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BRM

BRITISH RAILWAY MODELLING

JANUARY 2017 | £4.75

ON TEST DAPOL CLASS 08



➔ 19 PAGES OF TOP NEWS & REVIEWS

OAKLEY GREEN

1970s BR BLUE DIESELS

21ST CENTURY ELECTRONICS

HORNBY'S NEXT MODEL REVEALED - SEE PAGE 97



➔ PRACTICAL BRM

- RESTORING 'STAMFORD EAST'
- BREAKDOWN TRAIN MESS COACH
- FOUR WAYS TO MODEL A BARN

PLUS

HORNBY 'CROSTI' 9F WITH SOUND



➔ REVIEWS: BR 'S15' AND TTS VIRGIN HST

DISPLAY UNTIL JANUARY 5 2017



➔ GET MORE VALUE FROM YOUR COACH FLEET ➔ HORNBY INTERVIEW ➔ MODERN SIGNALLING



Wickham Trolley Car

OO Scale Model Permanent Way Vehicle

32-993 BR Engineers Yellow with Wasp Stripes

ERA
7

- Accurate Type 27 trolley and trailer
- Used country wide
- Electrical pick-up from both vehicles
- Correct pattern wheels
- 2 types of radiator grills
- 75mm long with trailer



32-992 Wickham Trolley Car
BR Engineers Yellow

ERA
6



32-991 Wickham Trolley Car
BR Maroon

ERA
4/5



Detailed windows with wipers



Canvas sides 'rolled up'



Static turntable on rear

Era **4/5** = 1948 - 1966

Era **6** = 1967 - 1971

Era **7** = 1971 - 1982

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Contents | January 2017

LAYOUTS

24 OAKLEY GREEN
Brought up on Southern Region territory in the BR blue era, **Jamie Mathlin** wanted to relive his youth by building an exhibition layout.

40 STAMFORD EAST: PART 1
Phil Parker introduces us to the new BRM project layout, set to hit the exhibition circuit later this year.

58 SALTDEAN
After returning to British outline modelling, **Peter Smith** found inspiration in the colourful world of the London Brighton & South Coast Railway in the 1880s.

70 A NOD TO BRENT
Family ties to this part of Devon led **Robin Sweet** to build his tribute to the long-lost junction for the famous Kingsbridge branch.

PRACTICAL BRM

34 CHOP SHOP
Phil Lewis' passion for diminutive shunters extends beyond reading books on the prototypes, as a look at his collection of modified RTR industrials reveals.

50 MODIFY A BARN
Buildings evolve and age with time as **Phil Parker** demonstrates by adapting a Skytrex barn to represent different conditions.

55 START YOUR ENGINES
Model road vehicles help to set layout eras, but also make great modelling projects for the winter months as **Phil Parker** discovered by making a small selection look more realistic.

64 DETAIL A HELJAN CLASS 58
Will Thompson takes one of the lower profile OO gauge diesel models of recent years and gives it a workaday late-1990s look.

90 YOU ONLY LIVE TWICE
Elderly carriages occasionally found new careers as tool or mess vans for engineers trains. **Tony Wright** uses a new kit from Mousa Models to recall these vintage vehicles.

NEWS & REVIEWS

95 GOODS INWARDS
Over 14 pages of reviews and news on the latest layout tech and rolling stock 'goodies' delivered just in time for Christmas.

FEATURES

44 INTERVIEW: HORNBY CEO
New Hornby Chief Executive Steve Cooke talks to Ben Jones about the company's recovery strategy and how it plans reconnect with its customers.

67 SIGNAL YOUR INTENTIONS
Network Rail signalling designer Simon Paley offers an introduction to current practice and what's available to modellers

78 EARNING THEIR KEEP
Faced with rising costs for new coaching stock, Gilbert Barnatt devised some novel ideas for making his model fleet work harder.

84 SUPER EXPRESS TRAIN!
With a new Hornby model just announced, Ben Jones introduces the next generation of Japanese-designed High Speed Trains.

88 HEATON LODGE
Simon George brings us the latest on his 'Heaton Lodge Junction' mega-project, set to make its public debut in 2018.

162 TAIL LAMP
Expensive new tooling can take years to cover its costs but, as Industry Insider asks, how much longer can we keep burning through viable subjects for RTR models?



