incline on our test track, only two were possible. This is still acceptable for a locomotive of this calibre as we expect most layout owners will only want to run short two-coach trains or single autocoaches with these 0-6-0PTs.

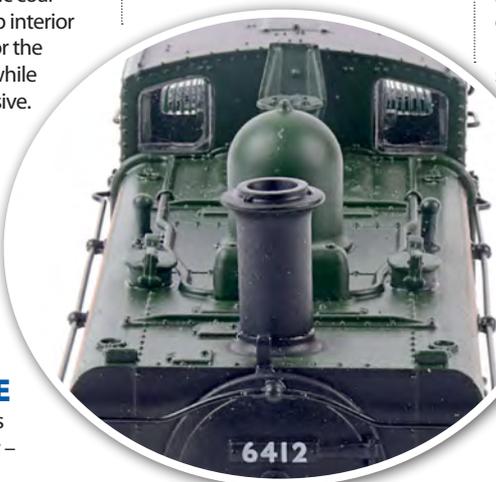
In terms of Digital Command Control the 'Pannier' is fitted with Bachmann's angled 6-pin socket which requires a specific decoder type to fit. This is 36-556RA – with a right-angled plug. Space is at a premium inside, but enough room has been left in the cab for the decoder once installed. Body removal is simple too requiring just one screw at the front

of the locomotive to be released. Our samples were a tight fit over their chassis though, so care will be needed when handling them not to damage the lower brake rigging around the driving wheels.

Couplings are standard long shank Rapido couplings in NEM pockets which stand a long way forward of the bufferheads. Replacing this with short arm couplings from our spares box greatly improved the look of the model and also the coupling gap to carriage. Doing this didn't restrict the models performance on fourth, third or second radius curves.

OVERALL

For Great Western and BR Western Region modellers the arrival of the '64XX' for 'N' gauge is excellent news as it further broadens the potential of this region for main line and branch line scenes. Plus, with the Hawksworth autocoach currently being developed for 'N' gauge by Bachmann these plucky locomotives will soon have the perfect partner to recreate sleepy branch line operations. (MW)





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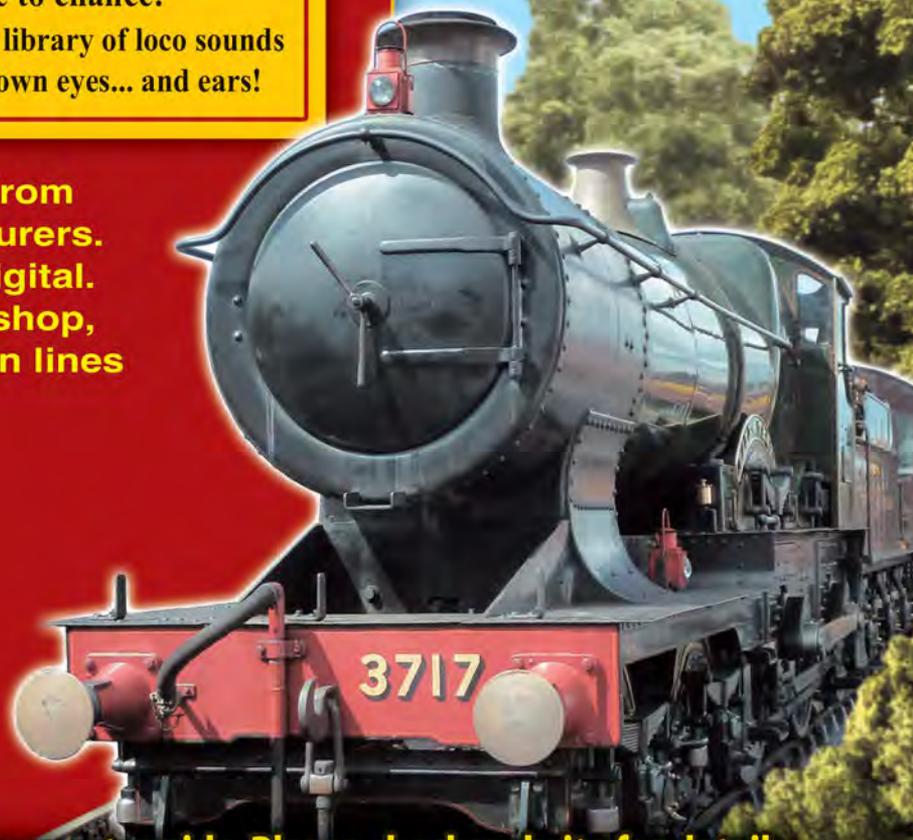
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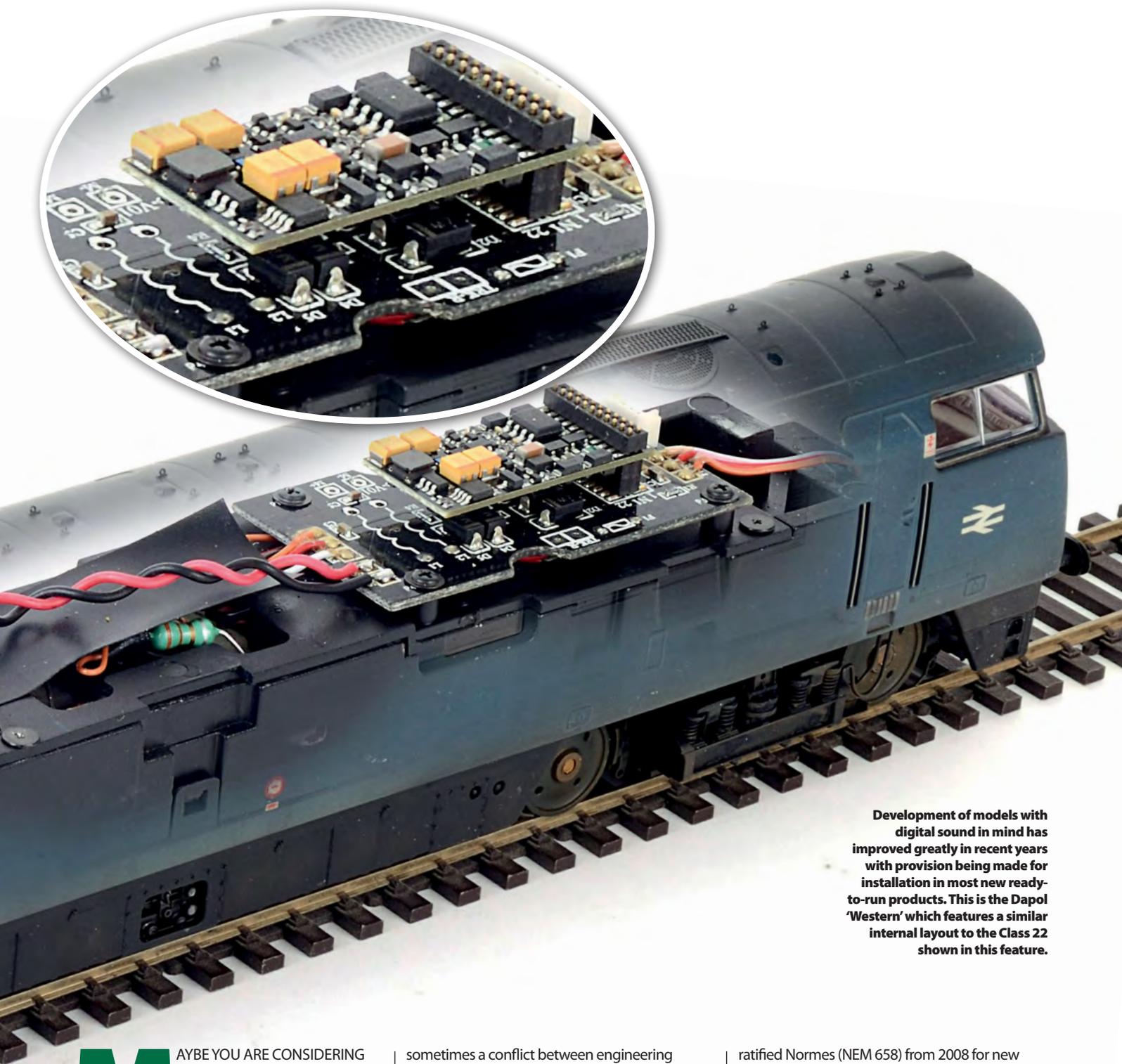
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'Plug & play' SOUND ...are we there yet?

Is it possible to achieve 'plug and play' digital sound?

PAUL CHETTER installs DCC sound to a variety of recently released models in an attempt to answer this question.





Development of models with digital sound in mind has improved greatly in recent years with provision being made for installation in most new ready-to-run products. This is the Dapol 'Western' which features a similar internal layout to the Class 22 shown in this feature.

MAYBE YOU ARE CONSIDERING running Digital Command Control (DCC) sound fitted models, or perhaps you already have one or two sound locomotives and want more. One way to expand your fleet is to fit a sound decoder and speaker to existing non-sound models. The DCC sound feature in HM107 provided information about the sound decoders which are readily available with UK locomotive sounds loaded, but how easy is it to install them in today's models? The large, potentially empty, space in 'OO' gauge steam locomotive tender bodies have long been the target for DCC sound installations but what advances have the manufacturers made since my first *Hornby Magazine* sound installation feature 70 issues ago? In truth, "three steps forwards and one step back" would be a fair description as there is

sometimes a conflict between engineering requirements and optimal sound provision. The balance is now tending to favour provision for sound fitting, but occasional regressive decisions still happen. I would suggest that in order to build confidence, selecting easily converted models and decoders suitable in both size and interface would be a good introduction to the process if you are looking to take on your own sound installations. It may surprise you to learn that even today, models are being designed as 'DCC Ready' which have a DCC socket, but no space provided to fit a decoder, let alone a speaker. There are a number of 'standard' DCC socket types. Mostly, these have been designed to provide an adequate number of separate connections without considering the physical size of the decoders. MOROP, the body which sets 'Normes' (NEM) for European model railway manufacturers,

ratified Normes (NEM 658) from 2008 for new DCC connectors, the PluX range using 22, 16, 12 or 8 pins. These decoders are partially interchangeable. Included within these specifications are the maximum dimensions of the decoder and the mandatory minimum space that must be provided within the model to accommodate such decoders. More recently MOROP has designated a connector specifically for 'N' and very small 'HO' gauge models. This is the Next18, or NEM 662, interface which also mandates amongst other requirements the maximum decoder dimensions and the minimum space to be provided in the model. These connectors have been widely adopted in Europe and between them really can produce 'plug and play' installations. Sutton's Locomotive Workshop's Class 24 was the first ready-to-run model of a British locomotive to use the PluX22 interface, while >>

STEP BY STEP INSTALLING DCC SOUND IN A HORNBY 'K1' 2-6-0



1 The cutaway picture shows the general layout of the Hornby 'K1' tender. What is not shown is the inner coal bunker which severely reduces the space available from mid-section to front of the tender.

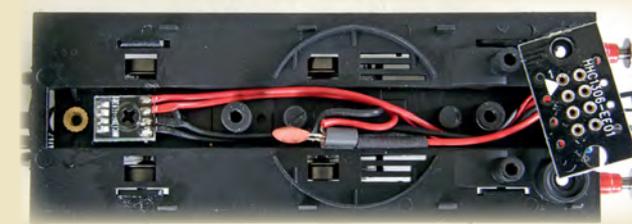
2 The tender body is released from the chassis by removing the two screws (arrowed), raising the rear and sliding backwards to disengage the forward locating tab.



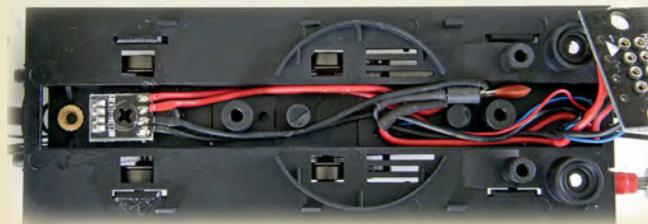
3 Remove the two screws, arrowed, to release the 8-pin DCC socket and slide it out of the way.



4 The two screws, arrowed, revealed should be released to allow removal of the metal ballast weight.



5 This shot of the tender floor shows the additional holes or slots provided within the speaker-locating part circular moulding for the sound to pass to free air below the tender.



6 The Radio Frequency Interference (RFI) suppression capacitor was moved to ensure it will not touch the speaker cone. Alternatively, it could be removed entirely without detriment to the model when operating on DCC.

The Little Loco Company has adopted PluX22 for its forthcoming 'O' gauge Class 15. Bachmann has revealed plans to use the Next18 connector in some Bachmann 'OO' gauge models and all newly designed or re-tooled Graham Farish locomotives from the GWR 'Castle' forward.

CURRENT POSSIBILITIES

For this feature we have selected three different locomotives from different sources. First is a Hornby 'K1' model which is a good representative example of current provision for adding a DCC decoder or aftermarket sound fitting in steam locomotive models. Utilising the tender to house the decoder and speakers means that the locomotive need not be handled, wiring between tender and locomotive is minimised and the body of the tender can be utilised as a large speaker enclosure if the speaker is fitted correctly.

Hornby has provided an 8 pin DCC socket with the No. 1 pin position clearly marked, aiding decoder installation. Provision for the speaker is of mixed success. A partial ring is moulded into the chassis floor which will accommodate a 28mm circular speaker, and extra holes are provided to allow sound to escape through the chassis downwards. There is some dismantling required to gain access to the speaker location.

For the speaker and enclosure (tender top) to work efficiently, the air space in front of the speaker must be completely isolated from the enclosed space at the rear, and nothing should be able to touch the vibrating surface. Engineering and production requirements have compromised the speaker location, but this is not too difficult to rectify.

The RFI suppression capacitor is positioned close to the speaker cone, with the potential to interfere with the free movement of the

vibrating surface. I would completely remove this component as it will no longer be required but in the spirit of this article I have simply relocated it in this instance to a less potentially harmful position. The speaker can be sealed to the partial ring with sticky mastic, whilst the same substance can be used to block any residual gaps.

The appropriate wires from the decoder must be soldered to the speaker. Reassembly is all that is required to complete the installation.

DIESEL UPGRADES

Many diesel models fill much of the body interior with heavy chassis castings and components. This is useful for traction but makes decoder or sound fitting more difficult than it would otherwise be.

Recent Dapol models have addressed this problem by reducing the height of the chassis block allowing space for a bass



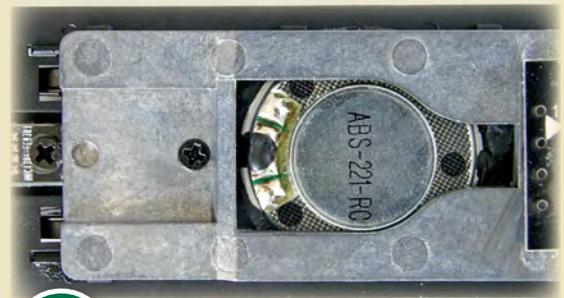
7 A dry-run fitting of the 28mm round speaker was used to confirm nothing would interfere with the speaker cone when finally fixed.



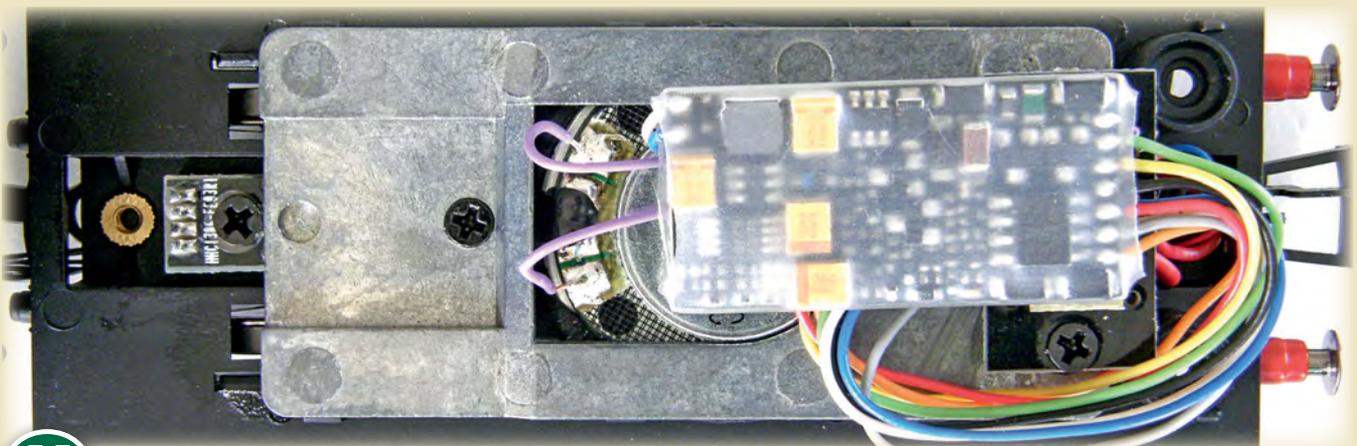
8 This gap at the front of the speaker and a similar gap at the rear will adversely affect the sound quality and volume level available.



9 Seal the speaker circumference and any gaps with a sticky, mouldable compound. I use a black sticky mastic, but BluTack or even Plasticine can be useful alternatives.



10 Refitting the metal weight serves to hold the speaker firmly in place.



11 The shortened speaker (purple) wires from the Zimo MX645R sound decoder were soldered to the appropriate speaker pads and the 8-pin plug fitted to the decoder socket. Although there should not be any possibility of short circuits with this arrangement, I insulated the exposed electrical connections with PVC tape before refitting the tender top.

reflex speaker to be clipped into a specially designed retainer. The additional space also allows the use of 'wire-free' 21-pin decoders.

The speaker wires must be soldered to the pads provided on the locomotive PCB. Apart from this, the installation is 'plug and play', so the manufacturer's design is very successful in making straightforward DCC sound installation a reality.

Bachmann follows a similar standard by providing a recess in the cast metal chassis to support a 40mm x 20mm rectangular speaker in many cases, although some more recent locomotives including the retooled Class 40 and Class 43 'Warship' have had 28mm speaker enclosures mounted to the roof. In each case soldering is required to connect the speaker back to the main PCB unless the speaker comes pre-wired to the decoder. It should also be noted that the spaces

provided in the metal casting will require full insulation to ensure none of the metal of the speaker can cause a short when inserted.

At the full 'plug and play' end of the scale is Sutton's Locomotive Workshop's Class 24 which was designed from inception to be a fully integrated DCC system, including provision for dual speakers intended to optimise sound reproduction and on-board 'stay alive' capability provided by Zimo decoders.

This was also the first UK ready-to-run model to be equipped for PluX22 decoders, either sound or non-sound. PluX22 decoders display the same 'non-wired' advantages that the obsolescent 21MTC types possessed without the latter's drawbacks and odd specification standards, and since NEM658 specifies decoder size and space to be created for them in any models which use this interface, PluX decoders are the epitome of 'plug and play'.

To avoid confusion between 21MTC and PluX22 (both of which use 21 pins from the 22 available in the double row of 11 connectors) the PluX22 decoder is the male element, fitting into the female socket on the locomotive PCB. This is the opposite from that adopted by the earlier 21MTC interface.

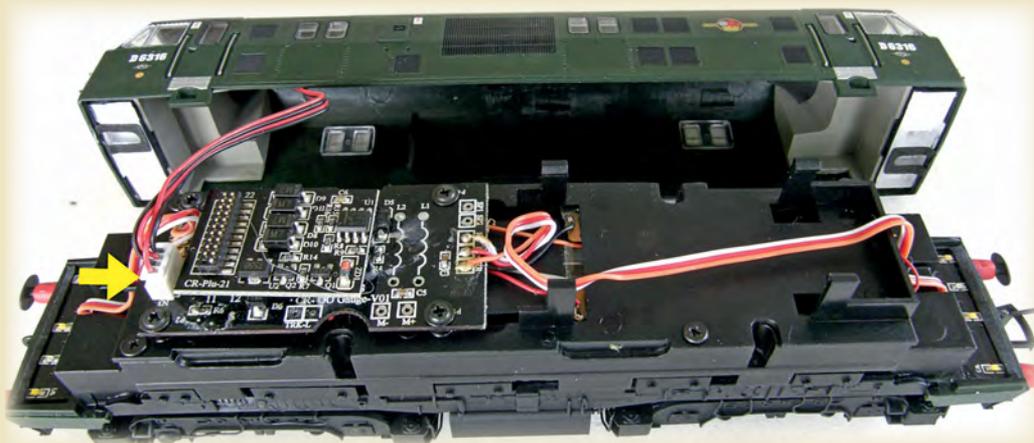
Owners of non-sound SLW Class 24 models can purchase a complete sound kit from SLW consisting of a Zimo MX645P22 PluX22 sound decoder and two pre-wired 'Dumbo' speakers chosen for their outstanding sound reproduction in mobile digital devices. The wires terminate in 2-pin JST plugs which fit into the corresponding sockets on the PCB.

So, in the most complete 'plug and play' solution to date, all that is required is to plug in the decoder, plug in the speakers and plug in the speaker connectors – and you're up and running. [Huma](#)

STEP BY STEP INSTALLING DCC SOUND IN A DAPOL CLASS 22

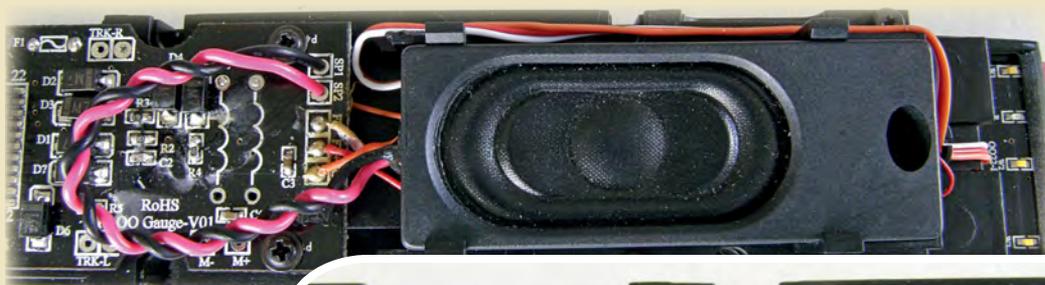
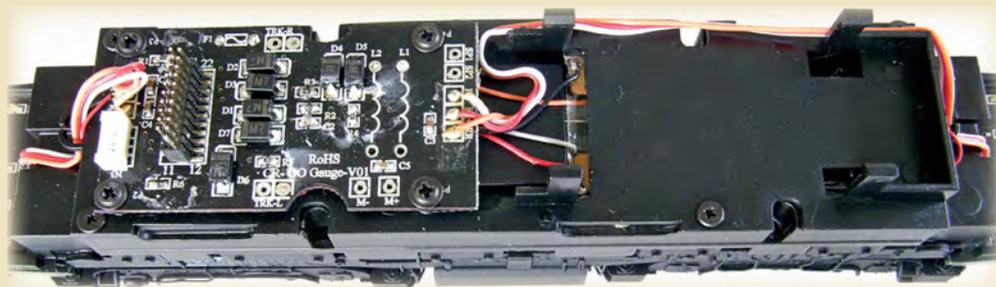
Intermediate
 Beginner **SKILL LEVEL** Advanced

A The cutaway picture shows the generous space afforded within the locomotive body when the chassis has been designed with sound fitting in mind.



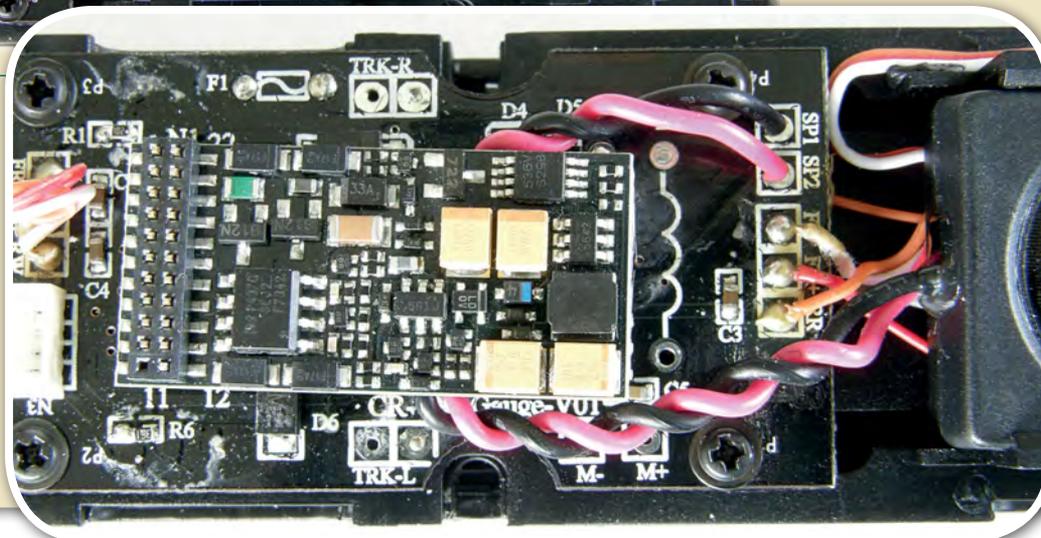
B The body is removed by gently prizing outwards the lower edges of the body sides to disengage the locating lugs and lifting carefully upwards. Wiring for cab lighting connects the body to the chassis by way of a four-pin JST connector, arrowed, which should be separated to prevent damage during the installation process. Note the wiring which runs across the speaker location.