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SEE PAGE 57

**On your DVD: 'Moorside Valley Railway'
/ Fit magnetic couplings / Build with resin**



40



34



90



70



78



104

BRM TV

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WHAT'S ON THE DVD

Our N gauge layout of the month depicts a heritage line in the depths of winter, **Phil Parker** shows how resin can be worked to withstand the great outdoors and **Howard Smith** examines a magnetic coupling device to simplify this process.



**TELL US WHAT YOU
THINK OF THIS
MONTH'S DVD**

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



WATCH THE VIDEO HERE
(You must have a wifi connection to stream video content)



PLAY

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.

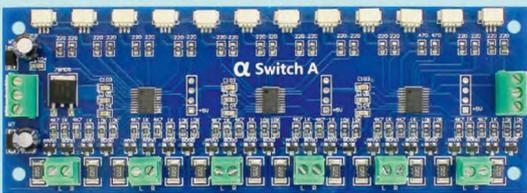
Alpha

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

MERRY CHRISTMAS FROM EVERYONE AT BRM!

Last month I pondered the difficulties of maintaining a reasonable balance, whether you're manufacturing model railway items or producing a magazine about them. On page 98 we reveal the results of the latest 'Wish List' poll, which provides a useful insight into the priorities of the model-buying public.

According to the team behind the wish list, 29 of the overall top 50 items from the original OO gauge poll in 2012 have since been produced or announced by RTR suppliers. That's either an extraordinary coincidence or the manufacturers really do take notice of the poll results. But it doesn't tell the whole story; some of the most popular models of recent years haven't polled strongly and some items that did have since proved to be slow sellers. It's further proof that you can't please all of the people all of the time!

Once again, the three 'missing links' from the BR Standard family occupy places in the OO gauge top ten, accompanied by the Maunsell 'U' 2-6-0, GWR 'Manor' and '43XX'. Now, while I don't think anyone would argue that new versions of the 'Manor' and Churchward 'Mogul' are long overdue, and someone is eventually going to have to give in and produce the Standard 3MT 2-6-0, question marks hang over the others.

Is the 'U' just too similar to the smaller-wheeled 'N' to justify the cost of tooling and manufacturing it? Are the two BR 2MT classes too close to their LMS forebears and likely to be overlooked as a result? And, significantly, where are the diesel and electric era voters?

Could the saturation of the OO market even be the catalyst for a revival of RTR products in a different scale - the much-lamented TT gauge for example? How would that be received?

There are still plenty of gaps in the N scale fleet that still need to be filled. However, a 2mm scale 'King Arthur' (No. 1 in the 2016 poll) would be an excellent companion for various locomotives and coaches released over the last five years, as would a new Stanier '8F'. It would be fascinating to know more about who votes and whether they are a representative cross-section of the model-buying public. Are our increasingly focussed, more specialist demands contributing directly to smaller production runs and higher prices? And if so, has the time come for a more populist approach?

Finally, as this is our last issue of the year, I'd like to thank all our readers, advertisers and contributors for your support in 2016 and wish you all a happy and peaceful Christmas. ■



MANAGING EDITOR | Ben Jones



BRM

BRM FEBRUARY ISSUE ON
SALE JANUARY 5 - SEE P161

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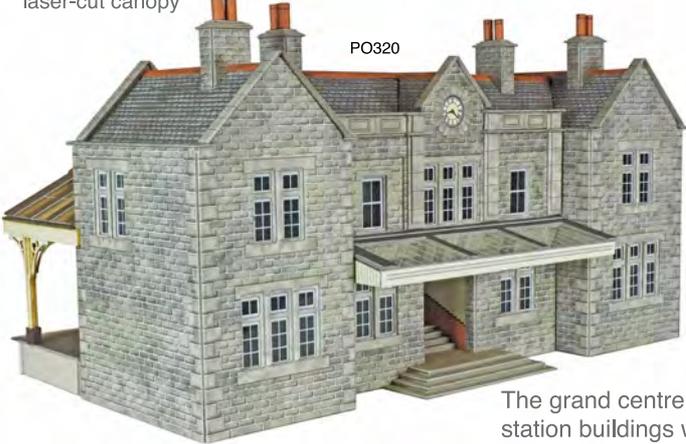
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The all new 00 Mainline Station Range...



PO320

NEW RELEASE
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PO320 platform side

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PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.

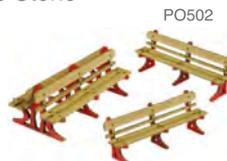
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PO501



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- BPDC28 OMNI 6 Pin with Harness (5) £99.95
- BPDC29 OMNI Direct Plug Decoder (5) £94.95
- DCC30 Accessory Decoder 4 Accessories £62.95

DCC ACCESSORIES

- DCC11 Prodigy Extension Plate £39.95
- DCC13 Prodigy Adv2 Wireless Walkaround £179.95
- DCC14 Prodigy Adv2 Backlit Walkaround £134.95
- DCC15 "Decoder Doctor" Decoder Tester £84.95
- DCC40 Auto Reverse Module £42.95
- DCC49 Prodigy DCC Booster Unit 8 Amp £189.95
- DCC51 Prodigy Wireless Conversion Set £259.95
- DCC55 Prodigy Wired Computer Interface £54.95
- DCC60 Spare plug for Prodigy £3.45
- DCC61 Medium NEM 652 Socket (5) £7.95
- DCC62 Prodigy Universal Lead (2m) £5.50
- DCC63 Prodigy Adv Power Supply Unit £25.95
- DCC64 Prodigy Power Pack Lead £6.95
- DCC65 Prodigy Express Power Supply Unit £25.95
- DCC71 Prodigy Decoder Tester £9.95
- DCC72 8 to 21 Pin Adaptor £4.65
- DCC77 Prodigy Walkaround Adaptor £9.95

DCC AUTOFOG



DCC80 DCC Autofog £5.50

BPDC280 DCC Autofog (3) £14.50

The DCC80 Autofog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electronic points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!



ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-COMBI Single Track Controller £39.95

GMC-100M Single Track £84.95

GMC-100MO Single Track O Scale £84.95

GMC-10LGB Single Track G Scale £99.95

GMC-10LGBSF Single Track G Scale Fan £169.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £104.95



GMC-D Twin Track £99.95

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

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £34.95

GMC-100.O Single Track O Scale £44.95

GMC-100LGB Single Track G Scale £54.95

GMC-U Single Track Simulation £44.95

GMC-UF Single Track Feedback £39.95

GMC-UO Single Track Simulation O Scale £59.95

GMC-UD Twin Track £54.95

GMC-UDF Twin Track Feedback £59.95

GMC-UDS Twin Track Simulation £69.95

GMC-UTS Three Track Controller Sim. £79.95

GMC-UQ Four Track £84.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95

GMC-HH Single Track Feedback £39.95

GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16v DC £49.95

GMC-M1DC Output 2 x 12v DC £54.95

GMC-M2 Output 1 x 18v AC (2.5a) £54.95

GMC-M3 Output 1 x 24v AC (1.25a) £54.95

GMC-M4 Output 2 x 12v AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

GMC-WM1 Output 1 x 16v AC or 12v DC £19.95

GMC-WM2 Output 1 x 9v DC (0.8a) £14.95

GMC-WM3 Kato Unitrack UK Power Supply £14.95

GMC-WM4 Output 12v DC (Regulated) £14.95

OPEN TRANSFORMERS

GMC-T1 Output 2 x 16v AC (1a) £24.95

GMC-T2 Output 1 x 18v AC (2.5a) £24.95

GMC-T3 Output 1 x 24v AC (1.25a) £24.95

GMC-T4 Output 2 x 12v AC (1a) £24.95

MODULES

GMC-SS1 Super Shuttle Unit £34.95

GMC-SS1LGB Super Shuttle Unit G Scale £44.95

GMC-SS2 Station Stop Unit £39.95

POINT CONTROL



POINT CONTROL STARTER SET

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.

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95

GMC-PCU2 Slave Unit for PCU1 £52.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95

GMC-MCDDU Mains Powered CDU £29.95

UNCOUPLERS

GMC-EM1 N Electro Magnetic Uncoupler £8.95

GMC-EM2 Coupling Adaptor Fret (20) £8.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTORS



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-PM20 Surface Mount Point Motor £9.95

GMC-BPPM20 Surface Mnt Point Motor(5) £44.95

Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



PM200 Digital Surface Mount Point Motor £22.95

All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.