C With the body safely put aside, the DC blanking plate is removed from the 21-pin connector and the wiring re-routed around the allocated speaker space. The chassis is fully prepared for sound installation.



D A 22mm x 58mm bass reflex speaker unit should be fitted to the location provided and is held in place securely by the moulded fixing tabs.

E The locomotive PCB provides pads, labelled SP1 and SP2, to which the speaker wires should be soldered – it doesn't matter which way round the speaker cables are. When plugged in, the 21-pin interface provides the necessary connections directly to the decoder. Refit the cab lighting plug and locomotive body to complete the installation.



STEP BY STEP INSTALLING SOUND IN A SUTTON'S LOCO WORKSHOP CLASS 24

Intermediate
Beginner **SKILL LEVEL** Advanced

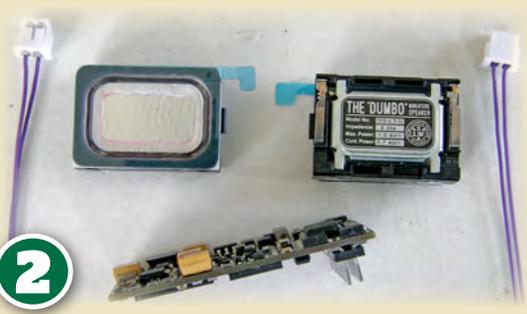
1



BR Sulzer Type 2 (Class 24) Bo-Bo Diesel Locomotive

The space designed in for the required components can be seen clearly in the cutaway picture. The model is fitted to a plinth for transit. The model can be more easily handled for disassembly whilst still screwed to this base. The body is released by gently prizing outwards the lower edges of the body sides to disengage the securing lugs and then lifting vertically.

2



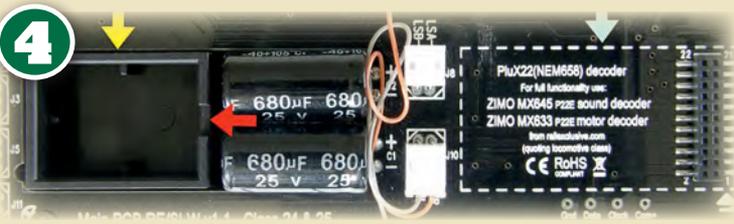
The complete sound installation kit available for the SLW Class 24 consists of a Zimo MX645P22 PluX22 sound decoder, a pair of high tech 'Dumbo' speakers and JST plug fitted speaker wires. These wires are shown separately here, but the publicly available kit includes speakers pre-wired correctly 'in phase' so no soldering is required. Note that the decoder has the pins fitted which is why this customised kit is not suitable for models from any other manufacturer.

3



In close-up, a plastic side protrusion can be seen on the left of the speaker frame. This is used to orientate the speakers correctly in their enclosures.

4



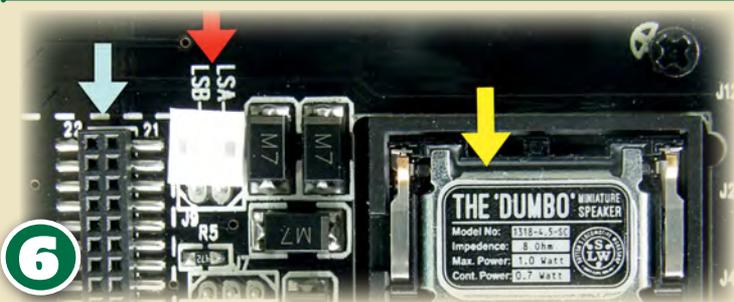
One of the speaker enclosures is indicated with a yellow arrow, and the notch to orientate the speaker is arrowed in red. Note the decoder position, light blue arrow, which includes the PluX22 socket and the designated 'clear' area within the dotted line for the decoder.

5



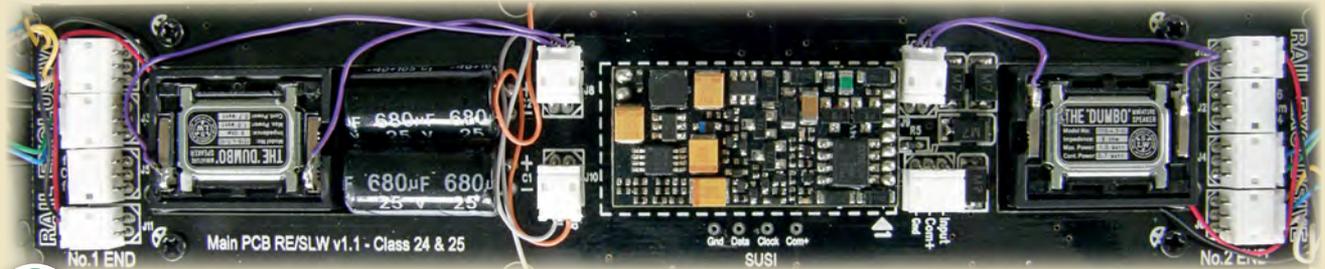
The speaker is shown pressed fully home in the correct orientation. For clarity, I've used a speaker without wires attached. The basic model's specification includes 1320µF 'stay alive' capacitance seen here next to one speaker position.

6



Right: A light blue arrow indicates the PluX22 connector, while the red arrow points to one of the JST speaker wire sockets - note that each pin is separately labelled to ensure that the speakers are connected 'in phase'. The second speaker is indicated by a yellow arrow.

7



After plugging in the decoder, plugging in the speakers and plugging in the speaker wiring, the chassis will look like this. Replacing the body completes the installation.

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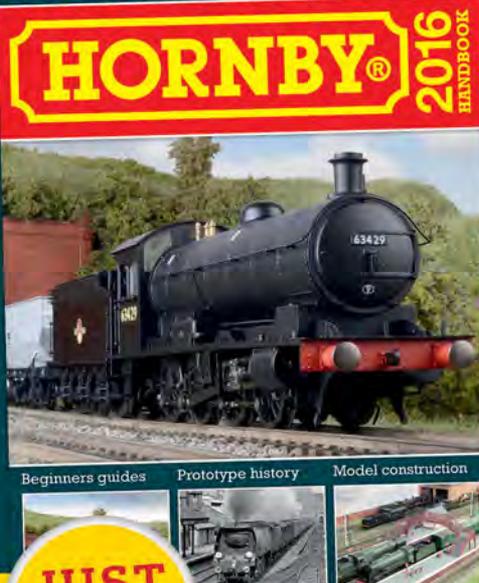
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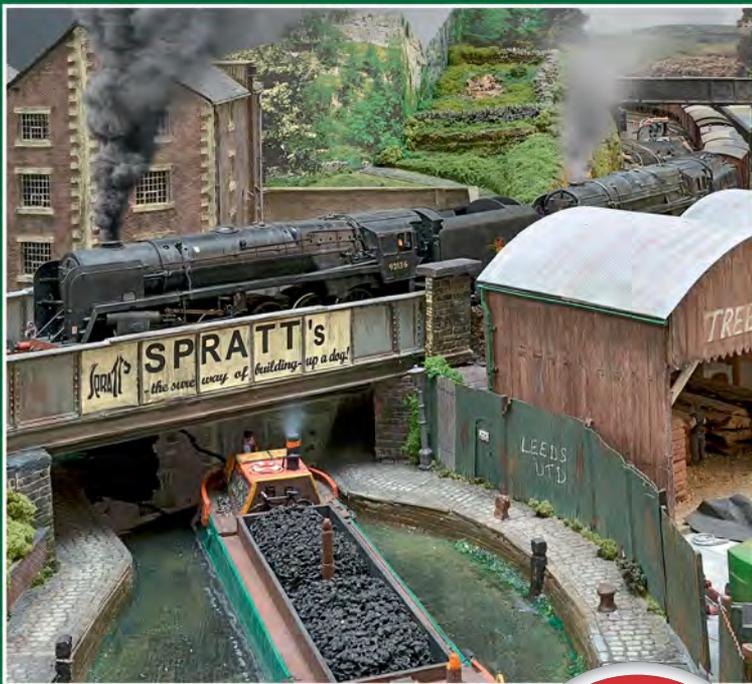
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Horsley Bank

STEVE HOWE'S

compact layout is set in industrial West Yorkshire, and shows how a lot of detail can be included in a very small space.

**PHOTOGRAPHY,
TREVOR JONES.**



WHEN I STARTED this layout nearly 16 years ago the objective was to experiment with various components then

new to the market. Progress has continued in fits and starts but scenically has only developed in the last few years - proving that small layouts do not necessarily equate to quick layouts!

At the time I started building I had very little room or time for model railways and the challenge was to design a working 'P4' (4mm:1ft scale running on 18.83mm gauge track) model in a very small space.

The original plan was to be able to set the model up on the kitchen table to play with, but as it has developed, it has expanded into a self-contained diorama.

As a dyed-in-the-wool Great Western Railway man from darkest rural Cornwall, the choice of prototype might seem slightly odd. Let me explain: Following college in Hull, I lived in Yorkshire for over 25 years, latterly in the upper Calder Valley at Hebden Bridge, and found the landscape and architecture of the area fascinating. Looming mills and small terrace streets jostled for space with railways, canals and roads squeezed into the steep cramped valleys and all this threw up tantalising >>



Horsley Bank
measures just 4ft x 2ft - and that includes the off scene storage yard. It operates as a shunting puzzle.

STATISTICS

Owner:	Steve Howe
Scale:	'P4'
Length:	4ft
Width:	2ft
Track:	Handbuilt
Control:	Analogue
Period:	LMS, 1930s





The drive of a Hudswell Clarke 0-4-0ST has the blower on to draw air through its fire before moving out of Longbottom's Mill.

modelling opportunities. As I was short on space, this claustrophobic urban environment presented ideal solutions for cramming lots of modelling potential into a tight space. I also rather liked the gritty workaday nature of the old Lancashire & Yorkshire Railway (LYR) threading its way through sooty cuttings with the towering mills and factories above.

PLANNING

I set out to design a table top layout that would be self-contained within one footprint and with no storage yards or cassette decks. The inspiration for the track layout came from a visit to Scafeour North many years ago where I saw Paul Severs' Biginnor Road. This was a fully self-contained operational shunting layout on an ironing board. I reckoned that if Ian could achieve a working model in less than 4ft x 9in I ought to be able to do the same on a 4ft x 2ft board.

Operation depends on a sector plate taking the place of a complex arrangement of off-stage pointwork leading to three routes - a short run-round loop gives access to three short sidings serving a textile mill, an engineering works and a longer siding which is modelled to suggest a truncated route going off-stage. The sector plate also connects to a 'kick-back' line which runs along the street at the rear of the scene to a concealed cassette allowing trains to be changed.

The length of the loop and sidings was carefully thought out. The sector plate holds an 0-4-0ST and three wagons, the loop and upper siding in the mill yard can hold a locomotive and four wagons. The lower headshunt can only hold a locomotive and two wagons. To shunt the long front siding means wagons have to be moved singly or in pairs. Because the 'slip' (actually two A5 turnouts overlaid on each other) is only one sided, wagons destined for the Leethams engineering factory siding have to be taken into the headshunt, then drawn into the long front siding and propelled back - assuming the headshunt is empty and the long siding has sufficient room.

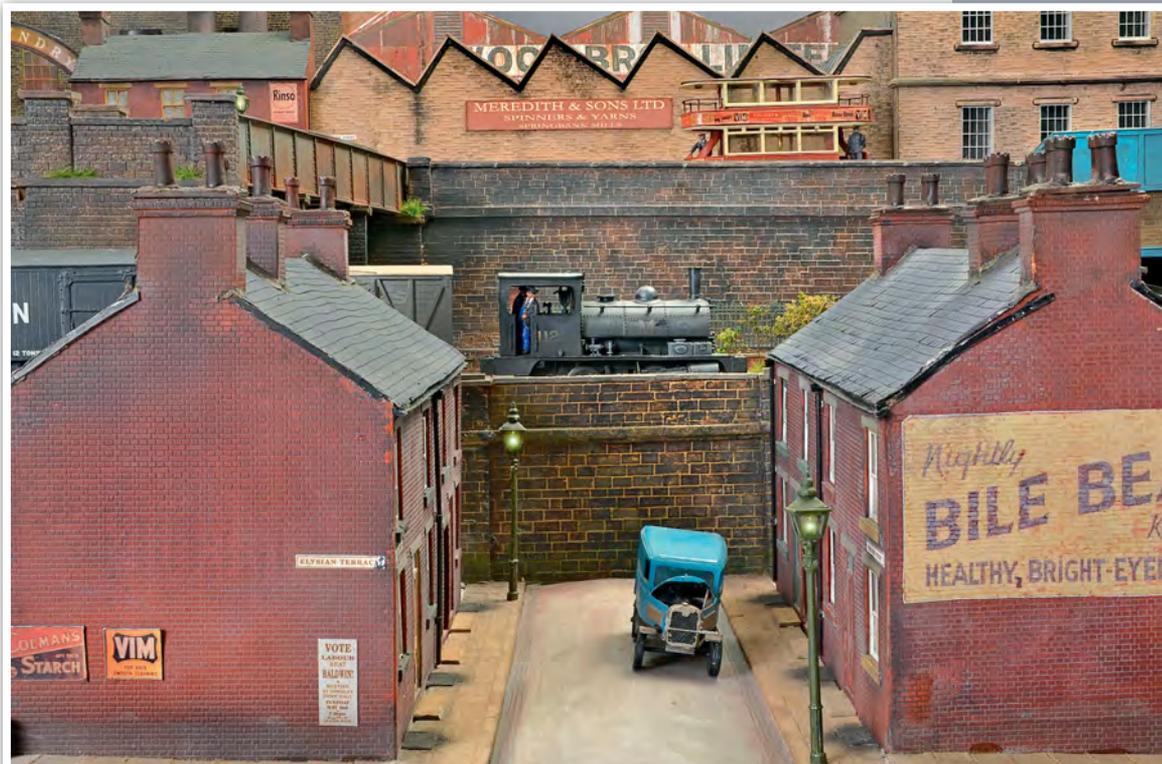
Operationally the track layout allows for complex shuffling of wagons and there is further scope to develop a logical sequence of moves using a card system which would maximise the space and relieve some of the head-scratching experienced towards the end of a long show! In short, it is a 'shunting puzzle' and as such can absorb many hours of operation. »

“The original plan was to be able to set the model up on the kitchen table.”

STEVE HOWE







03 Left: The 'stacked' nature of typical Pennine mill towns is quite evident here. Creating multi levels helps sustain visual interest in small layouts.

04 Below left: The less than salubrious back yards on Paradise Street.

05 Right: Longbottom's Mill, with its distinctive hexagonal chimney, is based quite closely on a prototype in Sowerby Bridge, although the original was never rail served. The Hudswell Clarke 0-4-0ST shunts three wagons out of the yard.

06 Below: Multiple levels and a theatre style setting capture the viewer watching Horsley Bank.



CONSTRUCTION

Track construction is entirely traditional with ply sleepers and rivets, steel rail and cosmetic chairs from C+L. All track is laid on cork supported by a 12mm MDF track base. At the time, MDF was flavour of the month for baseboards, but I would never use it again, even on such a small area as the board has warped slightly which has led to problems with the sector plate not lining up properly, despite the use of locating bolts.

Point operation, which is still an on going experiment, uses 3v motors with an integral 1:200 gearbox. These units are proving very versatile and can be acquired very cheaply from www.ecomponentsuk.co.uk

Point power is entirely separate from the main control using a 3v plug-in transformer, a device I have found very useful for a number of applications such as electromagnets. Mine have variable fixed outputs from 1.5v to 9v and are a convenient way of getting a fixed low voltage supply without using a controller transformer.

STRUCTURES

I like to use the scribed card and watercolour method for my buildings, but in the interests of ever getting the layout >>



finished, I opted for embossed styrene sheets from Wills or Slaters. The Slaters 2mm scale coursed stone is actually quite a good match for the small brick-sized stone often used in West Yorkshire, in direct contrast to the massive hewn blocks used in retaining walls and bridge abutments.

At about the time I was making buildings for Horsley Bank, Geoff Taylor's techniques were being published and I followed his advice for achieving grimy Pennine stone walls - a base coat of buff - in my case I found Tamiya buff a good base to work on - followed by dark brown, matt black and Humbrol Gunmetal dabbed on with the fingers. I used a final wash of thinned matt black run down the courses to get a suitably grimy finish. Further weathering was carried out using ground chalk pastels applied with a tissue or dry brush.

The whole arrangement of buildings and structures is conceived as a 'stage set' which is why the viewing angles are deliberately restricted. If you start to pick the composition apart it soon

reveals its implausibility! But the overall effect tries to convey an illusion of the cramped nature of those small mill towns in the South Pennines.

The many examples of signwriting, typical of pre-war industrial areas, were mainly done on the computer in word processing or image editing software. The very characteristic black and white painted wall signs and the Bile Beans advert, which often draws comment and can still be seen in York, were done using waterslide decal paper which can be printed with a laser printer. In the case of the Bile Beans example, I took a photograph of the original before it was 'conserved', tidied it up in Photoshop and printed to scale at a high resolution. In this way the texture of the wall shows through giving a very authentic finish.

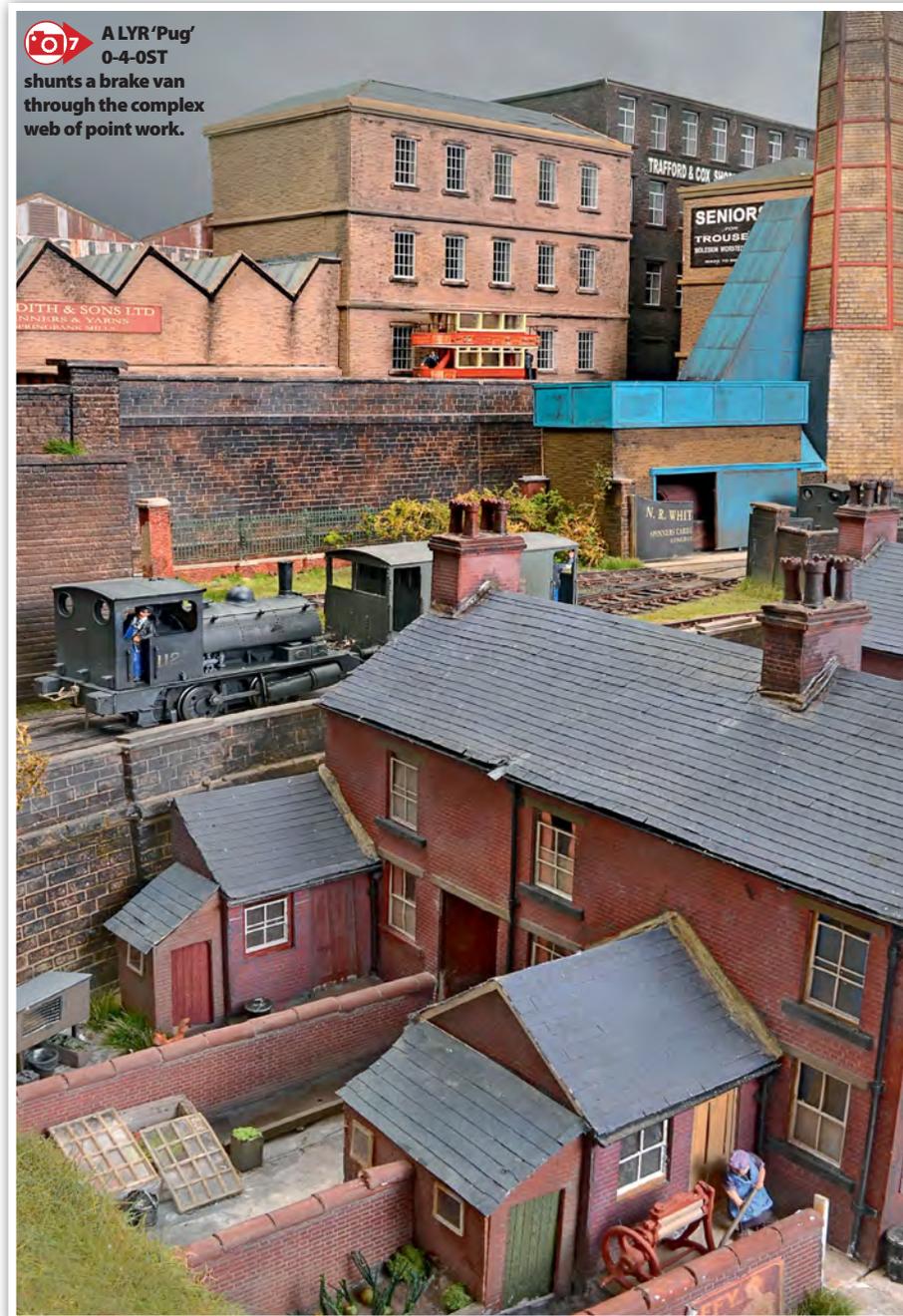
CONTROL

Control is via a hand-held Pictroller controller to make operation more versatile. Couplings are Dingham

couplers as they are more tolerant of curves than other types. Motive power is generally in the hands of two LYN 0-4-0STs running on the excellent High Level Kits chassis developed specifically for the Hornby bodyshell. With 108:1 gearing and Mashima motors the reliability and slow running of these diminutive locomotives is superb.

I cannot speak highly enough of these kits and the excellent gearboxes that propel them and there are several High Level industrial locomotives at various stages of completion which will supplement the hard-working 'Pugs' in due course.

I am continuing to experiment and develop new ideas, and the Horsley theme has recently re-appeared in the guise of an Inglenook style shunting plank representing a corner of an urban goods yard called Horsley Lane Goods. Where will it go next? Options could be a gasworks, a colliery or a canal wharf... I hope to keep *Hornby Magazine* readers up to date in future issues. [HBM](#)



A LYN 'Pug'
0-4-0ST

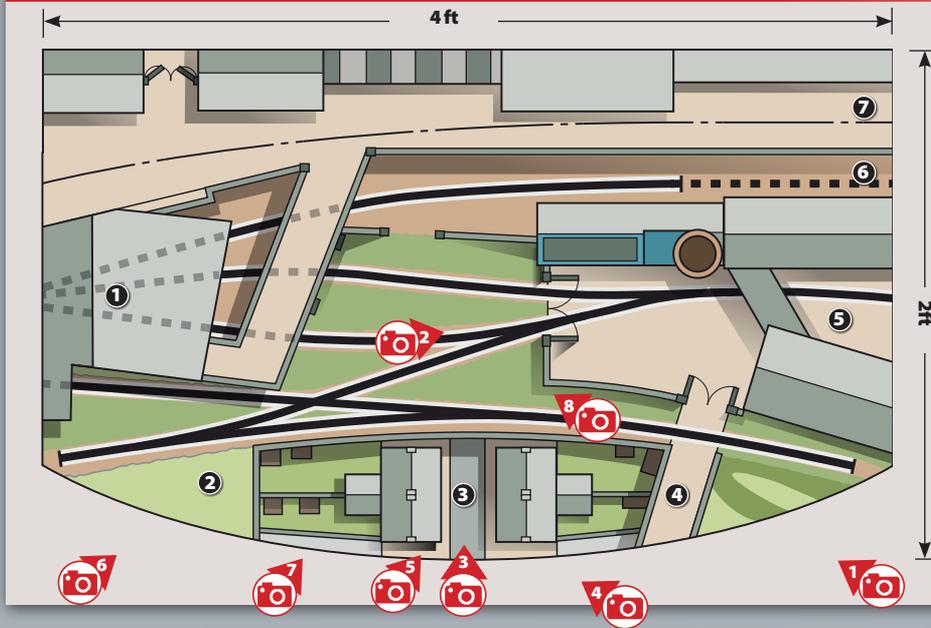
shunts a brake van through the complex web of point work.



The railway holds great potential for shunting operations. Three locomotives potter around the yard as an electric tram passes above.



HORSLEY BANK TRACK DIAGRAM (Not to scale)



KEY

- ① Leethams engineering works concealing a sector plate
- ② Allotments
- ③ Paradise Street
- ④ Back Paradise Street
- ⑤ Longbottoms Mill
- ⑥ Train cassette
- ⑦ Street with tram track





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Putting the **PASSENGER** **FIRST**

Changes to the railway network are often gradual, but Network SouthEast burst onto the scene in 1986, bringing with it a welcome 'can do' mentality that transformed the operation of commuter trains. **EVAN GREEN-HUGHES** explains.