POINT MOTOR ACCESSORIES

GMC-PM50 Connection Boxes (3) £3.95

GMC-PM51 Tripled Point Motor Wire 10m £6.95

GMC-PM52 Point Motor Accessory Pack £2.95

GMC-PM53 Harnesses for PM100 (2) £3.95

TRACK



ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE USE ONLY)

GMC-HF1 Single Track Unit £39.95

GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.95

GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER



GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Flexible Track (100) £315

GM93 900mm N/Silver Blk Flexi Track (24) £9.95

GM94 900mm N/Silver Bm Flexi Track (24) £79.95

GM97 900mm N/Silver Bm Flexi Track (100) £315

GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.50

GM54 OO Buffer Stop £1.95

BPGM54 OO Buffer Stop (5 Pack) £8.75



GM55 OO Lit Buffer Stop £7.25

GM56 OO Buffer Stop Lights (Pack of 2) £9.95

GM13 Pair of Leads (Joiners/Bare Wire) £4.95

GM66 Homby Type Track Pins 10mm £2.75

GM67 Extra Long Track Pins 15mm £2.75

N SCALE FLEXIBLE TRACK

GM95 900mm N/Silver Blk Flexi Track (24) £99.95

GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95

GM53 N Scale Buffer Stop £4.95

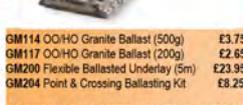
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50

GM57 N Lit Buffer Stop on Track £9.25

GM58 N Buffer Stop Lights (Pack of 2) £9.95

GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLAST UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g) £3.75

GM117 OO/HO Granite Ballast (200g) £2.65

GM200 Flexible Ballasted Underlay (5m) £23.95

GM204 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLAST UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.75

GM201 N Flexible Ballasted Underlay (5m) £23.95

GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLAST UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75

GM118 N Granite Ballast (200g) £2.65

GM201 N Flexible Ballasted Underlay (5m) £23.95

GM205 N Point & Crossing Ballasting Kit £8.25

N BROWN BALLAST UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75

GM201 N Flexible Ballasted Underlay (5m) £23.95

GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25

GM252 3mm Cork Plates 15 x 50cm (2) £4.75

GM240 For RH Sectional Points (2) £4.50

GM241 For LH Sectional Points (2) £4.50

GM244 For RH Sectional Curved Points (2) £4.50

GM245 For LH Sectional Curved Points (2) £4.50

GM247 For Y Sectional Points (2) £4.50

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25

GM232 2mm Cork Plates 15 x 50cm (2) £4.75

GM225 For RH Sectional Points (2) £4.25

GM226 For LH Sectional Points (2) £4.25

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.75

GM119 Fine Plaster of Paris (1kg) £3.95

GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.95

GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £10.95

GM167 Balsa Bundle 50 x 76 x 229mm £2.50

GM168 Balsa Bundle 75 x 150 x 450mm £10.95

BULK TREES

GM120 Deciduous Trees (25) £22.95

GM121 Deciduous Trees (25) £22.95

GM122 Fir Trees (25) £22.95

GM123 Small Fir Trees (50) £19.95

GM124 Deciduous Trees (25) £22.95

GM125 Spruce Trees (25) £22.95

GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £7.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM38 Spring Grass Mat 240cm x 120cm £34.95

MEADOW MATS



GM140 Meadow Mat - Spring 6mm Grass £9.75

GM141 Meadow Mat - Meadow 8mm Grass £9.75

GM142 Meadow Mat - Spring 12mm Grass £12.75

GM143 Meadow Mat-Meadow 12mm Grass £12.75

GM147 Meadow Mat - Beige 6mm Grass £9.75

GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.95

GM169 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.45

GM171 Summer Grass Flock (30g) £3.45

GM172 Moorland Grass Flock (30g) £3.45



STRUCTURES

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 your destination.



- GM401 Fordhampton Station £25.95
- GM402 Fordhampton Signal Box £11.95
- GM403 Fordhampton Footbridge £17.95
- GM404 Fordhampton Level Crossing £12.95
- GM405 Fordhampton 60s Estate House £15.95



- GM406 Fordhampton Locomotive Shed £20.95
- GM407 Fordhampton Carriage Platforms £9.95
- GM408 Fordhampton Village Store or Pub £17.95

COMING SOON...