In a classic London scene a pair of Network SouthEast 4-CEP EMUs pass Factory Junction forming a London Victoria-Ramsgate working on October 10 1996. *Brian Stephenson.*



Network SouthEast

30th ANNIVERSARY



The new Network SouthEast was quick to apply its branding, even if it couldn't repaint all of its trains overnight. At a redecorated Uckfield station Class 207 207001 displays the tri-colour NSE logo on its cab front on August 26 1988.
Gordon Edgar/Railphotoprints.co.uk

COMMUTERS TRAVELLING in and out of London and to and from the major centres of population in the south faced a dreary journey in the early-1980s. Stations were decaying, rolling stock was run down and reliability was appalling. Passenger numbers had been in decline for some years and the system was desperately short of investment. This situation coincided with the then Conservative government's wish to see the railways reorganised into business sectors that could more easily manage their affairs and which would in turn enable the government to see just where their money was being spent.

In 1982 the London and South East business sector was formed with the direct instruction that subsidies were to be reduced. Unfortunately this was against a background of rising customer complaints and a media campaign that was turning the public against the railways. However areas to the north, south, west and east of London that were to form the new sector were successfully brought together under common management in a way that had never been attempted before.

With these foundations laid in 1985 Chris Green, formerly the general manager of Scotrail, was recruited to head the new sector. He had already transformed travel north of the border with a number of new initiatives that it was thought would be ideal for adoption further south so he duly took up his new post early in 1986. The plan was bold: rail services were to be upgraded to such an extent that they would generate additional passengers and the extra income gained would finance not only the improvements but provide the cash to satisfy the government's desire to reduce subsidies. It was a risky strategy but it had already worked in Scotland, where there had been a 25% increase in ridership.

REBRANDING

Central to the plans was the wish to relaunch the sector with an instantly recognisable brand, and the name Network SouthEast (NSE) was arrived at by marketing expert J Walter Thompson following a competition amongst firms interested in taking on the challenge of promoting the revamped business.

It was realised that the use of such a name would be pointless if there were not visible signs of change and as a result a 'big bang' launch was planned for June 1986 that would bring the railway to the attention of as many people as possible. Prior to the event an operation was set in motion to tackle common issues such as a lack of cleanliness and poor punctuality and this was enough to satisfy commuters that something was actually happening.

Following the success of Scotrail it was decided that Network SouthEast should be an instantly recognisable brand and so plans were put in hand for stations to be upgraded in new brighter colours, with fixtures such as lamp posts, seats and litter bins being picked out in NSE's new trademark red. Major stations received light-coloured tiling transforming them from dark dismal places to light and appealing places and a manual was produced which gave guidance to those designing the upgrade schemes so that there was commonality in the way that the works were carried out.

A recognisable brand was also required for the trains themselves and a new livery was worked out around the patriotic colours of red, white and blue. Initially two versions were planned but it was soon realised that the proposed predominantly white version intended for inner suburban services would be impractical and all trains were subsequently painted in the mainly blue version that was shortly to become so familiar. >>

THE LAUNCH

On June 10 1986 a launch event was held at London Waterloo which came only four months after Chris Green had informed the press that there was to be an all-out campaign to improve the lot of the London commuter. Guests at the event were astounded to find the station transformed with white tiles reflecting the light streaming in from newly-cleaned glass. Shops had been modernised, barrier arrangements amended and everywhere there was evidence of the new NSE branding. After some speeches the 200 invited guests stood on the platform as two trains drew simultaneously into the platforms in the new livery, the first was a Class 455 Electric Multiple Unit (EMU), the second a Class 50 with a rake of Mk 2 coaches. Network SouthEast was live.

All the publicity in the world would have been useless if the management had not been able to deliver the improvements that had been planned. By this time, though, there was tangible progress on the ground; £10m had been spent on upgrades, a further 1,700 staff had been recruited including 26 heavy cleaning gangs tasked with sorting out and keeping up station cleanliness. A start had also been made on refurbishing many of the sector's coaches too. Every one of NSE's vehicles was to be upgraded with a fresh coat of paint, new moquette and an internal update, a process that took only three years to complete. More important procedures to ensure adequate train cleaning and maintenance were put into place that both improved the product on offer and also saved costs in the long term.

In the drive to extract the maximum amount of money from the assets being operated it was realised that in common with other commuter networks NSE had many trains laying idle during the day and that those that did run often did so almost empty. Initiatives such as the Capitalcard, free off-peak car parking and the introduction of cheap fares for accompanied children brought many onto the trains, with off-peak traffic rising



NSE invested massively in new rolling stock in the early 1990s with its Networker EMUs. On September 17 1996 465192 passes Wandsworth Road on a Victoria-Orpington service representing the new face of commuter travel for the 1990s. Brian Stephenson.

dramatically over the next few years.

The years from 1986-1990 are often referred to as the golden years of NSE. An improving economy drove peak usage upwards while off-peak travel also soared due to the initiatives that had been brought in. The government got its 38% reduction in subsidy but there was also enough money left over to increase investment by 70%. The plan had worked. Passengers were satisfied with the improved service and it looked as though NSE was going to be the model that would be the saviour of the railway system. By 1987 traffic had risen to such an extent that there was a shortage of coaches, even though extra capacity had been created on some units such as the CEPs by reducing the size of the guard's accommodation.

NEW TRAINS

Throughout the life of Network SouthEast a continuous programme of rolling stock building was under way. First came the Class 442 'Wessex Electrics' for the Bournemouth route, followed by the Class 319s for Bedford services and then the Class 321s for the West Coast and Great Eastern main lines.

More dramatic changes were coming too. Next, train construction went from traditional all-steel construction to aluminium, which offered a weight saving of as much as one quarter for each train, with the introduction of the Networker range.

The first Networker units used AC traction packages creating the Class 365 fleet which operated north of London on the East Coast Main Line to Peterborough as well as on services to Cambridge and Kings Lynn. The third-rail operated Class 465s and 466s for the Southern were built at a cost of £690m with a solid business case based on every 83 new vehicles replacing 100 of the old ones.

The diesel versions of the 'Networker' were the Class 165 and 166 for the Western Region which received the same positive reaction from the general public and again contributed to steadily-rising passenger numbers. For the West of England services Class 159s were obtained in preference to more '165s' because they were surplus to the needs of Regional Railways and were available. Their introduction ended the reign of the Class 50s, Class 47s and locomotive-hauled stock on the Waterloo-Exeter route.

By 1990 income had risen by a massive 47% in just four years, NSE was a quality product, customer satisfaction was high and subsidy had fallen to £92m a year. There were, however, dark clouds on the horizon as there was a crippling



London Waterloo displays the bright new red colour theme of NSE with the only hint of the old order being BR blue liveried Class 33/1 33101. This was the final week of 33/1 push-pull working with 33101 being at the head of the 10.10am service to Salisbury on May 13 1989. Brian Robbins/Railphotoprints.co.uk.

month-long rail strike in the September, followed by a recession that slashed employment in London by 20% during the next five years. Cuts followed, staff recruitment was frozen, services were reduced and investment curtailed.

NSE had committed itself to abolishing government subsidy but was now faced with a crisis not of its own making and that was not helped by an unsympathetic Westminster which insisted on retaining the pre-crisis targets. Some money was obtained by increasing the amount of retail sales space on stations and by bringing in some of the big players such as Marks & Spencer while further discounts were brought in for off-peak travel. An additional £4m was also raised by tackling fare evasion but inevitably ticket prices went up. The date for breaking even was put back to 1996 and the Government agreed an extra £800m to cover the difference over three years.

NEW HORIZON

Chris Green left NSE in 1992 for Inter City and was replaced by John Nelson who was faced with a double problem. The recently-elected Government of John Major had already announced that the railways were to be privatised and at a time when the country was in the depths of a deep recession. There were draconian cuts to the investment budget as the recession hit and no more new



A curious addition to the Network SouthEast route map was the BR operated 1½ mile Waterloo and City line. Cars S59-S74-S72-S76-S56 stand at Bank on February 15 1993. Gordon Edgar/Railphotoprints.co.uk.

trains or infrastructure developments were permitted. 1,479 staff were made redundant.

When privatisation came it did not allow for the whole of Network SouthEast to be retained as one unit. Instead smaller companies created round the divisions of NSE were sold off separately with the end for the complete organisation coming in April 1994. The management structure that had created arguably the biggest boom in railway operation since the Victorian era was quietly dismantled with individuals moving on to one or other of the new companies and within

a short space of time the NSE corporate image was also a thing of the past.

Network SouthEast was a vibrant brand that showed what could be done when the passenger was put first. With increased customer satisfaction and reducing subsidy it was certainly an outstanding success, and it was a pity that its headlong progress was brought to an end with the onset of the recession and later privatisation. For modellers the NSE period offers colourful stations and colourful liveries and as such the recent introduction of new models of NSE stock is sure to prove popular. [Eban](#)

The Waterloo-Exeter route was famed for the use of locomotive hauled trains, and especially for the NSE Class 50s. In July 1990 50029 Renown passes Surbiton with an Exeter-Waterloo working in full Network SouthEast livery. Brian Stephenson.



STAFF PROJECTS

Upscaling the facilities

STATISTICS

Title:	'O' gauge test track
Scale:	'O' gauge, 7mm scale
Length:	16ft
Width:	10ft (12ft max for depot area)
Track:	Peco code 124 bullhead
Control:	Analogue and digital
Period:	Anything goes!

THE ABILITY TO TEST NEW MODELS is an important part of what we do on *Hornby Magazine*. We need to understand how they work in the real world to give a fair assessment in our reviews. We've always had access to test tracks for 'OO' and 'N' gauge with Topley Dale and Barrenthorpe being located in our offices, but there has been a growing need for us to develop a facility for 'O' gauge too.

Previously we have had to rely on outside support to fully test 'O' gauge locomotives by visiting clubs to use their layouts or limit ourselves to a basic temporary circuit of track which could only do so much. Times have changed and with a dramatic increase in the availability of ready-to-run 'O' gauge it was time to create a dedicated space to put models through their paces.

The biggest question though was where we could put it. We'd assessed the potential of a hanging layout supported from roof trusses, but the work involved and its location would have meant that it would see little use – as well as being a major engineering challenge. Space in the offices was limited too and in order to accommodate even a single-track circle with second radius curves would require a minimum of 8ft x 8ft – and that would offer little more than assembling a temporary circuit. We needed something better, and bigger, than that.

Then inspiration struck – what if we could build an 'O' gauge layout underneath Topley Dale creating a second deck dedicated to the larger scale? Would it be possible? Was there enough space – and just as importantly would we have



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



MIKE WILD
With the modifications to Topley Dale complete and a complete move round of the test room done, our editor has been focused on building the 'O' gauge test track.



MARK CHIVERS
This month Mark discovered just how much Network SouthEast stock he has, having gathered together his collection for this issue's Train Formations feature.

The increase in ready-to-run 'O' gauge models has prompted a new development for the *Hornby Magazine* office – a test track for 7mm scale capable of handling locomotives big and small. **MIKE WILD** reveals how this project was conceived and the initial phases of construction.



With the first two boards in place under the goods yard of Topley Dale tracks were placed to get a feel for how the height would look. 9mm plywood provides the trackbed surface.



Above: All of the baseboards were built separately to pre-determined sizes using 9mm plywood for the surface and 69mm x 18mm planed timber for the frames. Legs are made from 44mm x 44mm timber.

Left: Clearly showing the new 'O' gauge layout's position underneath Topley Dale a Heljan 'Western' traverses the new inner main line. The wiring below the 'OO' layout is on the job list for adjustment and tidying.

enough space left for storage underneath too?

Recent changes to Topley Dale with the addition of the roundhouse scene has increased its overall length to fill the full length of the room which houses it, 16ft, but it is still an odd shape owing to the fact it was built to fit into an 11ft x 10ft dining room and around a fridge in one corner too. However, the addition of the depot scene presented a good opportunity to build a second level below, not least because Topley Dale is mounted on straight legs supporting each end of the main baseboards. These could be modified to lower the height of the upper brace to host a new set of low level baseboards underneath the 'OO' layout. >>>

REMODELLING

It was all very promising and while talking to one of our contributors on the phone and taking my usual wander around the office while doing so, another idea spawned. Turning Topley Dale round through 180 degrees would create a better space for the 'O' gauge lower deck and give much better presentation to the room too as the smart side of Topley Dale would be on show instead of the scruffy back of the layout. We'd also gain a walkway at the entrance to the room making this all a practical, if challenging, prospect.

One of the most difficult aspects was getting the height right. The viaduct scene on Topley Dale drops 6in below the main baseboards and this provided a restriction for the maximum height of the second level which had to give at least 5in of clearance to allow 'O' gauge rolling stock to comfortably pass beneath. However, we also had a set of stock drawers which stood 26in above the ground which needed to be accommodated in the room. This meant that the lowest that the baseboard surface could be would be 26½in (to allow for a ½in frame to support the boards on top of the drawers) but to achieve this meant modifying the

A number of obstacles lay in the path of the 'O' gauge layout working around the unusual footprint of Topley Dale. Nothing that couldn't be overcome though.



Checking clearances underneath the viaduct board where vertical space is at a premium.



Putting the two layouts into context, an 'O2' passes the signalbox at the level crossing on Topley Dale with an 'O' gauge '33' posed below on the new baseboards.



supporting structure under the viaduct. This was simple and involved taking out the cross braces which were made from 69mm x 18mm planed timber and replacing them with 44mm x 18mm timber with the larger side against the base of the viaduct bottom to minimise their intrusion to the new layout below.

THE PLAN

Having established the space and having a footprint of 16ft x 10ft available we could now start deciding what we wanted to achieve – and then discover how much of that would be possible in the space available.

Moving to a new scale is full of new challenges. Learning new track geometry, finding out how

Fitting DCC Concepts alignment dowels



For the removable baseboard we opted to use DCC Concepts alignment dowels. The first step was to cut two matching size panels of 18mm MDF to create an alignment surface.



These were then screwed together in perfect alignment prior to drilling. This means there is no chance of the wood moving during drilling.

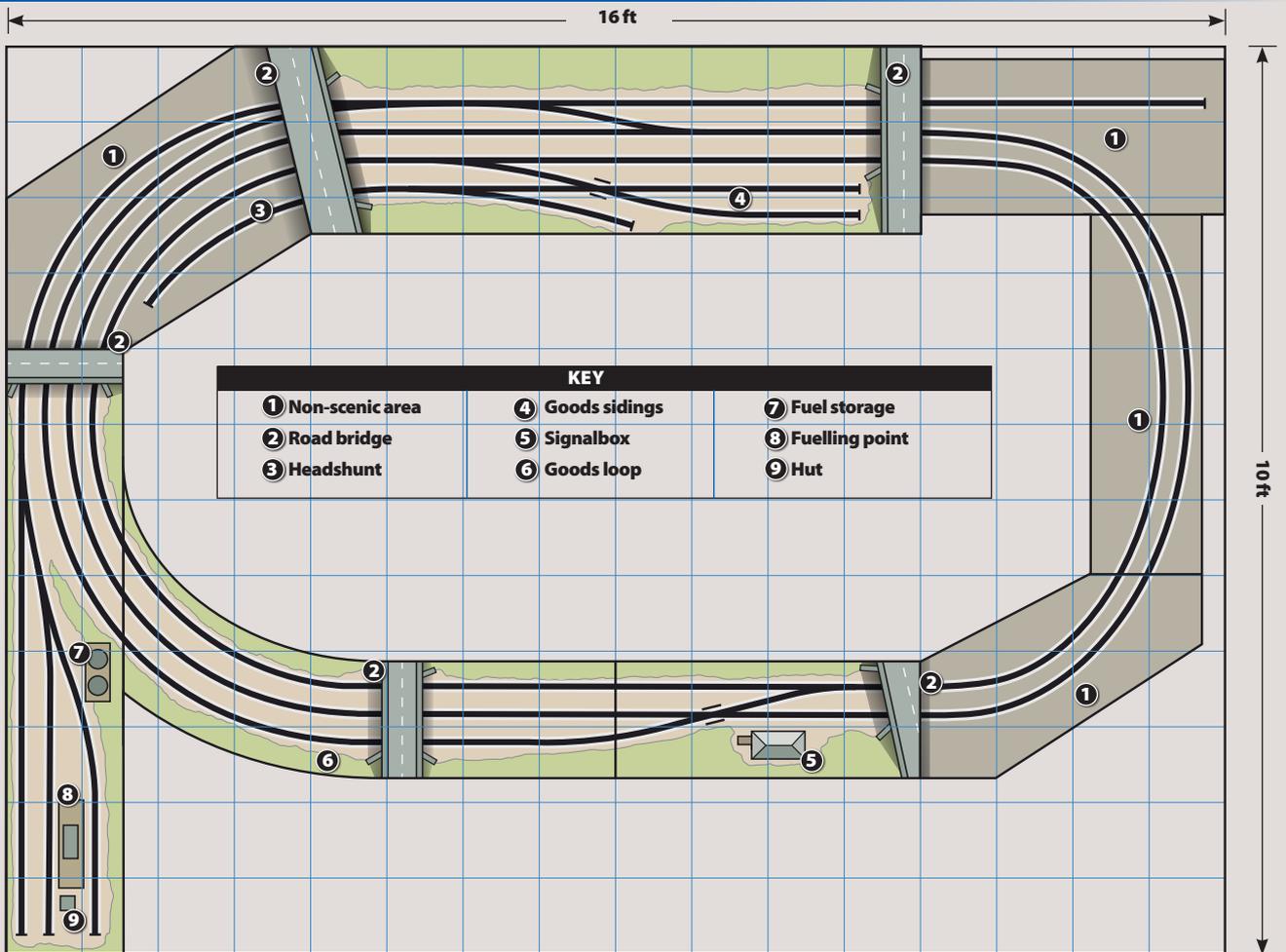


Three drills are needed – a 2.5mm wood drill, 13mm flat and a 19mm flat drill.



First a 2.5mm pilot hole is drilled through the two pieces of MDF while they are still screwed together. This will guide the larger drills and ensure everything lines up.

'O' GAUGE PROJECT TRACK DIAGRAM (NOT TO SCALE)



long points are and discovering what can and can't be done are all exciting and vital before track is laid. The basic plan called for a double-track main line with the inner circuit using second radius 'O' gauge track and the outer circuit the equivalent of third radius. The inner would be laid with sectional track to ensure a consistent curve which could then be followed for the outer main line. Both circuits had to be operational with either analogue or digital control to give the

test facility maximum value and we also wanted to include a number of points to further test locomotives and rolling stock. The target was to include standard left and right, large curve and at least one double slip to test locomotives against a comprehensive range of points.

However, it isn't just to be a test track. We want to create scenic areas for photography and filming on the new layout so three scenes have currently been devised. The first is a

double-track section with pointwork for a goods loop and crossover. This will have simple scenery with a road bridge at each end of the 7ft long straight section and a signalbox to 'control' movements through the points. The goods loop will also give us space to store an extra train while the crossover will allow this to be swapped between the two circuits.

The second scenic section will be at the back running along the rear wall of the room. This >>>



Next the 19mm flat drill was used to drill down 3mm for the face of the dowel followed by the 13mm flat drill to create a deep hole to support the back of the dowel. The process is repeated on both panels working on the inner faces.



The dowels are then pushed into place with a spot of PVA glue on the back to secure them in position.



The other half of the dowel is then pressed into lower panel prior to them being fitted to the layout. Once complete they give very accurate alignment without the need for adjustment of baseboard positions.



Mocking up track arrangements on the new baseboards gave new ideas and showed where our original plans wouldn't work.

A busy arrangement is planned here to fit in access to the diesel depot and three tracks for the main lines.



features two 4ft x 2ft 6in baseboards which will host the double-track main line and a set of sidings, possibly entering a warehouse to allow further testing of small shunting locomotives under typical layout conditions. Stone retaining walls are in mind to form the backdrop to the railway here with bridges at both ends to act as scenic breaks. There will also be a second junction which will connect to the goods loop as well as creating an access point to the third scenic section.

The final scenic area will be a small diesel fuelling point with the three tracks of the main line and passing loop passing on a curve. Another bridge will form the scenic break to this area which will lead, potentially, into another stone walled cutting. The fuelling point will have three roads and space for up to six locomotives creating a further visual feature of the layout whilst also reducing the need for handling of locomotives once they are on the track.

Of course, not all this will be built straightaway: the 'O' gauge project is seen as a long term model. We'll complete one area first – most likely the passing loop with signalbox – and then move on to develop other areas as time allows. All will be featured in future issues of *Hornby Magazine*.

CONSTRUCTION BEGINS

With the plan established work commenced on construction. The first stage was the turning of Topley Dale and repositioning of the upper leg braces to suit the 26 $\frac{1}{2}$ in deck height of the second level. At the same time we also added an extension board into the roundhouse scene to set it against the wall of the room with an extra 11in board being inserted between the main 'OO' layout and the roundhouse board. This increased the space below to the maximum possible for the 'O' gauge model.

In total there are 11 baseboards for the 'O' gauge layout, all of which were built over a period of four separate afternoon work sessions. They employ 9mm plywood for their surface and 69mm x 18mm timber for the framework. Legs, where required, are assembled from 44mm x 44mm timber braced with 69mm x 18mm timber. It all adds up to a strong and rigid support structure.

The tricky part was fitting all the baseboards underneath Topley Dale and after each board was completed it was taken into the test room and fitted in place prior to the next one being built.

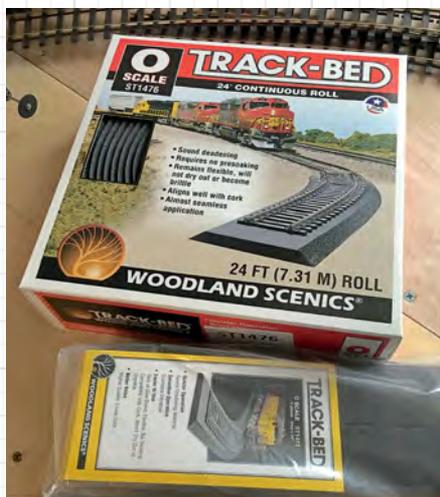
Once the last of the boards were in situ the basics of the trackplan were mocked up on the new surfaces checking that everything we wanted would fit. Modifications followed to ensure that this layout can do everything we want it to and there are still further revisions to be made.

The main line circuits worked out as planned

though and the inner circuit was first to be laid. For underlay we opted for Woodland Scenics' Track Bed system which consists of 5mm thick foam underlay available as pre-cut straight sections or 24ft rolls which can be flexed for curves to create a quiet base on which the trains can run. The underlay was glued to the baseboard surface using PVA having marked the position of the track first. Underlay for the curves was laid by cutting the flexible foam strip in half and working in 3ft long sections as per the manufacturer's instructions.

Track laying was next, but the combination of 5mm foam underlay and the 5mm depth of the Peco code 124 bullhead rail track sleepers presented a new problem – our usual track pins were only 10mm long and wouldn't grip the baseboard! We needed longer pins and the solution came with a quick trip to Screwfix to purchase a large bag of 15mm long 1mm diameter veneer pins which provided the perfect means of securing the track.

Soon we had the complete inner circuit laid and ready for the first test trains using a basic two wire connection. A locomotive was sent round solo first to ensure all was well followed by a short goods train. Further tests saw a number of locomotives run around the layout – large and small – and tests with both analogue and digital controllers to ensure that everything worked as planned.



Woodland Scenics Track-Bed foam underlay has been used for sound deadening and to create a realistic ballast shoulder where required. It is available on a 24ft roll and in pre-cut straight sections.



Developing the removable baseboard required careful planning and adjustment to ensure everything would work as planned. In the end it was cut from a 4ft x 4ft piece of 9mm plywood and framework assembled underneath. DCC Concepts alignment dowels bring it into place accurately every time (see panel).

NEXT STEPS

The 'O' gauge project is still very much in the early stages of development and we have a lot more track to lay, as you can see from the trackplan. The main focus right now is to establish the double-track main line – sidings, depots and loops will all follow in the fullness of time as we continue to develop the layout. We'll also start work on full wiring for the layout – rather than the current improvised fittings and install track breaks at each baseboard joint to allow the baseboards to be removed should they need to be.

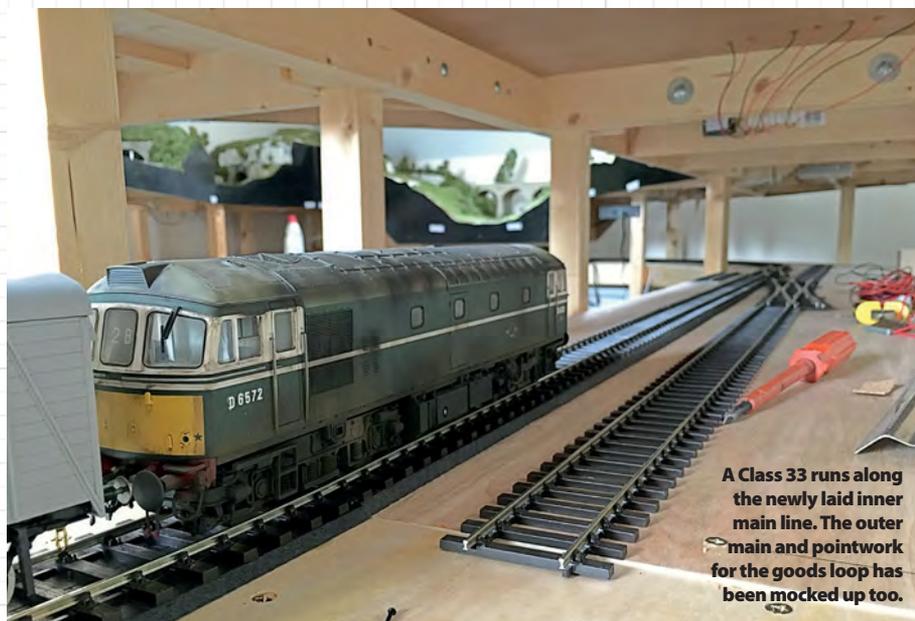
Keep watching Staff Projects for more updates on this project as well as the 'OO' and 'N' gauge layouts that are on our roster... [Hornby](#)



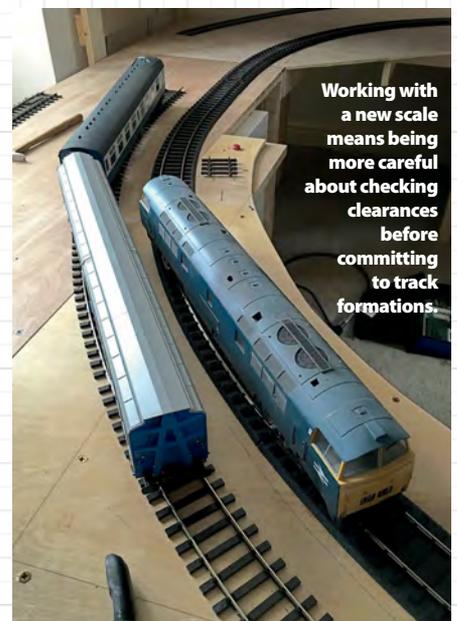
The Track-Bed foam is glued in place with PVA glue. The glue is beaded onto the back, left to go off for five minutes then pressed in place.



Around half the 'O' gauge layout is physically underneath Topley Dale with one corner coming out from underneath. The baseboard under the Class 31 is removable for access to the centre of both layouts.



A Class 33 runs along the newly laid inner main line. The outer main and pointwork for the goods loop has been mocked up too.



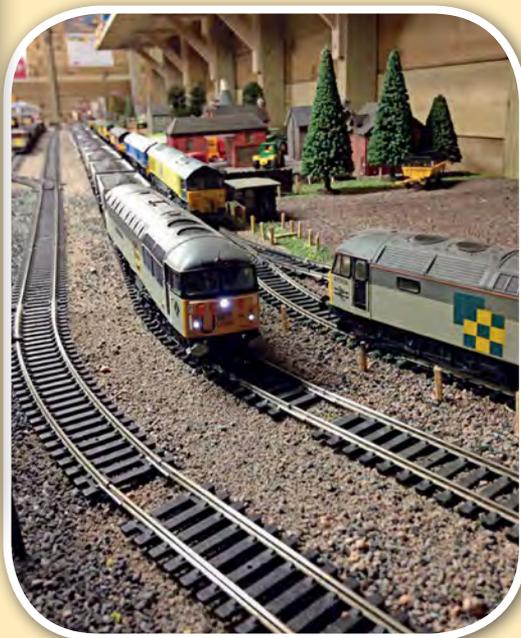
Working with a new scale means being more careful about checking clearances before committing to track formations.

FARNLEY

THOUGHT I'D SEND you a few photographs of my layout. It's a fictional location and I built it 16 years ago. Farnley is 8ft wide and 23ft long. I like to run pretty much anything from privatisation onwards, but as you can see, anything goes. Every now and again a steam special is run.

All the track is Hornby. I use a HM2000 controller in the diesel yard and a HM4000 on the main line – both analogue. All the buildings are from Hornby Skaledale or Bachmann Scenecraft. I built an oval shape to the layout as I'm one of those people who likes to run long trains continuously. I'm happy with the way it looks apart from the station area – which I will be modifying in the summer.

Andrew Ray, Stafford.



Thomas in Canada

This Thomas the Tank Engine theme layout has recently won the 'Best Fun' layout and was rated as the third best scale layout in the largest train show in Canada. The layout was third out of 40 layouts at the Calgary Supertrain show attended by 12,000 people from all over western Canada in April.

The layout features several of the kits you have given away in *Hornby Magazine* over the years, many of which have been modified into other buildings. The trains are all from the Hornby Thomas the Tank Engine range and have provided great entertainment for the visiting public at the Calgary Supertrain show.

Ian Mears, Calgary, Canada.

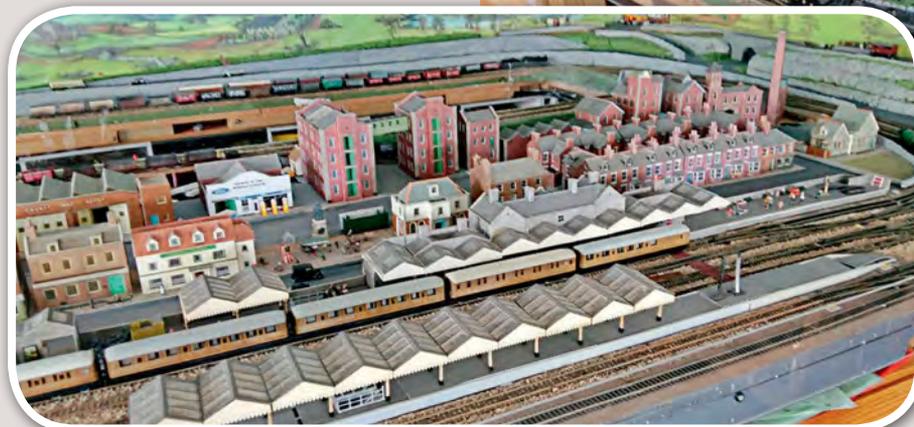
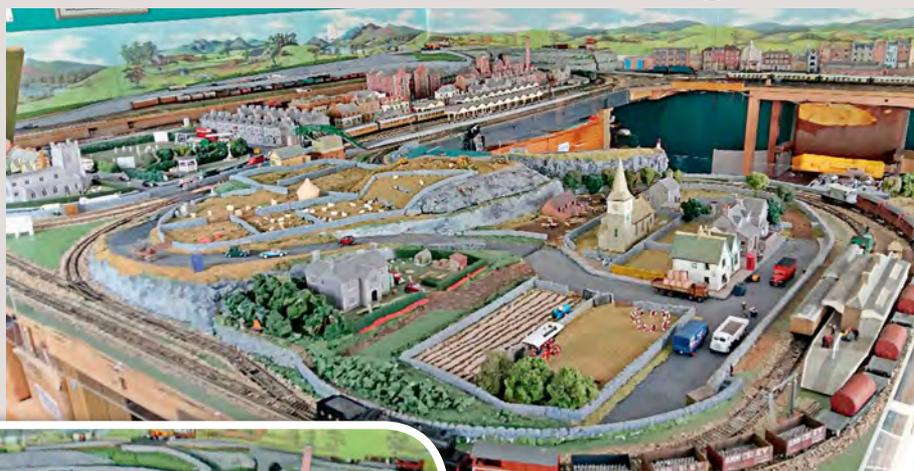


Bathwaite, Plimton and Wellingdale

This is my take on a layout covering many aspects of Yorkshire. It is still very much a work in progress and I'm now in the process of final ballasting, fine-tuning the scenery and completing many of the building kits I have purchased. After that I will be moving on to weather the locomotives and rolling stock and the installation of 48 point motors.

It is predominantly London and North Eastern Railway (LNER), but with a nod to London Midland & Scottish Railway (LMS). It is set in the 'Big Four' era and covers a variety of rural and industrial scenes.

I have been fortunate enough to visit Yorkshire many times so have a good idea of what the area looks like, however, forgiveness



is asked for where I'm well 'off track'.

Nothing is intended to be exactly prototypical, but I hope to give a general idea to my local friends of what this great area looks like.

The layout is not named but I've adapted some New Zealand town names with a 'suffix' that hopefully gives a Northern feel including Plimton (I grew up in Plimmerton, New Zealand), Wellingdale (again a blend of our capital plus the add on of 'dale') and my main station will become Batton or Bathwaite, a corruption of Batley which was served by the LNER and LMS.

Graeme Leary, New Zealand.

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.

JUNE

11 7MM NARROW GAUGE ASSOCIATION EXHIBITION

Hosts: 7mm Narrow Gauge Association
Location: Town Hall, King Edward Place, Burton upon Trent, Staffordshire DE14 2EB
Times: 10.30am-4.30pm
Prices: Adults £5, members £3, partners and accompanied children free
Website: www.7mmnga.org.uk
Contact: 01332 441326
Features: 15 layouts, trade support, demonstrations and refreshments.

11 ALWINGTON MODEL RAILWAY SHOW

Hosts: Alwington Village Hall Committee
Location: Alwington Village Hall, Fairy Cross, Bideford, Devon EX39 5DD
Times: 10am-4pm
Prices: Adults £2, children £1, family £5
Contact: 01237 452479
Features: Layouts, trade support, demonstrations, displays, live steam, miniature traction engines, refreshments, parking and disabled access.

11 FELIXSTOWE 'N' GAUGE MODEL RAILWAY SHOW

Hosts: Felixstowe Area 'N' Gauge Model Railway Group
Location: Trinity Methodist Church, Orwell Road, Felixstowe, Suffolk IP11 7AN
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Website: www.felixstowengauge.org.uk
Contact: 01349 277211
Features: Ten layouts, trade support, demonstrations, refreshments and disabled access.

11 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 3, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donations welcome)
Website: www.hmrg.co.uk
Features: Club layouts, refreshments and parking.

11 KNOWL HILL MODEL RAILWAY EXHIBITION

Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Knowl Hill Village Hall, Bath Road, Knowl Hill, Reading RG10 9XB
Times: 10am-5pm
Prices: Adults £4, children £2, family £10
Website: www.mmdmrc.org.uk
Features: Layouts, trade support, displays, demonstrations and refreshments.

11 PLYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Plymouth and South East Cornwall Model Railway Club
Location: Abbey Hall, Royal Parade, Plymouth PL1 2AD
Times: 10am-4pm
Prices: Adults £3, children £1.50, family (2+2) £8
Website: www.plymouthmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

11 SOUTHAMPTON MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Southampton Model Railway Society
Location: Unit 1B, Kemps Quay Industrial Park, Quayside Road, Southampton SO18 1BZ
Times: 11am-4pm
Prices: Free
Website: www.southamptonmodelrailwaysociety.wordpress.com
Contact: 01489 799809

Features: Club layouts, static exhibits and club members on hand.

11 TVNAM 2016 SHOW

Hosts: Trent Valley North American Modellers
Location: Armitage with Handsacre Village Hall, Shropshire Brook Road, Armitage, Staffordshire WS15 4UZ
Times: 10am-4pm
Prices: Admission £6
Website: www.tvnam.co.uk
Contact: 07850 017222
Features: 15 North American themed layouts, trade support, refreshments, parking and disabled access.

11 TRAINS AT TRINITY

Hosts: Trinity Methodist Church
Location: Trinity Methodist Church, Shortmead Street, Biggleswade, Bedfordshire SG18 0AP
Times: 10.30am-4.30pm
Prices: Adults £4, concessions £3, accompanied children free
Contact: 01767 222329
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

11/12 CHATHAM SHOW

Hosts: Chatham and District Model Railway Club
Location: Medway Park Leisure Centre, Mill Road, Gillingham, Kent ME7 1HF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children free
Website: www.chathamshow.co.uk
Contact: 07552 777718
Features: More than 30 layouts, trade support, demos, societies, refreshments and parking.

11/12 EXHIBITION OF COAL CARRYING MODEL RAILWAYS

Hosts: North of England Institute of Mining and Mechanical Engineers (NEIMME)
Location: NEIMME, Neville Hall, Westgate Road, Newcastle-upon-Tyne NE1 1SE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Free
Contact: 0191 232 2201
Features: Layouts and displays.

11/12 PEAK MODEL RAILWAY EXHIBITION

Hosts: Chesterfield Railway Modellers
Location: Agricultural Business Centre, Agricultural Way, Bakewell, Derbyshire DE45 1AH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, family £12
Website: www.chesterfieldrailwaymodellers.co.uk
Contact: 01246 271099
Features: 15 layouts, trade support, refreshments, parking and disabled access.

11/12 SHEPTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Shepton and District Model Railway Society
Location: Doultling Village Hall, Chelynch Park, Doultling, Nr Shepton Mallet, Somerset BA4 4PL
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, 12-16yrs £2, accompanied children under 12 free
Contact: 01761 232950
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

11/12 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

12 CORBY AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Host: Corby and District Model Railway Society
Location: Wilbarston Village Hall, Carlton Road, Wilbarston, Market Harborough, Leicestershire LE16 8QD
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.cdmsr.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

18 OXTED MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Oxted Community Hall, Church Lane, Oxted, Surrey RH8 9NB
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

DON'T MISS...

17-19 GREAT CENTRAL RAILWAY MODEL EVENT

Hosts: Great Central Railway and Soar Valley MRC
Location: Quorn and Woodhouse Station (main venue), Woodhouse Road, Quorn, Leicestershire LE12 8AG
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: One day tickets: Adults £18, children £10. Other ticket options available.
Website: www.gcrailway.co.uk
Features: Sponsored by *Hornby Magazine*, *Railways Illustrated* and *Steam Days*. More than 60 layouts, trade support, demonstrations, displays, locomotive and carriage shed tours, railwayana, refreshments and parking. Sponsored by *Hornby Magazine*, *Railways Illustrated* and *Steam Days*. All-inclusive ticket covers unlimited travel on the heritage railway all day.

18/19 BOWES MODEL RAILWAY CLUB OPEN WEEKEND

Hosts: Bowes Model Railway Club
Location: Bowes Railway, Springwell Village, Gateshead NE9 7QJ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 07779 380042
Features: Layouts, trade support, outdoor funfair, locomotive in steam, refreshments and parking.

18/19 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

18/19 MIDDLETON MODEL RAILWAY EXHIBITION

Hosts: Middleton Railway Trust
Location: Middleton Railway, The Station, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4 (£7), children £2 (£3), family £10 (£18)
*prices in brackets include unlimited train rides
Website: www.middletonrailway.org.uk

Contact: 01274 613687
Features: Ten layouts, trade support, refreshments and disabled access. 'Driver for a fiver' opportunities on resident Middleton Railway locomotive.

18/19 NEW MILLS MODEL RAILWAY EXHIBITION

Hosts: New Mills and District Railway Modellers
Location: New Mills Town Hall, New Mills, High Peak, Derbyshire SK22 4AT
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3, children £1
Website: www.nmdm.co.uk
Contact: 01663 740828
Features: Layouts, trade support, displays, societies, refreshments and disabled access.

19 A WORLD OF TRI-ANG TOYS AND TRAINS

Hosts: Bob Leggett
Location: Perins School, Pound Hill, Alresford SO24 9BS
Times: 10.30am-4.30pm
Prices: Adults £3, accompanied children free
Contact: 07836 734311
Features: Static and operating displays, trade support and refreshments

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.cdsmc.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.

19 WALLINGFORD MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Wallingford School, St George's Road, Wallingford, Oxfordshire OX10 8HH
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 07595 255150
Features: Layouts, trade support and parking.

25 BRAINTREE MODEL RAILWAY EXHIBITION

Hosts: Braintree and Halstead Model Railway Club
Location: Bocking Arts Theatre, Braintree, Essex CM7 9AE
Times: 10am-4pm
Prices: Adults £4, children £2, family £10
Website: www.braintree-halsteadmrc.co.uk
Contact: 07711 863454
Features: 18 layouts, trade support, demonstrations, societies, refreshments and disabled access.

25 IPSWICH TRANSPORT AND MODEL FESTIVAL

Hosts: Ipswich Transport Museum/Ipswich Railway Modellers Association (IRMA) / Ipswich Model Engineering Society (IMES)
Location: Ipswich Transport Museum, Cobham Road, Ipswich IP3 9JD
Times: 10am-4pm
Prices: Adults £9.50, accompanied children £1
Website: www.ipswichtransportmuseum.co.uk
Features: Layouts, trade support, displays, steam rides, vintage buses, refreshments and disabled access. Multi-venue event with free bus link between transport museum, IRMA and IMES premises.

25 MINSTEAD MODEL RAILWAY EXHIBITION

Hosts: AAR Models
Location: Minstead Village Hall, Nr Lyndhurst, Southampton, Hampshire SO43 7FX
Times: 10am-4.30pm
Prices: Adults £4, children £3, family (2+2) £11
Contact: 02380332609
Features: Layouts, trade support, refreshments, parking and disabled access.

25 ST AUSTELL MODEL RAILWAY CLUB CHARITY OPEN DAY

Hosts: St Austell Model Railway Club
Location: Sembal House Community Centre, West Hill, St Austell, Cornwall PL25 5ET
Times: 10am-4pm
Prices: Adults £2, accompanied children £1, family £5
Contact: 01726 338173
Features: Club layouts. Proceeds to local charity.

25/26 PERTH MODEL RAILWAY EXHIBITION

Hosts: Perth Model Railway Club
Location: Dewars Centre, Glover Street, Perth PH2 0TH
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £6, children £3, family (2+2) £15
Website: www.perthmrc.com
Contact: 07588 754959
Features: 43 layouts, trade support, demonstrations, societies, seminars, refreshments, parking and disabled access.

25/26 SOMERSET AND DORSET RAILWAY REMEMBERED

Hosts: Somerset and Dorset Railway Footplate Association
Location: Function Room, Bath City Football Club, Twerton Park, Bath BA2 1DB
Times: Sat 10.30am-5pm, Sun 10.30am-5pm
Prices: TBA
Contact: 01761 470029/07751 030193
Features: Taunton Model Railway Group's 'OO' gauge Bath Green Park, railwayana displays, trade support, refreshments and parking.

JULY

1/2 WRENBURY AND DISTRICT MODEL RAILWAY CLUB OPEN DAYS

Hosts: Wrenbury and District Model Railway Club
Location: Village Hall, Cholmondeley Road, Wrenbury, Cheshire CW5 8HG
Times: Fri 7.30pm-9.30pm, Sat 10am-4.30pm
Prices: Free
Website: wrenburymodelrailwayclub.btck.co.uk
Contact: 01270 781113
Features: Club layouts, club sales and refreshments.

2 BEACONSFIELD MODEL RAILWAY EXHIBITION

Hosts: Beaconsfield and District Model Railway Club
Location: The Beaconsfield School, Wattleton Road, Beaconsfield, Buckinghamshire HP9 1SJ
Times: 10.30am-5pm
Prices: Adults £5, children £2.50
Website: www.beaconsfieldmrc.org
Contact: 01753 643724
Features: 16 layouts, trade support, refreshments and parking.

2/3 2016 FESTIVAL OF MODEL TRAMWAYS

Hosts: Manchester Museum of Transport
Location: Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7.50, concessions £6.50
Website: www.tramwayinfo.com/festival
Contact: 0208 948 0721
Features: 24 model tramways, trade support, displays and demonstrations. Heritage bus operating between venue and Manchester Victoria railway station.

2/3 BASILDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Basildon Model Railway Club
Location: James Hornsby School, Leinster Road, Laindon, Basildon SS15 5NX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £12
Contact: 01268 411603
Features: Layouts, trade support, refreshments and parking.

2/3 EXETER MODEL RAILWAY EXHIBITION

Hosts: EXE Model Railway Society
Location: The Matford Centre, Matford Road, Marsh Barton, Exeter EX2 8FD
Times: Sat 10am-5.30pm, Sun 10am-4pm
Prices: Adults £6.50, concessions £6, accompanied children free
Website: www.exemrs.co.uk
Contact: 01392 421906
Features: Layouts, trade support, refreshments, parking and disabled access.

3 LEWES MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Priory School, Lewes, East Sussex BN7 2XN
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

3 WHITWELL MODEL RAILWAY CLUB SHOW

Hosts: Whitwell Model Railway Club
Location: The Marquee, Whitwell and Reepham Railway, Reepham, Norwich, Norfolk NR10 4GA
Times: 11am-4pm
Prices: Admission £1
Website: www.whitmodel.webs.com
Contact: 01603 871694
Features: Layouts, trade support and societies. Steam train rides (fare payable) on the Whitwell and Reepham railway.

9 ALVECHURCH MODEL RAILWAY EXHIBITION

Hosts: St Laurence Church
Location: St Laurence Church, School Lane, Alvehurch B48 7SB
Times: 10.30am-4pm
Prices: Adults £2.50, children £1
Contact: 07857 513061
Features: Ten layouts, trade support, demonstrations and refreshments.

9 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 3, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donations welcome)
Website: www.hmrg.co.uk
Features: Club layouts, refreshments and parking.

9 HODDESDON MODEL RAILWAY EXHIBITION

Hosts: Sheredes School Association
Location: Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Times: 10.30am-4.30pm
Prices: Adults £4.50, concessions £3, family (2+2) £12
Contact: 07866 641215
Features: 25 layouts, trade support, refreshments and parking.

10 SEVENOAKS MODEL RAILWAY SHOW

Hosts: The London Theatre
Location: Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks TN13 3LB
Times: 10am-4pm
Prices: Adults £6 (£5), concessions £5 (£3), children £5 (£3), family £15 (£12) – advance ticket prices in brackets
Website: www.modelrailwayexhibition.com
Contact: 0208 694 1888
Features: 15 layouts, trade support, refreshments and parking.

10 PENARTH MODEL RAILWAY EXHIBITION

Hosts: Barry and Penarth Model Railway Club
Location: Paget Rooms, Victoria Road, Penarth CF64 3EG
Times: 11am-4.30pm
Prices: Adults £3, children £2
Contact: BPMRC@outlook.com
Features: Layouts, trade support and refreshments.

16 FRINTON-ON-SEA MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: St Mary's Parish Church, Old Road, Frinton-on-Sea, Essex CO13 9BX
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

16 MARCH AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: March and District MRC/Whittlesey Scouts
Location: Whittlesey Scout Hut, Inhams Road, Whittlesey, Cambridgeshire PE7 1TT
Times: 10am-4pm
Prices: Admission £2
Website: www.mdmrc.co.uk
Features: Eight layouts, trade support, refreshments, parking and disabled access.

16 WEST CAMEL MODEL RAILWAY SOCIETY OPEN DAY

Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Somerset BA22 7QX
Times: 10am-3.30pm
Prices: Adults £2, 11-16yrs £1, children under 11yrs free
Contact: i.goose261@btinternet.com
Features: Club and member's layouts, trade support, refreshments, parking and disabled access.

17 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.

17 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY
Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sun 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

23 ENGLISH RIVIERA MODEL RAILWAY EXHIBITION
Hosts: Dakota Dibben
Location: Churston Ferrers Grammar School, Greenway Road, Brixham, Devon TQ5 0LN
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

23 PEVENSEY BAY MODEL RAILWAY CLUB EXHIBITION
Hosts: Pevensey Bay Model Railway Club
Location: Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01323 763590
Features: 14 layouts, trade support, demonstrations, refreshments and disabled access.

16 TOY AND MODEL TRAIN SHOW
Hosts: Sussex Vintage Model Railway Collectors
Location: Knoyle Hall, Knoyle Road, Preston Park, Brighton BN1 6RB
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3.25, accompanied children free
Website: www.sussex-transport.co.uk/svmrc
Contact: 01256 350764
Features: Vintage layouts, trade support and refreshments.

23 TWICKENHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY
Hosts: Twickenham and District Model Railway Club
Location: Kerswell Hall, Wills Crescent, Hounslow TW3 2JF
Times: 10am-4.30pm
Prices: Free
Website: www.tdmrc.org.uk
Features: Club layouts, members and test tracks.

23/24 COLWYN MODEL RAILWAY CLUB EXHIBITION
Hosts: Colwyn Model Railway Club
Location: Craig y Don Community Centre, Queen's Road, Craig y Don, Llandudno LL30 1TF
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children £2
Contact: 01766 890842
Features: Layouts, trade support, displays, demonstrations, refreshments and parking.

23/24 SOUTH COAST MODEL RAILWAY CLUB EXHIBITION
Hosts: South Coast Model Railway Club
Location: Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £15
Website: www.southcoastmodelrailwayclub.co.uk
Contact: 01425 616646
Features: 13 layouts and trade support.

27 TAUNTON MODEL RAILWAY GROUP - OPEN DAY
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge

Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

30 BRIDPORT MODEL RAILWAY EXHIBITION
Hosts: Bridport and District Model Railway Club
Location: United Church Hall, East Street, Bridport, Dorset DT6 3LJ
Times: 10am-4.30pm
Prices: Adults £3.50, children £1
Contact: 01308 861754
Features: Layouts, trade support and refreshments.

30 CHINGFORD MODEL RAILWAY EXHIBITION
Hosts: Royal British Legion
Location: Royal British Legion, Hall Lane, Chingford, London E4 8HW
Times: 11am-4pm
Prices: Adults £3, children 50p
Contact: 0208 524 0730
Features: Six layouts, trade support, demonstration, refreshments, parking and disabled access.