- GM409 Fordhampton Pub/Bistro TBA
- GM410 Fordhampton Rest Home/Doctors TBA
- GM411 Fordhampton Farmhouse Cottage TBA
- GM412 Fordhampton Gasometer TBA
- GM413 Fordhampton Nurseries TBA
- GM414 Fordhampton Bridge TBA

KESTREL DESIGNS

- N GAUGE PLASTIC KITS**
- GMKD01 House £4.35
 - GMKD02 Shop £4.35
 - GMKD03 Bungalow £3.60
 - GMKD04 Church with Porch £5.95
 - GMKD05 House/Shop Unit with Glazing £6.75
 - GMKD06 Two Shop Unit with Glazing £6.75
 - GMKD07 Four House Unit £6.75
 - GMKD08 County Station £8.75
 - GMKD09 Station Buildings £5.35
 - GMKD10 Island Platform with Flat Canopy £8.25
 - GMKD11 Flat Canopy £5.95
 - GMKD12 Small Signal Box £6.45
 - GMKD13B Farm Rail Fencing Brown £3.10
 - GMKD13W Farm Rail Fencing White £3.10
 - GMKD14 Telegraph Posts £3.10
 - GMKD15 Windows Doors & Guttering £4.35
 - GMKD16 Platforms (2) £2.85
 - GMKD17 Platform Ramps (2) £2.35
 - GMKD18 Station Yard Huts £3.35
 - GMKD19 Weighbridge & Office £4.35
 - GMKD20 Coal Office £3.35
 - GMKD21 Level Crossing/Keepers Cottage £5.95
 - GMKD22 Four Greenhouses £3.10
 - GMKD23 Two Domestic Garages £3.10
 - GMKD24 Water Tower £3.85
 - GMKD25 Corner Shop £4.65
 - GMKD26 Corner Pub £4.65
 - GMKD27 Three Storey Townhouse £5.95
 - GMKD28 Three Storey Town Shop £5.95
 - GMKD29 Modern Station £7.95
 - GMKD30 Modern Station Waiting Room £5.75
 - GMKD31 Station Masters House £6.45
 - GMKD32 Pair Pre War Semi Det. Houses £7.25
 - GMKD33 Boilerhouse & Chimney £6.45
 - GMKD34 Stable Block £3.85
 - GMKD35 Cow Shed £3.60
 - GMKD36 Barn £5.95
 - GMKD37 Farm House £7.50
 - GMKD38 Steel Footbridge £7.50
 - GMKD39 Modern Industrial Unit £5.95
 - GMKD40 Modern Fire Station £7.25
 - GMKD41 Platforms Wide (2) £3.35
 - GMKD42 Platform Ramps Wide (2) £2.85
 - GMKD43 Goods Shed £7.75
 - GMKD1000 Town Station £16.95
 - GMKD1001 Old Factory with Chimney £19.95

N GAUGE LASER CUT KITS

- The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
- GMKD51 Wooden Fencing £5.25
 - GMKD52 Lattice Fencing £5.25
 - GMKD53 Garden Sheds (2) £5.50
- N GAUGE VALUE KIT SETS**
- GMKD2000 Station Set £14.95
 - GMKD2001 Town Set £12.95
 - GMKD2002 Suburban Set £14.95
 - GMKD2003 Farm Set £16.95

LIGHTING

OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with prototypical post extensions and light control PCBs