30/31 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION
Hosts: St John's Primary School
Location: St John's Primary School, Wheatley Avenue, Trent Vale, Stoke on Trent ST4 6SB
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 07747 087050
Features: 13 layouts, trade support, demonstrations, refreshments, parking and disabled access.

AUGUST

3 TAUNTON MODEL RAILWAY GROUP - OPEN DAY
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

6 EXMOOR RAIL
Hosts: Exmoor Coast Railway Modellers
Location: Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ
Times: 10am-4.30pm
Prices: Adults £5, children £1, family £10
Contact: 01643 706736
Features: Layouts, trade support, displays, demonstrations, societies, refreshments, parking and disabled access.

6 PENNINE MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Pennine Model Railway Society
Location: St Philips Community Centre, Briarlyn Road, Birchcliffe, Huddersfield HD3 3NL
Times: 10am-5pm
Prices: Adults £4.50, children free
Contact: 07787 840672
Features: 11 Layouts, trade support and refreshments.

6/7 CLEVELAND MODEL RAILWAY CLUB EXHIBITION
Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adult £4.50, concessions £3.50, children £3.50, family (2+2) £12.50
Website: www.crmc.club
Contact: 07864 880242
Features: 17 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

6/7 SOUTHWOLD MODEL RAILWAY EXHIBITION
Hosts: Waveney Valley Model Railway Club
Location: Saint Felix School, Halesworth Road, Southwold, Suffolk IP18 6SD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: TBA
Website: www.waveneyvalleymrc.150m.com
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

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10 TAUNTON MODEL RAILWAY GROUP - OPEN DAY
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

11 WELLING CHARITY MODEL FAIR
Hosts: Association of Bexley Charities '78
Location: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG
Times: 6pm-9.30pm
Prices: Adults £1, accompanied children free
Contact: 020 8310 5018
Features: Trade tables, refreshments and parking.

13 HEYWOOD MODEL RAILWAY GROUP OPEN DAY
Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 3, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donations welcome)
Website: www.hmrg.co.uk
Features: Club layouts, refreshments and parking.

13 SILVERFOX DCC MODEL RAILWAY EXHIBITION
Hosts: Silverfox DCC Model Railway Club
Location: Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £5, children £2.50, family £12
Contact: 01908 370713
Features: 23 layouts, trade support, outdoor train rides, refreshments, parking and disabled access.

13/14 ISLE OF PURBECK MODEL RAILWAY EXHIBITION
Hosts: Dakota Dibben
Location: Harmans Cross Village Hall, Haycraft's Lane, Harmans Cross, Swanage, Dorset BH19 3EB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

13/14 RAILWELLS 2016
Hosts: Wells Railway Fraternity
Location: Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm
Prices: Adults £6, concessions £5, children 14+ £4, accompanied children under 14 free
Website: www.railwells.com
Contact: 01749 938362
Features: Layouts, trade support, demonstrations, displays, societies and parking.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	ehattons.com/5p4f	£127.46	Mar 2013							
LNWR Webb coal tank	ehattons.com/wct	£97.71	Sep 2014							
Class 450	ehattons.com/cl450	£254.96-£271.96	Mar 2015							
Birdcage Coaches	ehattons.com/bc	£50.96	Mar 2014							
Class 414 2-HAP	ehattons.com/cl414	£119.50 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£119.71	March 2012							
Class 68	ehattons.com/c68	£118.00 (EST)	April 2014							

Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

	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-£99.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014							
Hatton's King	ehattons.com/king	£169.00-£179.00	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class O2 Tango	ehattons.com/O2	£148.00	Nov 2013							
Class 07 Shunter	ehattons.com/cl07	£99.00 (EST)	Jan 2016							

Class 4700, Class 1366, Class 1361 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Drax Biomass Wagons	ehattons.com/drax	£83.00	Jan 2016							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
Class Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015							
SR Maunsell Coaches	ehattons.com/exsrmaun	£39.99	Jun 2015							
Merchant Navy	ehattons.com/mn	£144.00-£162.00	Mar 2015							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							
Peckett 0-4-0	ehattons.com/peckett	£70.00	Oct 2015							

view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Dean Goods	ehattons.com/oxdg	£95	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							

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

You can view extended lists, preorder & comment on all of these projects at

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change

Pre-order Items



Class 414 2-HAP EMU Pre-order for £186.96 (estimated)



- 31-390 Class 414 2-HAP EMU 6061 in BR green
- 31-391 Class 414 2-HAP EMU 6062 in BR blue & grey
- 31-392 Class 414 2-HAP EMU 4322 in Network SouthEast livery

Class 5P4F Stanier Mogul 2-6-0 Pre-order for £127.46



- 31-690 2955 in LMS lined black
- 31-691 42969 in BR lined black with early emblem
- 31-692 42968 in BR lined black with late crest (as preserved)

Class 7F 2-8-0 Pre-order for £118.95



- 31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black
- 31-015 Class 7F 2-8-0 13810 in LMS black

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 H2 Atlantic 4-4-2 Pre-order for £152.96



- 31-920 2426 "St Albans Head" in SR Olive Green
- 31-921 32424 "Beachy Head" in BR black with early emblem

Class 94xx 0-6-0 Pre-order for £85.00 (estimated)



- 35-025 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 £97.71



- 35-050 LNWR plain black livery
- 35-051 LMS black livery
- 35-052 BR black early emblem

Class 117 3-Car DMU Pre-order for £170.00 (estimated)



- 35-500 Class 117 3 car suburban DMU in BR green with speed whiskers
- 35-501 Class 117 3 car suburban DMU in BR blue & grey
- 35-502 Class 117 3 car suburban DMU in Network SouthEast livery

Class 121 "Bubble Car" Pre-order for £127.50 (estimated)



- 35-525 Class 121 'Bubble Car' single car DMU in BR green with speed whiskers
- 35-526 Class 121 'Bubble Car' single car DMU in BR blue & grey
- 35-527 Class 121 'Bubble Car' single car DMU in Network SouthEast livery

See the entire range at ehattons.com/bachmann2016

(Prices estimated - we will notify you if price rises & offer option to cancel)

Limited Edition J94s & Austerities, Class 14xx & Kings from Hatton's, being produced by DJ Models

Class 14xx Pre-order for £99



Pristine

- H1401 48xx 4825 in GWR unlined green Great Western
- 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

www.ehattons.com/j94

Austerities & J94 Limited Editions of 200 Pre-order for £99



Pristine

- J9401 "Robert" in NCB Bold Colliery lined green
- 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

www.ehattons.com/14xx

Class 6000 King Pre-order for £169



- HK01 6000 "King George V" in GWR lined green with roundel
- 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
- HK14 6024 "King Edward I" in BR lined green with late crest

DCC Fitted versions also available for £179
 HK01DCC - HK14DCC

www.ehattons.com/king

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Class B17 4-6-0 in BR green (RRP £131.99)



R3003 61669 'Barnsley' in BR green with late crest (Pictured) £77.00

R3004 61631 'Serlby Hall' in BR green with early emblem - weathered £79.00

R3318 61646 'Gilwell Park' in BR green with early emblem £74.00

Class 08 (RRP £119.99)



R3343 08822 'John' in FGW livery (Pictured) £96.00
R3342 08489 in BR blue £93.00

BR Mark 2 Coaches



R4611 Mk2E FO first open W3247 in BR blue & grey - with lights (Pictured) £19.00 (RRP £29.99)

R4563 Mk2D BSO brake second open E9487 in BR blue & grey £16.00 (RRP £28.49)

R4612 Mk2E BSO brake second open M9499 in BR blue & grey - with lights £19.00 (RRP £29.99)

R4614A Mk2E FO first open W3231 in BR blue & grey £17.00 (RRP £29.99)

R4616A Mk2E TSO second open 5779 in BR Intercity livery £17.00 (RRP £29.99)

R4617 Mk2E FO first open 3234 in BR Intercity livery £17.00 (RRP £29.99)

R4618 Mk2E BSO brake second open 9504 in BR intercity livery £17.00 (RRP £29.99)

Class 67



R3388TTS 67004 'Cairn Gorm' in Caledonian Sleeper livery - TTS sound fitted (Pictured) £128.00 (RRP £169.99)

R3268 67003 in Arriva Trains Wales livery £112.00 (RRP £139.99)

R3272 67006 'Royal Sovereign' in EWS Royal Claret £110.00 (RRP £139.99)

R3481 67025 'Western Star' in EWS livery £110.00 (RRP £144.99)

Class D16/3 4-4-0 "Clouds" in BR black (RRP £109.99)



R3235 E2524 'Claud Hamilton' with early emblem (Pictured) £73.00
R3303 62581 with early emblem - weathered £74.00

Class J15 0-6-0 (RRP £109.99)



R3381 65475 in BR black with early emblem (Pictured) £75.00 (RRP £109.99)

R3380 7510 in LNER black £76.00 (RRP £109.99)

Class K1 2-6-0 (RRP £129.99)



R3242A 62032 in BR black with early emblem (Pictured) £82.00
R3243B 62064 in BR black with late crest £82.00

Class A3 4-6-2



R3336 4472 'Flying Scotsman' in LNER green - NRM special edition (Pictured) £124.00 (RRP £169.99)

R3132 2599 'Book Law' in LNER apple green £99.00 (RRP £152.99)

R3250 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Limited Edition of 500 £115.00 (RRP £135.00)

Class 2P 4-4-0



R3316 44 in S&DJR blue (Pictured) £61.00 (RRP £99.99)

R3315 40602 in BR black with late crest £61.00 (RRP £99.99)

R3459TTS 40626 in BR black with early emblem - TTS sound fitted £105.00 (RRP £139.99)

Class 401 2-BIL EMU (RRP £130.25)



R3259 2090 in BR blue - as preserved at NRM (Pictured) £74.00
R3258 2086 in BR blue £82.00

Class 402 2-HAL EMU (RRP £130.25)



R3340 2603 in BR green will full yellow ends (Pictured) £62.00
R3341 2677 in BR blue £62.00

R3341A 2623 in BR blue £62.00

R3260 2653 in SR green £104.00

BR Mark 1 coaches



R4706 CK composite corridor E15058 in BR crimson & cream (Pictured) £16.00 (RRP £29.99)

R4699 BG full brake S80926 in BR green £16.00 (RRP £29.99)

R4609A BSK brake second corridor S34240 in BR green with lights £20.00 (RRP £36.50)

R4711 SK second corridor S24316 in BR green £16.00 (RRP £29.99)

R4712 CK composite corridor S15913 in BR green £16.00 (RRP £29.99)

R4713 BSK brake second corridor S34613 in BR green £16.00 (RRP £29.99)

R4620 SO second open M4360 in BR crimson & cream £19.00 (RRP £24.99)

R4620A SO second open M4368 in BR crimson & cream £16.00 (RRP £24.99)

R4707 BSK brake second corridor E34010 in BR crimson & cream £16.00 (RRP £29.99)

R4644 TSO second open W3879 in BR chocolate & cream £16.00 (RRP £24.99)

R4708 SK second corridor W24540 in BR chocolate & cream £16.00 (RRP £29.99)

R4709 CK composite corridor W15061 in BR chocolate & cream £16.00 (RRP £29.99)

R4710 BSK brake second corridor W34290 in BR chocolate & cream £16.00 (RRP £29.99)

BR Mark 3 Coaches



R4655 DVT driving van trailer 82146 in DB Schenker livery (Pictured) £26.00 (RRP £42.99)

R4593 TGS trailer guard second 40011 in Intercity Executive livery £14.00 (RRP £28.49)

R4595 TGS trailer guard second E44037 in BR blue & grey - with lights £20.00 (RRP £35.49)

R4603 TRUB restaurant buffet W40008 in BR blue & grey £16.00 (RRP £28.49)

R4635 TSO Tourist second open 12177 in Arriva Trains Wales livery £20.00 (RRP £29.49)

Steam era wagons



R6782 Pack of 3 21 ton hoppers in BR grey (Pictured) £26.00 (RRP £39.99)

R6725 21T hopper E253564 in BR grey £9.00 (RRP £14.99)

R6728 BR (ex-LMS) horse box M42367M in BR crimson (RRP £19.99)

R6759 BR Blue Spot Fish Van £8.50 (RRP £12.99)

R6682D Extra Long CCT wagon 1724 in LNER teal £11.00 (RRP £19.99)

Modern era wagons



R6763 ZBA 'Rudd' DB972328 in Departmental grey and yellow with Mainline branding (Pictured) £9.00 (RRP £14.99)

R6760 PGA hopper wagon VTG14234 in CAIB/Procor livery - weathered £7.00 (RRP £16.99)

R6708 CDA hopper wagon 353224 in Railfreight red livery £11.00 (RRP £24.99)

Brake Vans



R6711 ZUV Shark brake van DB993748 in Mainline blue (Pictured) £8.00 (RRP £16.75)

R6710 20 ton brake van DB950619 in dutch livery £9.50 (RRP £14.99)

R6766 ex-GWR Toad brake van W68724 in BR grey £11.00 (RRP £14.99)

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Steam locos



R3299 'Going Home' 70th Anniversary of the end of WWII Train Pack Black 5 4-6-0 5156 in LMS Black 3xLMS Period 3 Coaches - Ltd Ed (Hor) (list £289.99) BARGAIN. £235



R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (list £28.49) BARGAIN. £19



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) BARGAIN. £17



R31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN. £89



R31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) (list £159.95) BARGAIN. £89



R31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN. £89



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors club limited edition (Hor) (list £24.99) BARGAIN. £18



R31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) £81.56



R31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) £81.56



R31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56



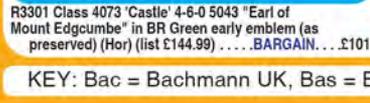
R32-828A Class 2MT Ivatt 2-6-0 46526 BR lined green late crest - weathered (Bac) £110.46



R31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96



R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) BARGAIN. £21



R3301 Class 4073 'Castle' 4-6-0 5043 'Earl of Mount Edgcumbe' in BR Green early emblem (as preserved) (Hor) (list £144.99) BARGAIN. £101

R3223 Class 42xx 2-8-0 4257 in BR Black late crest (Hor) £111.20
R3462 Class 42xx 2-8-0 4287 BR Black early emblem (Hor) (list £124.99) BARGAIN. £92



R32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



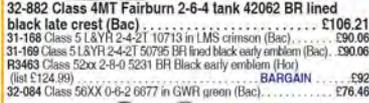
R3170 Class 49xx 4-6-0 4901 'Adderley Hall' GWR Green - Railroad range (Hor) £67



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



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) BARGAIN. £58



R32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) £110.46



R32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) £106.21



R31-168 Class 51 & V 2-4-2T 10713 in LMS crimson (Bac) £90.06



R31-169 Class 51 & V 2-4-2T 60795 BR lined black early emblem (Bac) £90.06



R3463 Class 52xx 2-8-0 5231 BR Black early emblem (Hor) (list £124.99) BARGAIN. £92



R32-084 Class 56XX 0-6-2 6877 in GWR green (Bac) £76.46



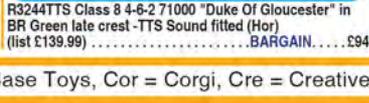
R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) £124.99



R31-188 Class 5XP Jubilee 4-6-0 45585 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



R3331 Class 6000 4-6-0 'King James I' 6011 in GWR Green (Hor) £159.99



R3330 Class 6000 King 4-6-0 6000 'King George V' in BR green early crest (as preserved) (Hor) £148.14



R3339 Class 8P 4-6-2 Princess Coronation 6229 'Duchess of Hamilton' in LMS crimson lake (Gloss Finish) - as preserved (Hor) NEW £130



R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £83.40



R3356 Class 9F Crosti Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor) NEW £105



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £84.99) BARGAIN. £55



R32-5508^ Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £159.95) BARGAIN. £95



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) BARGAIN. £56



R3080U Class A1 4472 'Flying Scotsman' LNER Apple Green (unboxed) (Hor) £49



R31-528A Class A2 4-6-2 60529 'Pearl Diver' BR lined green late crest (Bac) £144.45



R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (list £154.99) BARGAIN. £94



R3307 Class A4 4-6-2 2510 'Quicksilver' in LNER Silver - The Silver Jubilees Collection (Hor) £134.25



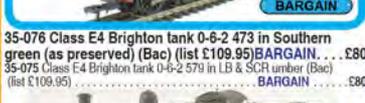
R3356TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) BARGAIN. £89



R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor) (list £144.99) BARGAIN. £98



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



R35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) BARGAIN. £80



R35-075 Class E4 Brighton tank 0-6-2 32559 in BR black early emblem (Bac) (list £109.95) BARGAIN. £80



R31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac) £101.96



R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06



R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) £74.06



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



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



R32-279A Class K3 2-6-0 1304 in LNER black (Bac) NEW £118.96



R32-281 Class K3 2-6-0 61862 in BR black early emblem (Bac) NEW £118.96



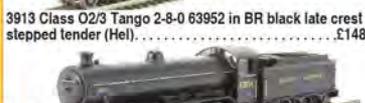
R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) NEW £83



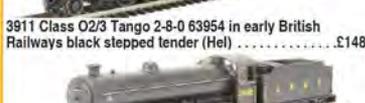
R3910 Class O2/3 Tango 2-8-0 3965 in LNER black stepped tender (Hel) £148



R3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) £148



R3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) £148



R3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) £148



R3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) £148



R3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) £148



R3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) £148



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R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (list £84.99) BARGAIN ... £67
R3171U Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) - Split from R1183 set (Hor) ... £58
R3329 Class S15 4-6-0 30830 in BR Black late crest (Hor) ... £124.99



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (list £139.99) ... BARGAIN ... £105



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (list £139.99) ... BARGAIN ... £105



R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor) ... £124.99



R3457 Class T9 4-4-0 116 in Southern Green (Hor) NEW £118
R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (list £139.99) ... BARGAIN ... £105



R3194 Class V Schools 4-4-0 30937 'Epsom' in BR Black early emblem (Hor) (list £133.99) ... BARGAIN ... £98



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) ... £69.50
31-880 Standard Class 3MT Tank 82020 BR green late crest - weathered (Bac) ... £118.96
31-881 Standard Class 3MT tank 82021 BR lined black early emblem (Bac) ... £101.96



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) ... BARGAIN ... £74



31-119 Standard Class 4MT 4-6-0 75035 in BR black late crest - weathered (Bac) NEW ... £135.96



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) BARGAIN ... £82



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) BARGAIN ... £89
32-261 WD Austriety 2-4-0 90441 in BR black early emblem (Bac) ... £114.71



R3302 '1940: Return from Dunkirk' 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) (list £249.99) BARGAIN ... £160

R1155 Trainpack 4 car Pandolino train pack (unboxed) in Virgin Trains 'Alstom Pendolino' (Hor) ... £79
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) ... £212.46
R3488 Diesel freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) (list £42.99) ... BARGAIN ... £39
R3399 EWS Freight Train Pack - Ltd Ed (Hor) ... £188
R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (list £44.49) ... BARGAIN ... £30



R3220 Tyseley Connection train pack Class 49xx 4953 'Pitchford Hall' in GWR green & 3 Mk1 coaches (Hor) (list £199.99) ... BARGAIN ... £114



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) ... £222.21



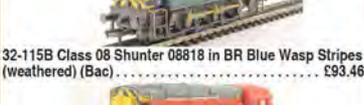
10001HAP- 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (list £105) ... BARGAIN ... £94



R3283 Bagnall shunter in red - Railroad range (Hor) (list £29.99) ... BARGAIN ... £18
2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) ... £100
2522 Class 05 Hunslet shunter D2585 BR blue wasp stripes (preserved) (Hel) ... £100



32-109 Class 08 08631 'Eagle' in Network SouthEast (Bac) NEW ... £84.96
R3490 Class 08 08673 in InterCity - Railroad range (Hor) ... £35



32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) ... £93.46



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.96
32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) ... £84.96
1513 Class 15 ADP968003 (Carriage pro - heating unit) in BR Sherwood green full yellow ends (Hel) ... £94
1511 Class 15 D8234 in green small yellow panels (Gloss) (Hel) ... £94



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) (list £134.95) ... BARGAIN ... £72
1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) ... BARGAIN ... £72



1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) ... BARGAIN ... £72



1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) ... BARGAIN ... £72
1718 Class 17 D8523 in blue full yellow ends (Hel) ... £94



1719 Class 17 D8558 in BR green small yellow panels (Hel) ... £94

32-045 Class 20 20118 'Saltburn-by-the-Sea' BR Railfreight Red Stripes (Bac) ... £93.46



32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) ... £195.46
32-034A Class 20 20141 BR Green Full Yellow Ends (weathered) (Bac) ... £97.71
32-044 Class 20 D4029 BR Green Indicator Discs & Tablet Collector (Bac) ... £93.46
MM0233 Class 201 no 233 'River Clare' Enterprise full yellow ends (Mur) ... £129



2302A Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN ... £79
32-331 Class 25/1 25043 BR Green Full Yellow Ends (weathered) (Bac) ... £99.21
32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) ... £93.46
2727 Class 27 5363 in BR blue full yellow ends (Hel) ... £94
2713 Class 27 5370 in BR green full yellow ends (no boiler tanks) (Hel) ... £94



2800A - Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) ... BARGAIN ... £80
2809A - Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Hel) (list £125) ... BARGAIN ... £89



2807A - Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) ... BARGAIN ... £89



R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) ... BARGAIN ... £42



R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) (list £162.25) ... BARGAIN ... £79



3435 Class 33/0 33049 in BR blue full yellow ends (Hel) ... £94
3415 Class 33/0 D0516 in early BR green (Hel) ... £94



3416 Class 33/0 D6551 in BR green small yellow panels (Hel) ... £94
3356 Class 33/1 33102 in BR Blue full yellow ends (Hel) ... £94
3349 Class 33/1 33119 in BR Blue full yellow ends (Hel) ... £94
3329 Class 33/2 33206 in BR Blue full yellow ends (Hel) ... £94
32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21
32-784 Class 37/0 37242 Mainline Blue Centre Headcodes (weathered) (Bac) ... £106.21



32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) ... £101.96



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) ... £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) ... BARGAIN ... £69
R3491 Class 42 Warship 'Doris' 'Banlow' in BR green (Hor) ... £53
32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) ... £118.96



32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR Maroon Small Yellow Panel (Bac) £118.96



32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) ... £101.96
32-681 Class 45 D108 BR Green Split Centre Headcode (weathered) (Bac) ... £110.46
31-659DS Class 47 47001 in BR Blue - DCC Sound fitted (Bac) ... £203.95



R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) (list £89.99) BARGAIN ... £69



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) ... £127.46



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) (list £114.95) ... BARGAIN ... £72



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) ... £114.71



31-654 Class 47/4 47576 'Kings Lynn' in original Network SouthEast (Bac) NEW ... £114.71



32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) BARGAIN ... £72



32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) ... BARGAIN ... £78
4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap) ... £119
4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap) ... £109
4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap) ... £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) ... £113



32-532 Class 55 55007 'Pinza' in BR Blue Finsbury Park White Cab windows (weathered) (Bac) ... £113.01



R2879 Class 55 Deltic 55001 'St Paddy' in BR blue (Hor) (list £52.49) ... BARGAIN ... £43
R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) ... £53

31-588 Class 70 70005 PowerHaul in Freightliner (weathered) (Bac) ... £127.46
4D-006-008 Class 73 73138 in civil engineers' livery - DCC sound (Dap) ... £239
4D-006-005 Class 73 73038 in BR early blue small yellow panels - DCC sound fitted (Dap) ... £239
4D-006-005D Class 73 73039 BR Early Blue yellow panels - DCC fitted (Dap) ... £139
4D-006-002 Class 73 electro-diesel 73124 BR blue full yellow ends (Dap) ... £119.51
4D-006-006 Class 73/1 electro-diesel 73138 Civil Engineers grey & yellow (Dap) ... £119.51

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40-006-005 Class 73/1 electro-diesel E4039 in early blue with small yellow panels and double arrow logo (Dap) £119.51



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
MM7071 Irish Class 071/11 diesel loco 071 in IE grey yellow end panels. Ltd production of 250 pieces (Mur) £135

Electric locos

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) BARGAIN £86



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN. £79
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) £118.96



R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99) BARGAIN. £49



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £89.99) BARGAIN. £52



9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

HSTs

R3366 Class 43 HST Power (43062) & dummy (43014) in Network Rail new measurement train yellow (Hor) £189.99

DMUs

32-287 Class 101 2-car DMU BR blue & grey 'Cambridge/Notwich' (Bac) £135.96
32-285 Class 101 2-car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) £135.96



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN. £78
32-905* Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) BARGAIN. £86



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) BARGAIN. £59



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN. £59
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95) BARGAIN. £59



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52

8992 Class 128 DPU in BR blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) BARGAIN £69
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) BARGAIN £69
8902 Class 128 DPU M55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN £69



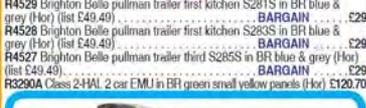
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) BARGAIN. £59
32-937 Class 150/2 2-car DMU 150202 in Centro blue stripes £40.21



R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) BARGAIN £56
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21
8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97
8704 Railbus W8M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) BARGAIN £79
8803 Railcar W79978 in BR dark green speed whiskers (Hor) £94

EMUs

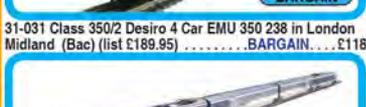
R4529 Brighton Belle pullman trailer first kitchen S2815 in BR blue & grey (Hor) (list £49.49) BARGAIN £29
R4528 Brighton Belle pullman trailer first kitchen S2835 in BR blue & grey (Hor) (list £49.49) BARGAIN £29
R4527 Brighton Belle pullman trailer third S2835 in BR blue & grey (Hor) (list £49.49) BARGAIN £29
R3290A Class 2-HAL 2-car EMU in BR green small yellow panels (Hor) £120.70



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN. £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN. £118



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) BARGAIN. £94



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN. £72



31-379 Class 416 2EPB 2 Car EMU 5771 in BR green no yellow panel (Bac) NEW. £168.96



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) BARGAIN. £64
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN £64



DEMUS

21-2392 Class 205 2-H Thumper 205001 in de-branded Network SouthEast (Kernow Exclusive) (Bac) £204



Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



31-575 Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (Bac) (list £148.95) BARGAIN £77

Train sets - analogue

R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120
R9284 Percy and the Mail Train Set (Hor) £72
30-170 Thomas Clyde 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) £110.48
R9283 Thomas the Tank Engine Train Set (Hor) £54

Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) BARGAIN. £99



R1172 e-Link DCC Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) BARGAIN. £230



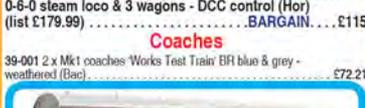
R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) BARGAIN. £135



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) BARGAIN. £115

Coaches

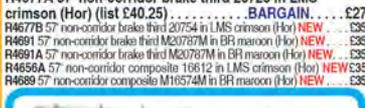
39-001 2 x Mk1 coaches 'Works Test Train' BR blue & grey - weathered (Bac) £72.21



R4677 57' non-corridor brake third 20724 in LMS crimson (Hor) (list £40.25) BARGAIN. £27
R4677 57' non-corridor brake third 20724 in LMS crimson (Hor) NEW £35



R4677A 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) BARGAIN. £27
R4691 57' non-corridor brake third 20754 in LMS crimson (Hor) NEW £35
R4691A 57' non-corridor brake third M20787M in BR maroon (Hor) NEW £35
R4691A 57' non-corridor brake third M20787M in BR maroon (Hor) NEW £35
R4658A 57' non-corridor composite 16612 in LMS crimson (Hor) NEW £35
R4689 57' non-corridor composite M16574M in BR maroon (Hor) NEW £35



R4658 57' non-corridor composite M16623M in BR crimson (Hor) (list £40.25) BARGAIN. £27
R4657A 57' non-corridor third class M11912M in BR maroon (Hor) NEW £35
R4690 57' non-corridor third class M11912M in BR maroon (Hor) NEW £35
39-575 BR Hawksworth Auto Trailer Maroon (Bac) £58.61
39-576 BR Hawksworth Auto Trailer Maroon (Bac) £58.61
39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream-weathered (Bac) (list £39.95) BARGAIN £26
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN. £24
39-026J BR Mk1 SK E24045 2nd Corridor Maroon (Bac) £33.11
39-301A BR Mk1 SK Pullman Second Corridor Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24
39-312 BR Mk1 SP Pullman Second Parlour E352E in BR Blue & Grey (With Lighting) (Bac) NEW £58.61



39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN. £26



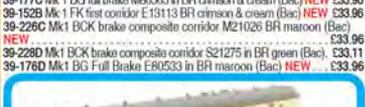
39-310C BR Mk1 SP Pullman Second Parlour Umber & Cream 'Car 350' (With Lighting) (Bac) NEW. £58.61
39-200C BR Mk1 Super BG Full Brake HES - Weathered (Bac) (list £39.99) BARGAIN £18
39-383 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) £39.96
34-078 Collett 60R 1st/3rd brake composite 6421 GWR chocolate & cream (Bac) £24.61
R4688 Collett corridor composite (Flight hand) W6029W BR crimson & cream (Hor) £36
R4606 Ex-LMS 50' full brake M31176M BR blue (Hor) BARGAIN £22
R4531C Gresley 61' 0" full brake in BR maroon (Hor) (list £48.99) BARGAIN £35
R4650 Gresley suburban brake third E86099E in BR Maroon (Hor) £37.27
R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (list £40.25) BARGAIN £26



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
R4743 Maresfield composite SR melachite green - Railroad Panoply (Hor) NEW £18
R4638 Midland Mainline Mk3 TF first class (Hor) (list £28.49) BARGAIN £20
39-225A Mk1 BCK brake composite corridor E21222 BR blue & grey (Bac) NEW BARGAIN £33.96
39-177C Mk1 BG full brake M80565 in BR crimson & cream (Bac) NEW £33.96
39-152B Mk1 FK first corridor E111313 BR crimson & cream (Bac) NEW £33.96
39-226C Mk1 BCK brake composite corridor M21026 BR maroon (Bac) NEW £33.96
39-228D Mk1 BCK brake composite corridor S21275 in BR green (Bac) £33.11
39-178D Mk1 BG Full Brake E80533 in BR maroon (Bac) NEW £33.96



R4698 Mk1 BG full brake E80534 in BR crimson & cream (Hor) (list £29.99) BARGAIN. £16
39-175E Mk1 BG full brake in BR blue & grey (Bac) £33.96
R4642A Mk1 BG full brake W84166 BR chocolate & cream (Hor) (list £24.99) BARGAIN £16
39-078M Mk1 BSK brake second corridor E35083 in BR Maroon (Bac) £33.11
39-075C Mk1 BSK brake second corridor M35322 BR blue & grey (Bac) NEW £33.96
39-126C Mk1 CK composite corridor M15916 in BR maroon (Bac) NEW £33.96
39-125C Mk1 CK composite corridor M16153 BR blue & grey (Bac) NEW £33.96
39-151C Mk1 FK first corridor E11103 in BR Maroon (Bac) £33.11
39-277 Mk1 GUV general utility van E96380 in BR blue (Bac) £33.96
39-271D Mk1 GUV general utility van M86223 in BR Maroon (Bac) NEW £33.96
39-274 Mk1 NXX General Utility Van E93326 in BR blue & grey InterCity Motovair branding (Bac) NEW £33.96
39-250A Mk1 FFO Restaurant open M5 in BR blue & grey (Bac) NEW £33.96



R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99) BARGAIN. £16
R4644 Mk1 TSO second open W3879 BR chocolate & cream (Hor) (list £24.99) BARGAIN £16
R4644A Mk1 TSO second open W4760 in BR chocolate & cream (Hor) (list £24.99) BARGAIN £16
39-142A Mk2A BFK Brake First Corridor 17097 Network SouthEast blue (Bac) £38.21
39-383A Mk2A TSO tourist second open 5354 Network SouthEast blue (Bac) £38.21



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39-360C Mk2A TSO tourist second open W5316 in BR blue & grey (Bac) £38.21
R4618A Mk2E BSO brake second open 9506 BR Intercity (Hor) (list £24.99) BARGAIN £17

R4612 Mk2E BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19
R4615A Mk2E BSO brake second open M9508 in BR blue & grey (Hor) (list £24.99) BARGAIN £17

R4617 Mk2E FO first open 3234 in BR intercity (Hor) (list £24.99) BARGAIN £17
R4614 Mk2E FO first open W3228 BR blue & grey (Hor) (list £24.99) BARGAIN £17

R4611 Mk2E FO first open W3247 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19

R4613A Mk2E TSO second open W5874 in BR blue & grey (Hor) (list £29.99) BARGAIN £17

R4597 Mk3 SLEP Sleeper 10691 in First Great Western Night Riviera (Hor) (list £28.49) BARGAIN £17
R4730 Mk3 TFO trailer first open W41003 in BR blue & grey (Hor) NEW £27
R4730A Mk3 TFO trailer first open W41004 in BR blue & grey (Hor) NEW £27
R4591 Mk3 TGS guard second 44027 Midland Mainline (Hor) (list £28.49) BARGAIN £14
R4590 Mk3 TRFB restaurant first buffet 40754 in Midland Mainline (Hor) (list £28.49) BARGAIN £14
R4729 Mk3 TRFB trailer first buffet W40001 in BR blue & grey (Hor) NEW £27
R4632C Mk3 TS trailer second 42094 in Intercity Executive (Hor) (list £28.49) BARGAIN £24
R4635A Mk3 TSO second open 12179 in Arriva Trains Wales (Hor) (list £28.49) BARGAIN £20
R4635B Mk3 TSO second open 12180 in Arriva Trains Wales (Hor) (list £28.49) BARGAIN £20

R4665A Mk4 FO first open 11324 in East Coast (Hor) (list £28.49) BARGAIN £14
R4665B Mk4 FO first open 11424 in East Coast (Hor) (list £28.49) BARGAIN £14
R4667 Mk4 RFM Restaurant Buffet 10329 in East Coast (Hor) (list £28.49) BARGAIN £14
R4666 Mk4 TSO second open 12219 in East Coast (Hor) (list £28.49) BARGAIN £14
R4666C Mk4 TSO second open 12403 in East Coast (Hor) (list £28.49) BARGAIN £14
R4666B Mk4 TSO second open 12425 in East Coast (Hor) (list £28.49) BARGAIN £14

R4666A Mk4 TSO second open 12447 in East Coast (Hor) (list £28.49) BARGAIN £14
R4656 Non-Corridor 57 composite 16597 in LMS crimson (Hor) £37.27
R4657 Non-Corridor 57 third class 11663 in LMS crimson (Hor) £37.27
R4676 Pack of 3 Mk3 coaches BR blue & grey (Hor) (list £39.99) BARGAIN £54
76PAN003 Plexton Panorama Cotters (Ox) NEW £13

R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33

R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33

R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33

R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) BARGAIN £33
MM1701, MM1702 & MM1703 HPS Mk2 coaches - FK TSO & BSO - Pack of 3 (Mar) (list £99) BARGAIN £69
39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) £24.61

39-002 Twinpack of Mk2a BFK HST barrier vehicles in plain BR blue (Western region) ADB975666 (Bac) NEW £76.46

Wagons

38-575A 10 Ton Fish Van LNER Brown (Bac) NEW . £16.11
38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66

38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac) £36.51

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) BARGAIN £130
38-030B Single (Bac) £33.96
38-182 12 Ton BR plywood fruit van B875635 BR Bauxite (Early) - weathered (Bac) £14.41
38-183 12 Ton BR plywood fruit van B875660 BR Bauxite (Late) - weathered (Bac) £14.41
37-708A 12 Ton LMS Cattle Wagon LMS Brown (Bac) NEW £15.26

38-477 12 Ton Non-ventilated Van BR Bauxite (Early) Weathered (Bac) NEW £16.11
38-478 12 Ton Non-ventilated Van BR Bauxite (Late) Weathered (Bac) NEW £16.11
37-804 12 Ton Planked ventilated van M508560 BR Bauxite - weathered (Bac) £14.41
37-376 16 Ton pressed end door steel mineral wagon in BR grey (Bac) £11.01
37-225H 16 Ton steel mineral wagon top flap doors BR grey - weathered (Bac) £14.04
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71

R6726 21 ton hopper E303821 in BR grey (Hor) (list £14.99) BARGAIN £9
R6599 21 Ton Steel Wagon 'Targenbyss' (Hor) (list £9.99) BARGAIN £7.50
R6576 3 Plank wagon 'Walter Scott & Middleton Ltd' (Hor) (list £9.99) BARGAIN £7.50
R6742 3 Plank Wagon 'Jes Turner & Sons' (Hor) (list £9.99) BARGAIN £6.50
R6741 3 Plank Wagon 'Morden & Storer' (Hor) (list £9.99) BARGAIN £6.50
R6740 3 Plank Wagon North British (Hor) (list £9.99) BARGAIN £6.50
R6739 3 Plank Wagon Port Talbot Steel Co Ltd (Hor) (list £9.99) BARGAIN £6.50

38-125A Megapack of 8 35 Ton VBA box van sliding door in EWS (Bac) (list £191.60) BARGAIN £102
38-125A Single (Bac) (list £23.95) BARGAIN £14
38-125A Pack of 4 (Bac) (list £95.60) BARGAIN £54
4F-040-017 4 Plank H Hooton 22 (Dap) NEW £8.70
4F-040-018 4 Plank H Hooton 22 Weathered (Dap) NEW £9.60
R6593 4 Plank Wagon 'Forrest & Co. Southampton' (Hor) (list £9.99) BARGAIN £7.50
R6780 4-wheel wagon 'Leintirpwyllogogochywyndrobwlantyslllogogogoch' in BR maroon (Hor) NEW £11

37-552C 46T POA Mineral Wagon 'ARC TIGER' Weathered (Bac) £18.66

R6591 6 Plank Wagon 'Eglishush' (Hor) (list £9.99) BARGAIN £7.50
4F-031-027 6 Wheel Milk Tank SR United Dairies (Dap) NEW £12.25
4F-031-026 6 Wheel Milk Tank SR United Dairies Weathered (Dap) NEW £13.10
4F-080-110 6 Plank Monckton (Dap) NEW £9.20
4F-080-111 6 Plank Monckton Weathered (Dap) NEW £10.10
R6596 6 Plank wagon 'Hansworth' (Hor) (list £9.99) BARGAIN £7.50
38-150A 80 tonne glw BDA bogie bolster wagon in Loughall (Bac) (list £23.95) BARGAIN £15
38-150A Pack of 4 (Bac) (list £95.80) BARGAIN £58
38-150A Megapack of 8 (Bac) (list £191.60) BARGAIN £112

R6728A BR (ex-LMS) Horse Box M42253M in BR crimson (Hor) (list £19.99) BARGAIN £12
R6769A BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) BARGAIN £8.50
R6758B BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) BARGAIN £8.50

R6762 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) BARGAIN £8.50
R6589 Coke Wagon 'Archibald Bathgate of Liverpool & Garston' (Hor) (list £9.99) BARGAIN £7.50

37-951B Pack of 4 Conflat wagon in BR Bauxite BD container in BR crimson B709076 (Bac) (list £63.80) BARGAIN £50
37-951B Single (Bac) £13.50

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
R6643D ex-GWR shunters truck DW41091 in BR grey (Scotlin Lambeth) (Hor) (list £10.95) BARGAIN £8
R6643E ex-GWR shunters truck DW40484 in BR grey (Stoke Gifford) (Hor) (list £12.99) BARGAIN £8
R6679A ex-LMS Horse Box M42178 BR crimson (Hor) (list £19.99) BARGAIN £13
R6679 ex-LMS Horse Box M42260 BR crimson (Hor) (list £19.99) BARGAIN £13

R6683D Extra-long CCT van E1359E in BR crimson (Hor) (list £19.99) BARGAIN £11
R6778 Father's Day Open Wagon - 2016 (Hor) NEW £11
4F-044-003 Foam Container Twin Pack OO FLiner 640719 + 640720 (Dap) £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 £58
38-345A - Megapack of 8 (Bac) (list £239.60) BARGAIN £128
38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard buff - Flask 43 (Bac) (list £29.95) BARGAIN £19
4F-016-101 Fytles bananas van in yellow - weathered (Dap) £9
R6642C GWR shunters truck 94036 GWR Grey (Hales Owen) (Hor) (list £10.95) BARGAIN £8
R6642D GWR shunters truck 94990 GWR Grey (Fowey) (Hor) (list £12.99) BARGAIN £8

R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) (list £15) BARGAIN £7
R6727A Horse box 42442 in LMS maroon (Hor) (list £19.99) BARGAIN £12
R6727 Horse box 42489 in LMS maroon (Hor) (list £19.99) BARGAIN £12

38-212B JJA non-generator auto ballaster in ex-Railtrack curved top profile - weathered (4 per rake each Generator wagon) (Bac) £46.71

4F-010-001 JNA Falcon Network Rail NLU29006 (Dap) NEW £20
4F-010-002 JNA Falcon Network Rail NLU29023 (Dap) NEW £20
4F-010-003 JNA Falcon Network Rail NLU29149 (Dap) NEW £20

4F-010-004 JNA Falcon Network Rail NLU29239 (Dap) NEW £20
B910E KOAKITA Pocket wagon & container (Dap) £23

R6678A LMS Horse Box 42400 LMS crimson (Hor) (list £19.99) BARGAIN £13
4F-046-001 Mogford Twin Pack - weathered + 2 x 45 Ft High Cube Containers (Dap) £31
38-553A Midland 20T brake van 134900 LMS Bauxite (without Duckets) (Bac) £23.76

38-552A Midland 20T brake van 357914 in LMS Grey (with Duckets) (Bac) £23.76
38-550A Midland 20T brake van M357807 BR Grey (with Duckets) (Bac) £23.76
R6473 Pack of 3 16 ton mineral wagons in BR Bauxite - Railroad Range (Hor) (list £17.99) BARGAIN £12
37-697 Pack of 3 5-plank wagons - weathered (Bac) £39.06
37-085A Pack of 3 7-plank 'Coal trader' private owner wagons - weathered (Bac) £42.46

R6712A Pack of 3 five-plank open wagon BARGAIN £15
R6712 Pack of 3 five-plank open wagons in BR Bauxite (Hor) (list £24.99) BARGAIN £15
38-650A PCA Molain Bulk Powder Wagon 11017 'Blue Circle Cement' (Bac) £22.06
R6789 RailRoad Fuel Tanker Triple Pack - BP - Resaco. Total (Hor) £16
4F-027-005 Silver Bullet NACCO/ECC 3387-7898047-8 (Dap) NEW £23.80
4F-027-008 Silver Bullet NACCO/ECC 3387-7898057-7 Weathered (Dap) NEW £25.25
4F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap) NEW £23.80

4F-027-007 Silver Bullet NACCO/ECC 3387-7898119-5 Weathered (Dap) NEW £25.25
38-400A SR 25 Ton P-H Box brake van 56462 in SR Brown (Bac) NEW £23.76

37-716 Triple Pack of 8 Ton Cattle Wagons in BR Bauxite - Weathered (Bac) NEW £50.96

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply, (Hor) £74
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
X9659 4-pin decoder for some train set loops and Sentinels (Hor) £10
DC227 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10d mm) x 5 (Gau) £71

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14
R8245 Sapphire digital decoder 1A current 1.5A stall £21 & 8-pin adaptor included (Hor) £32

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers

R8214 DCC Elite unit digital controller (Hor) £205
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68
R8312U e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) £55
36-500 EZ Command DCC controller - boxed (Bac) £76.46



Opening hours

Store: 09:00 - 17:00 Mon - Sun

07:30 - 18:00 Mon-Sat
09:00 - 17:00 Sun



- 36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71
- Point motors**
- R8243 Surface Mounted point motor (Hor) £7
- Lighting equipment**
- GM56 Buffer lights x 2 (Gau) £10
- CL2 Standard Coach Lighting Strips - Warm White (Tra) £17
- Accessories**
- SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

- Spares**
- 36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
- 36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
- SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pac) £2
- SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pac) £2
- GM50 Locomotive wheel cleaner (Gau) £24



- Metal Conductive RAIL JOINERS**
- SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) £2.50
- 36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
- 36-061 Mk2 NEM Coupling Short Straight x 10 (Bac) £7.61
- 19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

- 18KADEE NEM-362 Medium Coupler - 8.63 mm (1/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
- 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
- R8284 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
- R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) £6.50
- R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
- R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
- 36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £6.76

Man-made scenic structure - railway-related



- LK-55 76ft Well type turntable (Pec) £38
- R083 Buffer Stop (Hor) £14.00
- R083 Box of 6 (Hor) £8
- R070 Electrically Operated Turntable (Hor) £59
- 44-508 Motive Power Depot TMD shed accessories (Bac) £9.50
- (list £15.45) BARGAIN
- R514 Platform Canopy x 2 (Hor) £12
- SL-40 Fall ball buffer stop (Pac) £1.50

- Signals**
- R169 Home junction signal (Hor) £10
- ECKES24 Kit for a position light ground signal kit 2 white, 1 red (Eck) £12
- DS1 One Touch DCC Signal Home (RVS) (Tra) £22
- 44-002-001 Signal - Motorised LMS Home (OO/SIGNS) (Dap) £22



- 4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OO/SIGN1) (Dap) £22

Buildings - general

- 44-040 Diesel fueling point - Sconecraft range (102 x 37 x 55mm) (Bac) £13
- 44-571 Fresh Fish Stall (Bac) NEW £19.96
- 44-265 Low Relief Block of flats (Bac) £33.51
- PO279 Low Relief Department Store (Mat) £12.50
- 44-202 Low Relief Front Terrace Houses, (Bac) £20.36
- PO261 Pair of red brick terraced houses (Card Kit) (Mat) £8
- 44-161 Pendon Snel's Hall (200 x 100 x 130mm) (Bac) £40
- (list £57.95) BARGAIN
- EM006 Victorian Semi Houses - Low Relief fronts (Pec) NEW £12
- EM005 Victorian Semi Houses - Low Relief rear (Pec) NEW £19

Man-made scenic structure - non-railway

- 44-016 Fuel Storage Tanks (Bac) £39.96

Bridges, Tunnels & Walls

- 44-044 Concrete footbridge (Bac) NEW £38.21
- 44-225 Low Relief Retaining Walls (198 x 10 x 85mm) (Bac) £14.41
- PO244 Retaining Wall in Red Brick - 4 sections per kit (Mat) £11
- PO245 Retaining Wall in Stone - 4 wall sections per kit (Mat) £11

People - civil



- 36-408 12 x Seated Coach Passengers (Bac) NEW £10.16
- 36-407 1850s Train Crew x 6 (Bac) £6.21
- 36-402 1900/70s Standing Station Passengers (Bac) £6.38
- 36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Sctrack

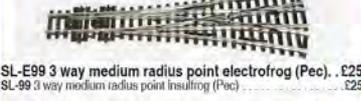
- ST-245 Sctrack curved double rail left handed point insulfrog (Pac) £14
- ST-244 Sctrack curved double rail right handed point insulfrog (Pac) £14
- ST-201 Sctrack double straight (Pac) £2
- ST-241 Sctrack No 2 radius left handed point insulfrog (Pac) £9
- ST-240 Sctrack No 2 radius right handed point insulfrog (Pac) £9



- ST-204 Box of 24 Sctrack Quad Straight (670mm) (Pec) £76
- ST-204 Single (Pec) £3.50

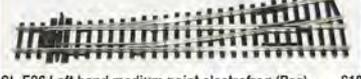


- Track - Code 100 Streamline**
- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
- SL-100 Single (Pec) £2.61
- SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
- SL-102 Pack of 25 (Pac) £70



- SL-E99 3 way medium radius point electrofrog (Pec) £25
- SL-99 3 way medium radius point insulfrog (Pec) £25

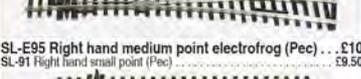
- SL-90 Double slip insulfrog (Pec) £31
- SL-87 Left hand curved point (Pec) £12.50
- SL-87 Left hand curved point electrofrog (Pec) £12.50
- SL-88 Right hand large point electrofrog (Pec) £12
- SL-88 Right hand large point insulfrog (Pec) £12
- SL-95 Right hand medium point (Pec) £10



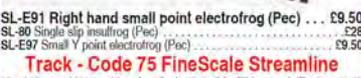
- SL-E96 Left hand medium point electrofrog (Pec) £10
- SL-92 Left hand small point (Pec) £9.50



- SL-E92 Left hand small point electrofrog (Pec) £9.50
- SL-E86 Right hand curved point electrofrog (Pec) £12.50
- SL-E88 Right hand large point electrofrog (Pec) £12
- SL-88 Right hand large point insulfrog (Pec) £12
- SL-95 Right hand medium point (Pec) £10

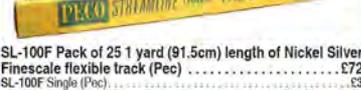


- SL-E95 Right hand medium point electrofrog (Pec) £10
- SL-91 Right hand small point (Pec) £9.50



- SL-E91 Right hand small point electrofrog (Pec) £9.50
- SL-80 Single slip insulfrog (Pac) £28
- SL-E97 Small Y point electrofrog (Pac) £9.50

Track - Code 75 FineScale Streamline



- SL-106F 1 yard (91.5cm) length of Code 75 flexible 'Biblic' track (Pac) £3
- SL-106F Pack of 25 (Pac) £84
- SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £72
- SL-102F Pack of 25 (Pac) £72



- SL-E195 Finescale right hand medium point electrofrog (Pec) £10
- SL-E191 Finescale right hand small point electrofrog (Pac) £12