- GM801 Barley Twist Gas Lamp Soft Black (3) £12.95
- GM802 B/Twist Gas Lamp BR/SR Green (3) £12.95
- GM803 B/Twist Gas Lamp LMS Maroon (3) £12.95
- GM804 B/Twist Gas Lamp GWR Stone (3) £12.95
- GM805 B/Twist Gas Lamp Grey Undercoat (3) £12.95
- GM806 Taper Post Gas Lamp Soft Black (3) £12.95
- GM807 Taper Post Gas Lamp BR/SR Green (3) £12.95
- GM808 Taper Post Gas Lamp LMS Maroon (3) £12.95
- GM809 Taper Post Gas Lamp GWR Stone (3) £12.95
- GM810 Taper Post Gas Lamp Grey Undercoat (3) £12.95
- GM811 Taper Post Oil Lamp Soft Black (3) £12.95
- GM812 Taper Post Oil Lamp BR/SR Green (3) £12.95
- GM813 Taper Post Oil Lamp LMS Maroon (3) £12.95
- GM814 Taper Post Oil Lamp GWR Stone (3) £12.95
- GM815 Taper Post Oil Lamp Grey Undercoat (3) £12.95
- GM816 Swan Neck Lamp Soft Black (3) £12.95
- GM817 Swan Neck Lamp BR/SR Green (3) £12.95
- GM818 Swan Neck Lamp LMS Maroon (3) £12.95
- GM819 Swan Neck Lamp GWR Stone (3) £12.95
- GM820 W/Mounted Swan Neck Black (2) £12.95
- GM821 W/Mounted Swan Neck SR/BR Gm(2) £12.95
- GM822 W/Mounted Swan Neck LMS Mm(2) £12.95
- GM823 W/Mounted Swan Neck GWR Str(2) £12.95
- GM824 W/Mounted Gas Lamp Soft Black (2) £12.95
- GM825 W/Mounted Gas Lamp BR/SR Gm(2) £12.95
- GM826 W/Mounted Gas Lamp LMS Maroon(2) £12.95
- GM827 W/Mounted Gas Lamp Undercoat (2) £12.95
- GM828 W/Mounted Gas Lamp GWR Stone(2) £12.95
- GM829 Modern Sgl Head Adjustable Lamp(4) £14.95
- GM830 Modern Dbl Head Adjustable Lamp (3) £12.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototypical white LEDs for building exteriors and all required light control PCBs

- GM851 Barley Twist Gas Lamp Soft Black £29.95
- GM852 B/Twist Gas Lamp SR/BR Green £29.95
- GM853 B/Twist Gas Lamp LMS Maroon £29.95
- GM854 B/Twist Gas Lamp GWR Stone £29.95
- GM855 B/Twist Gas Lamp Grey Undercoat £29.95
- GM856 Taper Post Gas Lamp Soft Black £29.95
- GM857 Taper Post Gas Lamp BR/SR Green £29.95
- GM858 Taper Post Gas Lamp LMS Maroon £29.95
- GM859 Taper Post Gas Lamp GWR Stone £29.95
- GM860 Taper Post Gas Lamp Undercoat £29.95
- GM861 Taper Post Oil Lamp Soft Black £29.95
- GM862 Taper Post Oil Lamp SR/BR Green £29.95
- GM863 Taper Post Oil Lamp LMS Maroon £29.95
- GM864 Taper Post Oil Lamp GWR Stone £29.95
- GM865 Taper Post Oil Lamp Grey Undercoat £29.95
- GM866 Swan Neck Lamp Soft Black £29.95
- GM867 Swan Neck Lamp SR/BR Green £29.95
- GM868 Swan Neck Lamp LMS Maroon £29.95
- GM869 Swan Neck Lamp GWR Stone £29.95
- GM870 Modern Sgl Head Adjustable Height £29.95
- GM880 Modern Dbl Head Adjustable Height £24.95

LIGHTING ACCESSORIES

- GM895 Light Control PCB - LED/Lamp (2) £6.95
- GM896 Light Control PCB - LED/Lamp (5) £12.95
- GM897 Mini Light Control PCB - LED (10) £4.95
- GM898 Mini Light Control PCB - Lamp (10) £4.95
- GM899 Spare Bulbs for Lamps (5) £3.95

TOOLS

MODEL RAILWAY MAINTENANCE

- GM50 OO/HO Locomotive Wheel Cleaner £39.95
- GM47 N Gauge Wheel Cleaner £34.95
- GM51 Spare Pads for GM50 £17.95
- GM49 Spare Pads for GM47 £17.95
- GM58 N Scale Wheel Cleaner £15.95



- GM60 OO Scale Wheel Cleaner £19.95
- GM19 Precision Lubricator £4.75
- GM667 Superfine Oil Pen w/Carbon Particles £5.95
- GM668 Electrical Contact Oil Pen £9.95