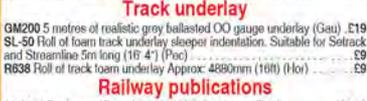
- Track & Points**
- R8990 1 single yard length of Semi-Flexible Track (Hor) £3.50
- R8990 Pack of 24 (Hor) £79
- R605 1st radius double curve (8 make a circle) (Hor) £2.50
- R605 Circle of 8 (Hor) £15
- R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
- R607 Circle of 8 (Hor) £18
- ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pac) £10
- R609 3rd radius double curve track (8 make a circle) (Hor) £3
- R609 Circle of 8 (Hor) £22
- ST-2031 3rd radius Double Curve Track (ST-231 x 4) (Pac) £11
- ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pac) £16
- R6282 Double 4th radius curve (8 make a circle) (Hor) £3



- P601 Box of 24 Double Straight (Hor) £49
- R601 Single (Hor) £2.25
- R6222 Extension Pack B. Contains 1 x R6073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £21
- SL-190 Finescale double slip insulfrog (Pac) £35



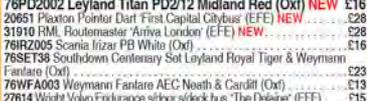
- R8072 Left Hand Standard Point (Hor) £9
- R603 Long Straight (Hor) £3.25
- 36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
- 36-603 Box of 10 (Bac) (list £34) BARGAIN £24.80



- R8073 Right Hand Standard Point (Hor) £9
- 36-673 Right-hand Standard Point (Bac) £7.52
- R621 Single 970mm length of flexible track (Hor) £3
- R621 Pack of 24 (Hor) £36
- R600 Standard Straight (Hor) £14.40
- R600 Box of 24 (Hor) £33



- Track underlay**
- GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19
- SL-50 Roll of foam track underlay sleeper indentation. Suitable for Sctrack and Streamline 5m long (16' 4") (Pac) £9
- R838 Roll of track to lay underlay Approx: 480mm (16ft) (Hor) £9



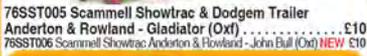
- Railway publications**
- 36-2016 Bachmann Branchline 2016/17 Catalogue (Bac) £6.80
- R8153 Hornby 2016 140-page handbook (Hor) £6



- Buses**
- 76W0B01 Bedford OVB MacBraynes (Oxt) £128
- 25213 Bristol Rail Bus Bristol N.B.C. (EFE) £28
- 76DR001 Duplex Roadmaster Belle Vue Coaches (Oxt) £14
- 28609 GM Standard Alltynan 'G.M. Buses, Rochdale' (EFE) NEW £28
- 76RT007 Leyland Royal Tiger Coach North Western (Oxt) £13



- Cars**
- 76AS004 Austin Seven Saloon Westminster Green (Oxt) £4
- 76MBC003 Mercedes-Benz Kfz200 Bubble Top Rose (Oxt) NEW £4
- 76RAN002 Range Rover 2013 Santorini Black (Oxt) NEW £5
- 76T25008 VW T25 Ivory/Brilliant Orange (Oxt) NEW £4
- 76T25009 VW T25 Camper Medium Blue, White (Oxt) NEW £4
- 76T25007 VW T25 Van Orient Red (Oxt) NEW £4



- Commercial vehicles**
- 76AEC019 AEC Matador and Trailer Robert Brothers (Oxt) £11
- 76ST0027 DAF 2800 Curtainside (Oxt) £17
- 76L28002 DAF 2800 tipper Alfred Hymas (Oxt) £18
- 76LV002 HRF LV Flatbed Trailer Gasmonk (Oxt) NEW £13



- 76SET45 Hayton Coulthard Centenary Set (Oxt) £40
- DA36 Leyland FG flatbed 'M.G. Williams - Coal Merchant' load of coal & coke sacks (circa 1965 - 1975) (Bas) £8.99



- 76SST005 Scammell Showrack & Doggem Trailer Anderton & Rowland - Gladiator (Oxt) £10
- 76SST006 Scammell Showrack Anderton & Rowland - John Bull (Oxt) NEW £10



- Military ground vehicles**
- 76K0M001 Komatsu PC340 standard (fully poseable) boom (Oxt) £17



- 76DOR003 Dorchester ACV 1st Polish Arm. Div. NWE 1945 (Oxt) NEW £10.80



- 76SET34 5 Piece British Rail Set KA/QA/Q5/LR (Oxt) £20
- 76F8007 Dennis FB Christchurch Fire Service (Oxt) NEW £11



- N Gauge Steam locos**
- 372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) £135.96
- 372-626 Class 2MT Ivatt 2-6-0 49404 BR lined black early emblem (Gra) £93.46
- 372-627 Class 2MT Ivatt 2-6-0 6404 LMS black (Gra) £119.95
- 28-015-001 Class 2MT Ivatt 2-6-2 1208 in LMS black (Dap) £78
- 28-015-001 Class 2MT Ivatt 2-6-2 1208 in LMS black (Dap) £78

- 28-007-016 Class 57xx Pannier 0-6-0PT 8763 in BR lined black early emblem and later cab (Dap) NEW £69.79
- 28-007-016 Class 57xx Pannier 0-6-0PT 8767 in BR green British Railways lettering & later cab (Dap) NEW £69.79
- 28-007-015 Class 57xx Pannier 0-6-0PT 9791 GWR black later cab (Dap) NEW £69.79



- NEW**
- 28-007-020 Class 57xx Pannier 0-6-0PT L90 in London Transport red original cab (Dap) NEW £69.79
- 372-727 Class 5MT Standard 4-6-0 73082 'Camelet' in BR lined black early emblem & BR1B tender (Gra) (list £129.95) BARGAIN £89
- 28-019-002 Class 6800 4-6-0 6802 'Bampton Grange' in GWR green G & W lettering, DCC Fitted (Dap) £94
- 28-019-004 Class 6800 4-6-0 6856 'Stoves Grange' in BR lined black early emblem, DCC Fitted (Dap) £119
- 28-001-004 Class 7000 Manor 4-6-0 7821 'Dilchert Mann' in BR Mixed Traffic Black Early Crest, DCC Fitted (Dap) £119
- 28-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
- 28-012-006 Class A1X Terrier 0-6-0T 2644 Southern Railway green (Dap) £66.66
- 28-012-008 Class A1X Terrier 0-6-0T 3 'Doddam Kent & East Sussex blue' (Dap) £66.66



- 28-012-005 Class A1X Terrier 0-6-0T 32655 in BR black early crest (Dap) £63.66
- 28-012-007 Class A1X Terrier 0-6-0T 5 'Portishead' in GWR green shiributton (Dap) £63.66
- 372-986 Class A4 2-4-2 60392 'Dun Pator' BR hood joined into cast (Gra) £135.96
- 28-008-005 Class A4 steam loco 60022 'Mallard' in BR green early crest & double chimney (Dap) £119.60
- 28-020-002 Class B17 4-4-0 61604 'Liverpool' BR green early emblem (Dap) £94
- 372-400 Class J30 0-6-0T 1085 LNER Lined Black flat-sided tender (Gra) £80.71
- 372-403 Class J30 0-6-0T 64841 in BR black late crest & stumped tender - weathered (Gra) (list £114.95) BARGAIN £78
- 28-016-002 Class M7 0-4-4 30126 in BR black early emblem (Dap) £53
- 372-933 Class N 2-6-0 8166 in SECR grey (Gra) £106.21
- 372-930 Class N 2-6-0 8166 in SECR olive green (Gra) £106.21
- 28-021-002 Class Q1 0-6-0 53019 in BR black late crest (Dap) £94



- Train packs**
- 370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 'Duchess of Hamilton' in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Senecraft 'Ais Gill' Signal box (Gra) £131.71



- 370-300 Landship Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89



- Diesel locos**
- 371-023 Class 08 08600 'Ivor' in Network SouthEast (Gra) £80.71
- 371-024 Class 08 08907 in DB Schenker (Gra) £80.71
- 371-015C Class 08 Shunter 09872 in BR Blue Wagon Stripes (Gra) £76.48
- 20-012-003 Class 156 156403 Regional Railways express Central Trains branding (Dap) £99
- 371-034 Class 20 20132 in BR Railfreight Red Stripe (Gra) £89.21



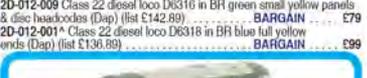
- 371-035 Class 20 Twin Pack 20904 'Nancy' & 20906 in Hunslet-Barclay Livery (Gra) £178.08



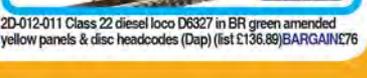
- 20-012-010 Class 22 diesel loco D6311 in BR green on yellow panels & disc headcodes (Dap) (list £136.89) BARGAIN £76



- 20-012-013 Class 22 diesel loco D6315 in BR green (pre-TOPs post numbering) - weathered (Dap) (list £142.89) BARGAIN £79



- 20-012-008 Class 22 diesel loco D6318 in BR green small yellow panels & disc headcodes (Dap) (list £142.89) BARGAIN £79
- 20-012-001A Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (list £136.89) BARGAIN £99



- 20-012-011 Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes (Dap) (list £136.89) BARGAIN £76

Want it DCC fitted?

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for more details

BARGAIN

2D-012-014 Class 22 diesel loco D6328 in BR blue (pre-TOPs font numbering) (Dap) (list £136.89) **BARGAIN** .. £76

2D-012-012 Class 22 diesel loco D6330 in BR blue (TOPs font numbering) - weathered (Dap) (list £136.89) .. £79

371-988 Class 252 25231 in BR blue (weathered) (Gra) .. £93.46

371-112 Class 31 31172 in BR blue Full Yellow Ends (Gra) .. £100.26

371-111 Class 31 D5596 in BR Green Small Yellow Panels (Gra) £100.26

371-8258 Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) .. £101.96

BARGAIN

2D-004-001D Class 56 diesel loco 56019 in Railfreight red stripe - DCC Fitted (Dap) .. £134.70

2D-004-003 Class 56 diesel loco 56022 in BR blue (Dap) .. £113.30

371-383A Class 66 66101 in D8 Schenker Livory (Gra) .. £103.66

2D-007-002 Class 66 diesel 66504 in 'Freightliner PowerHaul' (Dap) £75

ND101 Class 67 Diesel 67030 EWS (Dap) .. £93

371-636 Class 70 PowerHaul 70003 Freightliner (Gra) (list £119.95) .. **BARGAIN** .. £82.50

371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (list £119.95) .. **BARGAIN** .. £82.50

HSTs

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) .. £135

DMUs

2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) .. £135

BARGAIN

371-511 Class 101 3-car DMU in BR blue & grey (Gra) .. £118.96

2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90

2D-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (DCC Fitted) (Dap) .. £107

2D-009-001D Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (DCC Fitted) (Dap) .. £107

371-433 Class 170/4 3 Car DMU 170434 in ScotRail saloons (Gra) (list £164.95) .. **BARGAIN** .. £100

BARGAIN

371-741* Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) .. **BARGAIN** .. £171

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) .. **BARGAIN** .. £99

371-701 Class 350/2 Desiro 4-car EMU 350 236 in London Midland (Gra) (list £169.95) .. **BARGAIN** .. £99

372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) .. £137.02

Coaches

2P-003-005 B Set Coach Twin Pack BR Crimson 6975 & 6976 (Dap) **NEW** £22.80

2P-003-003 B Set Coach Twin Pack Great Crest Western 6894 & 6895 (Dap) **NEW** .. £22.80

NEW

2P-003-000 B Set coach twin pack GWR crest (Dap) **NEW** £22.78

374-640 BR Mk 1 CCT BR Blue Weathered (Gra) **NEW** .. £21.21

374-220D BR Mk1 FK Pullman First Kitchen Car 'Robin' Umber & Cream (Gra) .. £30.56

374-200E BR Mk1 FP Pullman First Parlour Car 'Robin' Umber & Cream (Gra) .. £30.56

374-807 BR Mk1 RFO Restaurant Car Crimson & Cream (Gra) (list £28.95) .. **BARGAIN** .. £17

374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) .. £25.46

374-926A BR Mk1 SLF Sleeping First Maroon (Gra) **NEW** .. £25.46

374-925A BR Mk1 SLSTP Sleeping Second Maroon (Gra) **NEW** .. £25.46

374-901B BR Mk1 TPO in Post Office red (Gra) .. £33.96

NEW

374-991 Bullied 3-Coach Set BR (SR) Green (Gra) **NEW** .. £76.46

2P-000-158 Collett Coach GWR Crest Chocolate & Cream 3rd Class 1096 (Dap) **NEW** .. £19.50

2P-000-157 Collett Coach GWR Crest Chocolate & Cream 3rd Class 1116 (Dap) **NEW** .. £19.50

2P-000-058 Collett Coach GWR Crest Chocolate & Cream Composite 7023 (Dap) **NEW** .. £19.50

2P-000-057 Collett Coach GWR Crest Chocolate & Cream Composite 7047 (Dap) **NEW** .. £19.50

2P-000-281 Collett Coach GWR Crest Chocolate & Cream Brake Comp 6541 (Dap) **NEW** .. £19.50

2P-000-282 Collett Coach GWR S/B Chocolate & Cream Brake Comp 6532 (Dap) **NEW** .. £19.50

2P-011-104 Grosley Coach LNER Teak 1st Class 31865 (Dap) **NEW** .. £20.57

2P-011-105 Grosley Coach LNER Teak 1st Class 31873 (Dap) **NEW** .. £21

2P-011-008 Grosley Coach LNER Teak 3rd Class 60637 (Dap) **NEW** .. £21

2P-011-007 Grosley Coach LNER Teak 3rd Class 60641 (Dap) **NEW** .. £21

2P-011-009 Grosley LNER Teak 3rd Class 60655 (Dap) **NEW** .. £21

2P-011-303 Grosley LNER Teak Buffet 9115 (Dap) **NEW** .. £21

374-877 LMS 501 Inspection Saloon Blue & Grey (Gra) .. £33.96

374-876 LMS 501 Inspection Saloon BR Maroon (Gra) .. £33.96

2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111

NEW

374-643 Mk 1 CCT in BR departmental yellow (Gra) **NEW** £20.36

374-662 Mk1 Coach Pack Handed-Banded Wood Killing Train (Gra) .. £50.98

Wagons

377-825A 20 Ton Prastlo Bulk Powder Wagon 'Bulk Tunnel Cement' Bauho (Gra) (list £17.95) .. **BARGAIN** .. £9

2F-038-041 20T Steel Mineral GWR 33250 (Dap) **NEW** .. £9.78

2F-038-042 20T Steel Mineral GWR 33250 Weathered (Dap) **NEW** £10.63

2F-034-027 21T Hopper Doncaster Coalite 576 (Dap) **NEW** .. £8.59

2F-034-028 21T Hopper Doncaster Coalite 576 Weathered (Dap) **NEW** .. £9.44

2F-034-036 21T Hopper NE 183265 Weathered (Dap) **NEW** .. £10

2F-575-508 31 Tonne OGA Dropside Open Wagon BR Departmental (Dutch) (Gra) (list £16.95) .. **BARGAIN** .. £10.50

2F-028-001 45 Foot Container Twin Pack Co-op & Argos (Dap) **NEW** .. £9.99

2F-028-002 45 Foot Container Twin Pack Co-op & Argos (Dap) Weathered (Dap) **NEW** .. £10.84

373-576A 46 Tonne giv MCA Open Box Wagon BR Coal Sector Weathered (Gra) **NEW** .. £11.86

373-576F 46 Tonne giv MCA Open Mineral Wagon EWS Weathered (Gra) **NEW** .. £11.86

2F-031-008 6 Wheel Milk Tanker Express Dairy (Silver) (Dap) .. £13

2F-060-011 Grampian BR Black DB890412 (Dap) **NEW** .. £12.33

2F-060-010 Grampian BR Black DB890408 (Dap) **NEW** .. £12.33

2F-060-012 Grampian BR Black DB890633 (Dap) **NEW** .. £12.33

2F-060-013 Grampian Tarantol Concrete Olive Green DB898708 (Dap) **NEW** .. £12.33

377-701 JJA Mk2 Auto-Ballast Non-Generator Unit (Flat Top Profile) Railtrack (Gra) .. £33.96

2F-053-002 Mogefret Wagon (3308 4943 055) + 2 Stobart Rail Containers (Dap) .. £25

2F-027-006 Silver Bullet Emswa 33 87 789 8003-9 Weathered (Dap) **NEW** £25.46

2F-027-005 Silver Bullet Emswa 33 87 789 8003-9 Weathered (Dap) **NEW** £25.46

2F-027-007 Silver Bullet Wagon Emswa 33 87 789 8004-9 (Dap) **NEW** .. £23.46

2F-027-008 Silver Bullet Wagon Emswa 33 87 789 8013-0 (Dap) **NEW** .. £23.46

373-665 Triple pack 14 Ton tank wagons - weathered (Gra) (list £47.95) .. **BARGAIN** .. £26

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) .. £24

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) .. £15.26

Lighting equipment

NC040a Light Bar coach lighting unit (for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap) .. £8

NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) .. £8

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pac) .. £1.50

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) .. £18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) .. £17

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pac) .. £2

42-228 Low Relief Double Track Tunnel Portal (Gra) **NEW** .. £11.86

379-321 12 Seated Coach Passengers (Gra) **NEW** .. £10.16

379-315 1960/70's Standing Station Passengers (Gra) **NEW** .. £6.38

379-318 1960/70's Station Staff (Gra) **NEW** .. £6.38

379-316 Factory Workers & Foreman (Gra) **NEW** .. £6.38

Track - Code 80 Setrack

ST-11 Double straight track (Pec) .. £1.50

ST-17 N Setrack No3 radius double curve (B form a circle). 298.5mm/11.75" radius (Pac) .. £2

ST-15 No 2 radius double curve (Pac) .. £1.50

ST-6 Setrack left hand point insulfrog (Pec) .. £8.50

ST-5 Setrack right hand point insulfrog (Pec) .. £8.50

ST-1 Standard straight track (Pac) .. £1.30

ST-300 Slatrak Track Set (Pec) .. £44

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleepor Nickel Silver Flexible track (Pac) .. £3

SL-302 Pack of 25 (Pac) .. £64

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleepor Nickel Silver Flexible track (Pec) .. £64

SL-300 Single (Pac) .. £3

SL-E396 Left hand medium point electrofrog (Pac) .. £9

SL-E395 Left hand medium point insulfrog (Pac) .. £9

SL-E395 Right hand medium point electrofrog (Pac) .. £9

SL-E395 Right hand medium point insulfrog (Pac) .. £9

Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleepor track (Pec) .. £84

SL-300F Single (Pac) .. £3

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pac) .. £3.50

SL-302F Pack of 30 (Pac) .. £91

SL-E399F 3-way finescale turnout (Pec) .. £26

SL-E387F Finescale curved double radius left hand point electrofrog (Pac) .. £11

SL-E386F Finescale curved double radius right hand point electrofrog (Pac) .. £11

SL-E390F Finescale double slip electrofrog (Pec) .. £35

SL-E389F Finescale left hand large point electrofrog (Pac) .. £11

SL-E396F Finescale left hand medium point electrofrog (Pac) .. £10

SL-E392F Finescale left hand small point electrofrog (Pac) .. £9

SL-E388F Finescale right hand large point electrofrog (Pac) .. £11

SL-E395F Finescale right hand medium point electrofrog (Pac) .. £10

SL-E391F Finescale right hand small point electrofrog (Pec) .. £9

SL-E383F Finescale scissors crossover electrofrog (Pac) .. £58

Track & Points

379-461 Right Hand Standard Point (Gra) .. £7

Buses

379-590 Bristol Lodekka Thames Valley (Gra) (list £9.95) **BARGAIN** .. £6

379-533 Bristol RELH Southern National (Gra) **NEW** .. £8.46

379-501 Bristol VRT Maidstone and District (Gra) (list £9.95) **BARGAIN** .. £6

379-560 Guy Arab IV 'London Transport' (Gra) **NEW** .. £8.46

379-562 Guy Arab IV 'Midland General' (Gra) **NEW** .. £8.46

O Gauge (1:43 Scale) Diesel locos

4205 Class 42 Warship 829 'Magpie' in BR blue (Hel) **NEW** .. £550

4203 Class 42 Warship D815 'Druif' BR maroon full yellow ends (Hel) **NEW** .. £550

4201 Class 42 Warship D827 'Kally' BR green small yellow panels (Hel) **NEW** .. £550

NEW

4204 Class 42 Warship D866 'Zebra' in BR blue (Hel) **NEW** .. £550

4202 Class 42 Warship D869 'Zest' BR maroon small yellow panels (Hel) **NEW** .. £550

5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) .. £550

8890 AC Cars Rebuilt W79976 in BR light green speed whiskers (Hel) .. £400

DMUs

4912 BR Mk1 SO 2nd open in blue & grey (Hel) .. £250

4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £25) **BARGAIN** .. £250

4914 BR Mk1 SO 2nd open in SR green (Hel) .. £250

4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) .. £250

4950 Mk1 BG full brake in carmine and cream (Hel) .. £250

Wagons

1042 200cc VAA sliding door van in Railfreight red & grey (Hel) .. £63

1002 33cc class B tank in Waste Oil black (Hel) .. £63

5151 4647 026 IGA Carpowagon (Hel) **NEW** .. £145

7F-051-026 5 Plank BR Mk318248 (Dap) **NEW** .. £37.75

7F-051-026V 5 Plank BR Mk318248 Weathered (Dap) **NEW** .. £37.75

7F-051-019V 5 Plank LMS 24361 Weathered (Dap) **NEW** .. £36.50

7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) .. £82

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) .. £73

SL-700BH Single (Pac) .. £6.50

SL-E790BH Double slip (6 degree angle). Electrofrog (Pac) .. £83

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) .. £39

SL-E786BH Right hand O gauge curved turnout (Pac) .. £50

SL-E791BH Right hand point bullhead rail and electrofrog (Pac) .. £39

Cars

43AMDB2001 Aston Martin D62 MkII saloon in British Racing Green (Oxd) .. £21

43ASS005 Austin Seven FN Saloon Black/Hel (Oxd) **NEW** .. £12.90

43DAT002 Datsun 240Z Yellow 112 - production on hold (Oxd) **NEW** .. £19

43VFO01 Vauxhall Franca Sport SL in Bluebird blue (Oxd) .. £18

Commercial vehicles

43FDE013 Ford 400E Van His Masters Voice (Oxd) **NEW** .. £11

G Scale

Train sets - analogue

90069 Percy and the Troublesome trucks train set (Thomas the Tank engine (Bac) .. £249

90068 Thomas Annie & Clarabel train set (loco moving eyes & Steel Track) Thomas the Tank engine (Bac) .. £249

Track & Points

10610 Straight track 1200mm long (LGB) .. £23

10610 Bag of 6 (LGB) .. £124

Any or Multiple Scales Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) .. £30

DS Double power controller brake simulator (Gau) .. £119

Analogue power supplies

D Double/Twin track power controller (Gau) .. £69

O Quadruple 4 circuit power controller (Gau) .. £130

W Walkabout circuit controller (Gau) .. £29

Analogue point control

PL-10 SmartSwitch Set for a servo control & operation, switches: control board & digital readout for Analogue operation (Pac) .. £54

PL-15 Twin Microswitch (Pac) .. £7

DCC decoders

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) .. £110

DCR-21PIN-Direct Single (Hat) .. £12

DCR-21PIN-Direct Box of 5 (Hat) .. £57

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) .. £15.50

36-555 8-pin 4-function 1A decoder back EMF (Bac) .. £18.50

DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) .. £105

DCR-8PIN-Direct Single (Hat) .. £13

DCR-8PIN-Direct Box of 5 (Hat) .. £59

DCC controllers

524-042 NCE Power Cab controller (NCE) .. £136

DC002 Prodigy 'Advance 2' starter DCC controller package (Gau) .. £215

DC014 Prodigy Advance 2 Backlit Walkaround controller (Gau) .. £99

524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) .. £144

Point motors

PL-9 5 Mounting Plates for use PL-10E (Pac) .. £2.50

PL-10WE High performance turnout point motor extended pin (Pac) .. £6

PM-2 Sleep point motor (Switch Machine) (Pac) .. £6

PL-10 Bag of 6 (Pac) .. £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pac) .. £34

PL-10E Single (Pac) .. £6

PM-10 Sleep Classic servomotor point motor - Pack of 5 (Gau) .. £26

PM-2 Sleep point motor (Gau) .. £3.50

PM-1 Sleep point motor accessory switch (Gau) .. £4

PL-11 Side/surface mounted point motor (Pac) .. £7.50

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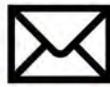
Mr R Thompson, Surrey

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Email your list of items to:
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Post your list to:
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Step 2

Our experienced staff **Review** your list

A **Valuation** is made of your items

We make you an **Offer**

(usually within 24 hours)



All brands purchased:

(including)



Step 4

We confirm the offer &

make **Payment**

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Cash - Bank Transfer - PayPal - Cheque



Step 3

Either **Send** us your items
 Or we arrange to **Collect**, then **Check**
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Ref	Description	RRP	Our Price
R3129	Sr Class M7 (Southern Sunshine Lettering)	129.99	118.17
R3132	Lner Class A3 'Book Law'	152.99	139.08
R3161B	Sr 2 Bil 2 Car Emu Train Pack	123.99	87.95
R3167	Br "Glastonbury Abbey" 4000 Class	134.99	122.72
R3168	Br Class 8 - Duke Of Gloucester - R/road	82.99	75.45
R3169	Gwr "Olton Hall" 5900 Class R/road	82.99	75.45
R3170	Gwr "Adderley Hall" 4900 Class R/road	82.99	75.45
R3194	Br (Early) Schools Class "Epsom"	133.99	121.81
R3202	Br "Flying Scotsman" 50 Years	154.49	154.49
R3205	Br "Rood Ashton Hall" 4900 Class	119.99	109.08
R3194	BR 4-4-0 'Brighton' Schools Class	139.99	99.99
R3210	Gwr 2800 2-8-0 Locomotive	144.25	131.40
R3220	Tyseley Collection 'Pitchford Hall'	199.99	181.81
R3221	LMS 46233 Duchess & Support Coach	169.99	154.54
R3223	Br 2-8-0 42xx Class	119.99	99.99
R3224	Br 2-8-0 52xx Class	119.99	99.99
R3226	Br 2-8-2 72xx Class	129.99	118.17
R3227	BR 2-8-0 Class O1 - Late BR - 63663	131.25	119.32
R3229	Br 2-6-0 British Monarch Star Class	134.99	122.72
R3237	Nrm Caerphilly Castle	146.99	146.99
R3239/40	Br Late/Early Class 700 0-6-0	109.99	99.99
R3242	Br Early Class K1	129.99	118.17
R3245TTS	TTS Br A1 60163 Tornado	154.99	149.99
R3258/9	Br 2 Bil Blue	130.25	87.95
R3262	DCR A1A-A1A Diesel Class 31 31452	162.25	147.50
R3270	Midland Mainline Hst Teal Green	209.99	190.90
R3272	EWS Class 67 'Royal Sovereign'	139.99	110.00
R3275	Br Class 31 Dutch Livery	62.99	57.26
R3276	Lms Compound With Fowler Tender	74.99	68.17
R3277	GWR County Of Devon	69.99	63.63
R3280	LNER A4 4496 Golden Shuttle	76.99	69.99
R3281	NRM Class 08	36.99	28.99
R3284TTS	TTS Lner A1 Flying Scotsman Sound	99.99	94.99
R3285TTS	TTS Lner A4 Gadwell Sound	99.99	97.99
R3286TTS	TTS Br Class 40 Empress Of Canada	84.99	82.99
R3287TTS	TTS Br Large Logo Class 47 47401 Sound	84.99	74.99
R3304	BR 0-6-0T 700 Class, BR, Weathered	109.99	99.99
R3305	BR 2-6-0 K1 Class, BR (Early), Weathered	129.99	118.17
R3344	Network Rail Class 31	162.25	147.49
R3348/9	EWS Class 67 67016/24	139.99	127.26

BACHMANN			
Ref	Description	RRP	Our Price
31-364/5	CI 03	89.95	76.46
31-366	CI 03 BR Green	82.95	70.51
31-635/6	CI 64xx	84.95	72.21
31-780/1	Modified Hall	124.95	106.21
31-782/3	Modified Hall Wthd	134.95	114.71
			
32-034A	CI 20 BR Green	114.95	97.71
32-038DS	CI 20 BR Blue (Sound)	229.95	195.46
32-044	CI 20 D8028 BR Green	109.95	93.46
32-065/6/7	CI 43 'Warship'	139.95	118.96
32-084/5	CI 56XX	89.95	76.46
32-784	CI 37/0 Mainline	124.95	106.21
32-785DS	CI 37/0 BR Departmental	239.95	203.96
			
32-786	CI 37/0 EWS Wthrd	124.95	106.21
35-075/6	CI E4	109.95	93.46
35-077/8	CI E4	109.95	93.46

HELJAN			
Ref	Description	RRP	Our Price
1600/1/2	Class 16 various	134.99	106.49
1603/4/5	Class 16 various	134.99	106.49
2608/9	Class 26/1 various	108.99	90.99
2660/1/2/3/4	Class 26/0 various	119.95	99.99
3414/30/1/4	Class 33 various	119.00	99.49
3519/20/21	Class 35 various	119.95	99.99
8801/2/3	AC Rail Cars various	119.95	99.49
2500/1/2/3	Class 05 shunter various	129.95	108.99
2520/1/2/3	Class 05 shunter various	129.95	108.99
3910/1/2/3	Tango 02 various - *pre order*	184.95	154.49
8750/1/2/3	Park Royal Railbus various	119.95	99.99
8920/1/2/3	HELJAN 8920 Class 128 various	119.95	99.99
9000/1/2/3/4	Metropolitan 17 - *pre order*	139.95	116.99

Lee Marsh

Model Co.



Photo by Cliff Williams

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1:72



DH Sea Devon C20 - 781 Sq. RNAS 'Admiral's Barge' 72DV002 1:72



DH Dragon Rapide G-AGTM - Army Parachute Association 72DR010 1:72



DH Hornet F3 - King's Cup Air Races, Elmdon 1949 72HR005 1:72

1:43



Daimler SP250 - Ivory/Red DSP003 1:43



Datsun 240Z - Yellow DAT002 1:43



Ford 400E Van - His Master's Voice FDE013 1:43



Austin Seven RN Saloon - Black/Red ASS005 1:43

1:76



Scammell Showtrac & Trailer - Anderson & Rowland 'Gladiator' 76SST005 1:76



Dorchester ACV - 1st Polish Armoured Division, 1945 76DOR003 1:76



Bedford CA Ice Cream Van - Lyons Maid 76CA003 1:76



Leyland Titan PD2/12 - Midland Red 76PD2002 1:76



Range Rover Evoque - Santorini Black 76RR004 1:76



Jaguar XK Convertible - Italian Racing Red 76XK004 1:76



Jaguar XKR-S Coupé - Ultimate Black 76XKR004 1:76



Citroen 2CV Dolly - Plum/Custard 76CT005 1:76



Bentley Mulsanne - St James Red 76BM004 1:76



Morris MM Series Lowlight - Thames Blue 76MMS005 1:76



Hayton Coulthard Centenary Set 76SET45 1:76

NEW SET!



Austin Seven Van - Daniel Doncaster 76ASV005 1:76



Motorcycle and Sidecar - 34th Armoured Brigade, 1945 NBSA005 1:148



Leyland Royal Tiger - Southdown NLRT002 1:148



Citroen 2CV - Bamboo Green NCT004 1:148



Komatsu PC340 Standard Boom 76KOM001 1:76

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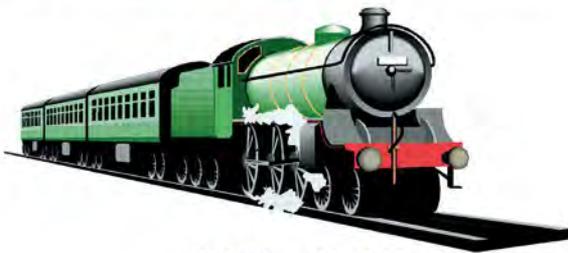
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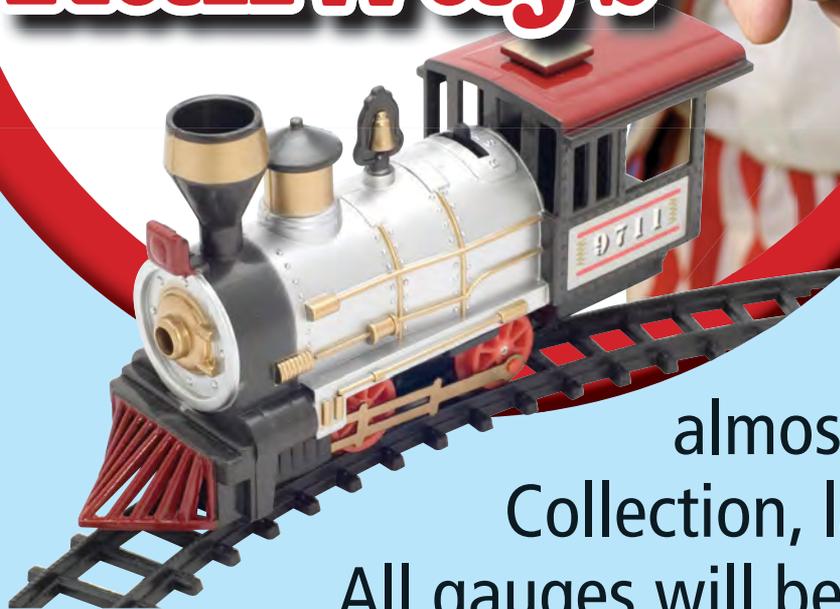
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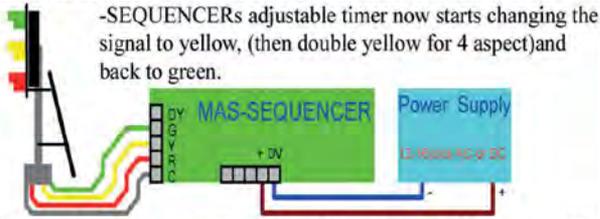
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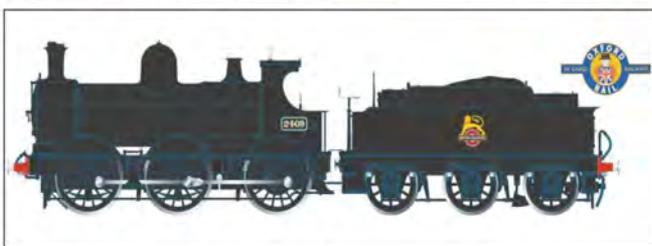
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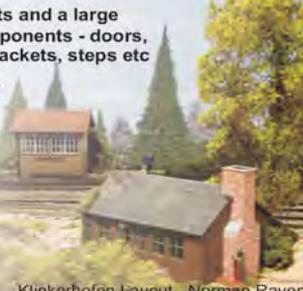
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Squires will be exhibiting at the following shows in 2016 –
 Diary updated as bookings are confirmed

June 25/26 - PERTH Model Railway Exhibition, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30 Sun 10-5 **Scotland's Summer Show**
July 2/3 - GUILDFORD 49th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Rd, Guildford Surrey, GU1 1TU. Sat 10-6, Sun 10-5.
July 9 - HAILSHAM Scale Model Show, The Civic Community Hall, Vicarage Ln, Hailsham, East Sussex, BN27 2AX. Sat 10-4. Inc Dolls Houses, M/Boats, M/Rlws, M/Planes & Scale Plastic Models
Aug 6/7 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold. IP18 6SD. Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking.**
Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Rd, Bexhill-on-Sea, East Sussex, TN40 1SE. Sat 10 - 5 **Plenty of FREE Car Parking**
Aug 13/14 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ. Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk
Sept 3/4 - TELFORD GUILDEX 2016, 0 Gauge Ex & Trade Show, The Telford Ex Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10 - 5, Sun 10 - 4. Coming to Telford? - Why not try Sunday? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!! :-)
Sept 10/11 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, SN2 2EY. Sat/Sun 10 - 5 Tel 01793 466646.steammuseum@swindon.gov.uk
Sept 17 - CRAWLEY Seaboard Southern American Model Railroad Show Charis Centre, West Green Drive, Crawley, W/Sussex. RH11 7EL Sat 10-5
Sept 17/18 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB. *Modern Venue with easy access & FREE car parking.* Saturday 10 - 5 / Sunday 10 - 4
Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.
Sept 24/25 - WORTHING M/Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, BN13 1LA Sat 10 - 4.30 **Enlarged show this year - Extra Hall of Exhibits and layouts**
Oct 1/2 - SWANSEA M/Rail Exhibition, Swansea Railway Modellers Group, The National Waterfront Museum, Oystermouth Road, Maritime Quarter, Swansea SA1 3RD. Saturday 10-5, Sunday 10-4.
Oct 1/2 - FAREHAM Fareham & District M/Rail Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Saturday 10-5.30, Sunday 10.00 - 16.30. ***50th Anniversary***
Oct 1/2 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Saturday 10 - 5.30, Sunday 10.00 - 5.
Oct 8/9 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Rd, Aldershot, Hants. GU12 4AS. Sat 10 - 5, Sun 10 - 4.30
Oct 8/9 - SHILDON M/Rail Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm.
Oct 15/16 - DUNDEE M/Rail & Model Show Sports Centre, Mains Loan, Dundee, Angus DD4 7AA.
Oct 15/16 - BUCKFIELD M/Rail Exhibition, Uckfield Civic Centre, Uckfield. TN22 1AE. Sat/Sun 10-5.
Oct 15/16 - CARDIFF Model Railway Exhibition, Ysgol Gyfun Gymraeg Glantaf (Former Glantaf High School), Bridge Road, Landaf North, Cardiff, CF14 2JL Sat 10-5/Sun 10-4.
Oct 22 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.
Oct 29/30 - HAZEL GROVE STOCKPORT Hazel Grove & District M/Rail Society Exhibition, Hazel Grove Rec. Centre, Jacksons Ln, Hazel Grove, Stockport, Cheshire, SK7 5JX. Sat 10-5, Sun 10-4. **50th Anniversary - larger show with an extra hall - plenty of FREE parking** - www.hgdms.org.uk
Oct 29/30 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar Sch, Alwoodley Gates, Harrogate Rd, Leeds, LS17 8GS. Sat 10 - 5, Sun 10 - 4.30
Oct 29/30 - ABERDEEN M/Rail Exhibition RGU, Garthdee, Aberdeen, AB10 7GE Sat 10-6/Sun 10-4.
Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Rd, High Wycombe, Bucks HP12 4UD. Sat 10 - 5
Nov 5 - ANGMERING W.Sussex Area Group N Gauge Society Model Railway Exh, Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH. Sat 10 - 5 *Short Walk Angmering Station*
Nov 5/6 - CREWE Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd, Sunnysbank Road, Crewe, Cheshire, CW2 8WD. Sat 10-4.30, Sun 10-4 **NEW VENUE**
Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10-6, Sun 10-4.00 Free Entry for IPMS Members.
Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET. Sat 10-5, Sunday 9.30 - 4.30.
Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9. Sat 10-6, Sun 10-5
Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Eneragus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4.
Nov 26/27 - BIRMINGHAM - Warley National M/Rail Ex Hall 5, NEC Birmingham B40 1NT Coming to Warley? - Why not come on the Sunday?? - the show is much quieter!!! See more of the layouts and a lot easier to get to our stand!! Centre Piece Locomotive Attraction + Junior Modeller Sponsored by Squires.
Dec 3 - ISLINGTON - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London, N1 0QH Saturday 10.30 - 4pm www.guidelinepublications.co.uk - for more info.
Dec 4 - ISLINGTON - The London Plastic Mod Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, N1 0QH Sunday 10.30 - 4pm www.guidelinepublications.co.uk

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 - BOGNOR REGIS M/Rail Ex, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10 - 5, Sun 10 - 4.30 **Plenty of Free Parking**
Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - **Enlarged Show for 2017**
Jan 22 BRISTOL - Bristol '0' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10 - 4.00pm.
Jan 28/29 KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. Coming to Glasgow? Why not try Saturday?? or Sunday??? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!!! :-)
Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm
Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 **Plenty of FREE Parking**
April 8 - NORWICH M/Rail Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10 - 4.30pm.
April 8/9 CORSHAM Trainwest 2017 M/Rail Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Modern NEW Venue - Plenty of FREEParking**
May 14 - STAFFORD G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, ST18 0BD. Plenty of FREE Parking, Sun 10-5. Features Normal Squires Stand for all Scales

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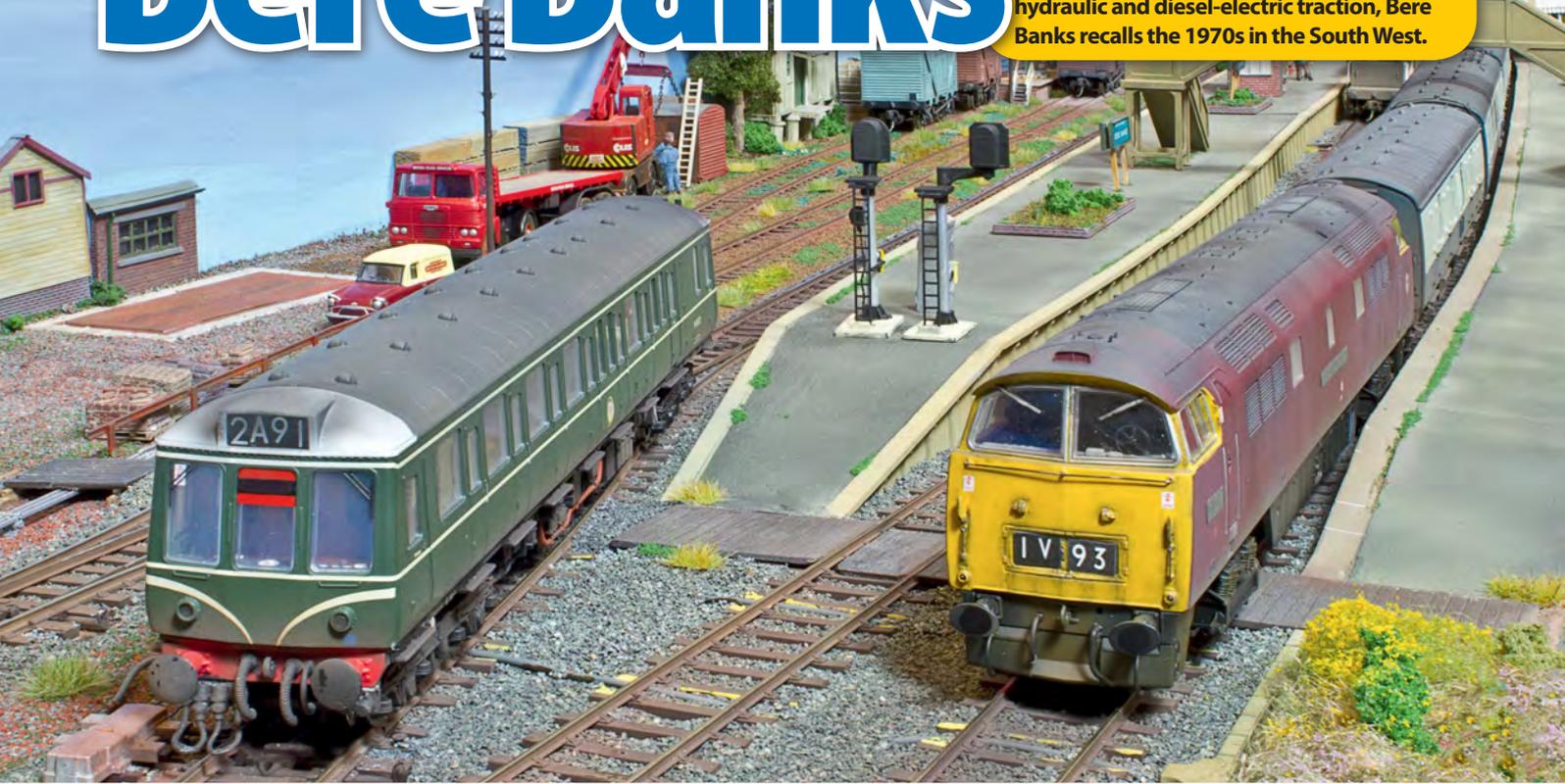
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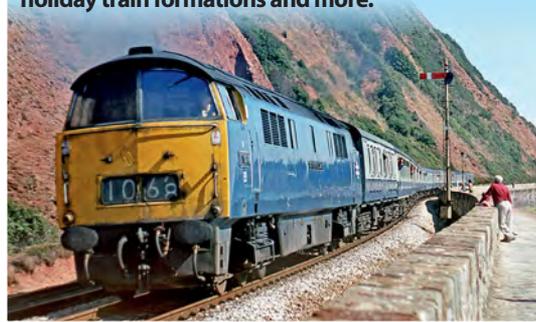
Bere Banks

This Western Region set 'OO' scale exhibition layout was inspired by holidays in Devon which captured Keith Sully's attention. Featuring digital control and a range of diesel-hydraulic and diesel-electric traction, Bere Banks recalls the 1970s in the South West.



Summer Special!

The summer was a special time for the railway transporting thousands of holiday makers to new destinations. Next month we take a special look at holiday trains and coastal railways in our Summer Special showcasing layout plans you can build, holiday train formations and more.



CALVERDALE

Andy Calvert was renowned in 'N' gauge modelling circles and beyond for his stunning exhibition layouts. Next issue we visit Calverdale which is now owned by John Warner and discover what made Andy's layouts so impressive.



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PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Reader Projects, answering your questions in the Enquiry Office and taking you behind the scenes at the Hornby Magazine workshop to help you get the most out of your modelling projects.

June releases

N GAUGE



2F-034-037 - 21T Hopper - NCB 129

2F-034-038 - 21T Hopper - NCB 129 Weathered



2F-013-029 - Gunpowder Van - SR 62136

2F-013-030 - Gunpowder Van - SR 62136 Weathered

Also released this month include;

- 2D-001-000** - Class 33/0 33030 BR Blue
- 2D-001-000D** - Class 33/0 33030 BR Blue DCC
- 2D-001-001** - Class 33/0 D6571 BR Green NYP
- 2D-001-001D** - Class 33/0 D6571 BR Green NYP DCC
- 2D-001-002** - Class 33/0 Merlin 33046 Engineer Dutch
- 2D-001-002D** - Class 33/0 Merlin 33046 Engineer Dutch DCC
- 2D-001-003** - Class 33/0 D6539 BR Green SYP
- 2D-001-003D** - Class 33/0 D6539 BR Green SYP DCC
- 2D-001-020** - Class 33/0 33102 BR Blue
- 2D-001-020D** - Class 33/0 33102 BR Blue DCC
- 2D-001-021** - Class 33/0 33103 Engineers Grey/Yellow Dutch
- 2D-001-021D** - Class 33/0 33103 Engineers Grey/Yellow Dutch DCC

OO GAUGE



4F-012-007 - Ventilated Van - GWR 123562

4F-012-008 - Ventilated Van - GWR 123562 Weathered



4F-020-013 - Cattle Wagon - GWR 13828

4F-020-014 - Cattle Wagon - GWR 13828 Weathered

Also released this month include;

- 4F-031-023** - 6 Wheel Milk Tanker - West Park Dairy 5
- 4F-031-024** - 6 Wheel Milk Tanker - West Park Dairy 5 Weathered

All product release dates correct at time of going to press

O8 Shunter

O GAUGE



- 7D-008-002** - Class O8 D3045 BR Blue with Wasp Stripes
- 7D-008-002D** - Class O8 D3045 BR Blue with Wasp Stripes DCC & Sound
- 7D-008-002U** - Class O8 BR Blue with Wasp Stripes Unnumbered
- 7D-008-006** - Class O8 O8202 BR Blue with Wasp Stripes
- 7D-008-006D** - Class O8 O8202 BR Blue with Wasp Stripes DCC & Sound
- 7D-008-006U** - Class O8 BR Blue with Wasp Stripes Unnumbered

Also released this month include;

- 7F-051-025** - 5 Plank - BR M318261
- 7F-051-025W** - 5 Plank - BR M318261 Weathered
- 7F-051-026** - 5 Plank - BR M318248
- 7F-051-026W** - 5 Plank - BR M318248 Weathered

APPROVED

DAPOL GOLD
STOCKISTS



The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel:01420 542244

ARUNDEL: **Gaugemaster** tel:01903 884321

BARROW IN FURNESS: **Crafty Hobbies** tel:01229 820759

BIDEFORD: **Osborn's Models** tel:01237 423453

BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777

CARLISLE: **C & M Models** tel:01228 514689

CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076

LIVERPOOL: **Hattons** tel:0151 733 3655

NANTWICH: **Trident Trains** tel:01270 842400

NORTH LANCING: **Morris Models** tel:01903 754850

SHEFFIELD: **Rails of Sheffield** tel:01142 551436

STROUD: **ANTICS** tel:01453 825381

SHEPTON MALLET: **East Somerset Models** tel:01749 880651

WORCESTER: **DCC Supplies** tel:01905 621999

YORK: **Monk Bar Model Shop** tel:01904 659423

Network SouthEast

30th Anniversary



371-505 Class 101 2 Car DMU, BR Network SouthEast



- This set features DMBS & DMCL vehicles; often referred to as a 'power twin'
- Our model represents L837 with the destinations of Kings Lynn and Cambridge
- This model features fully detailed cab and passenger interiors and detailed underfloor equipment



371-023 Class 08 Diesel No. 08600

Livery: Network SouthEast - 'Ivor'

Ivor was allocated to several NSE depots, gaining celebrity status after attending numerous NSE open days and special events.



370-430 Capital Connection Train Pack

Contents:

- Class 47/4 No. 47581 'Great Eastern' in Network SouthEast livery
- BR Mk 2 TSO coach No. 5136 in Network SouthEast livery
- BR Mk 1 RMB coach No. 1685 in Network SouthEast livery
- BR Mk 2 BSO coach No. 9391 in Network SouthEast livery
- Scenecraft 'Downham Market' signal box



Era 8 = 1982-1994.

Ready to accept sound decoder. 6 DCC features 6 pin DCC Socket. fitted with directional lighting. features NEM Couplings.