GENERAL MODELLING TOOLS

- GM626 Track Rubber £3.15
- GM627 Jumbo Track Rubber £5.75
- GM600 A2 Cutting Mat £14.95
- GM601 A3 Cutting Mat £9.95
- GM602 A4 Cutting Mat £4.95
- GM603 A5 Cutting Mat £2.95
- GM604 Round Nose Pliers £6.95
- GM605 Flat Nose Pliers £6.95
- GM606 Side Cutters £6.95
- GM607 Half Round Pliers £6.95
- GM608 Bent Nose Pliers £6.95
- GM609 S/Steel Tweezers (4) £7.95
- GM610 Double Ended Pin Vice £5.95
- GM611 Sawset 1 w/ Scalpel Handle £9.95
- GM612 Hole Saw & Arbor for Point Motor Fitting £3.50
- GM613 Trim-away Knife £3.75
- GM614 S/S Scalpel & Blades £5.50
- GM615 Plastic Scalpel & Blades £5.50
- GM617 Pick-Up Tool £6.50
- GM618 Magnifier Tweezers £3.95
- GM621 Locking forceps Curved £6.95
- GM622 Hot Wire Cutter for Scenic Modelling £18.95
- GM623 Wires for Hot Wire Cutter (5) £4.95
- GM624 Swivel Top Pin Vice £6.75
- GM625 Curved Tweezer Reverse Action £4.50
- GM626 Straight Tweezer Reverse Action £4.50
- GM627 Blunt End Tweezer Reverse Action £4.50
- GM629 Cutting Discs (10) £4.95
- GM630 Screw Top Mandrels (3) £4.50
- GM631 Slitting Discs (10) & Mandrel £2.25
- GM632 Budget Needle File Set £6.95
- GM633 Glass Fibre Pencil 4mm £7.50
- GM634 4mm G/Fibre Refills (10) £7.50
- GM635 2mm Glass Fibre Pencil £3.95
- GM636 2mm G/Fibre Refills (5) £3.95
- GM638 Cutting Broaches 0.6-2.0 £15.95
- GM640 Archimedian Drill Stock £5.95
- GM641 HSS Jobbers Drills 0.5 (5) £3.95
- GM642 HSS Jobbers Drills 0.8 (5) £3.95
- GM643 HSS Jobbers Drills 1.0 (5) £3.95
- GM644 HSS Jobbers Drills 1.2 (5) £3.95
- GM645 HSS Jobbers Drills 1.5 (5) £3.95
- GM646 HSS Jobbers Drills 1.8 (5) £3.95
- GM647 HSS Jobbers Drills 2.0 (5) £3.95
- GM648 Microbore Drills 0.3-1.6 £10.95
- GM649 Microbore HSS Twist Drill Bits 61-80 £10.95
- GM650 HSS Jobbers Drills 0.3 (5) £3.95
- GM651 HSS Jobbers Drills 0.4 (5) £3.95
- GM652 HSS Jobbers Drills 0.6 (5) £3.95
- GM653 HSS Jobbers Drills 0.7 (5) £3.95
- GM654 HSS Jobbers Drills 0.9 (5) £3.95
- GM655 Spare Blades for GM614 £2.75
- GM660 Pick n Place Twin Pack £4.75
- GM664 Economy Sprue/Plastic Cutter £6.66
- GM666 Clip On Magnifying Eye Glass £10.95
- GM669 Pin Pusher with Depth Stop £12.95
- GM670 Deluxe Paintbrush Set £6.95
- GM673 Soft Grip Knife Set with Blades £9.95
- GM683 Spare Blades for GM683 £1.95
- GM693 Value Model Railway Drill £16.95
- GM694 Mains Powered Value Drill £16.95
- GM695 Model Railway Screwdriver Set £4.95
- GM696 Masking Tape 6mm x 18m (2) £1.95
- GM697 Masking Tape 10mm x 18m (2) £2.75
- GM698 Masking Tape 18mm x 18m (1) £2.65

RAZOR SAWS

- GM671 4 in 1 Saw Set £19.95
- GM672 Razor Saw Superfine £11.75
- GM673 Razor Saw Fine £11.95
- GM674 Razor Saw Medium £15.50
- GM675 Aluminium Mitre Box £11.95
- GM677 Fine Woodcraft Saw £15.75
- GM678 Flush Cutting Saw £12.75
- GM679 Universal Razor Saw £12.75

SOLDERING STATION

- GM661 Complete Soldering Station £29.95
- GM662 GM661 Spare Tip £2.95

SOLDERING IRONS & BITS

- GM680 15W 230V Soldering Iron £16.95
- GM681 25W 230V Soldering Iron £17.95
- GM682 40W 230V Soldering Iron £19.95
- GM685 15W No.6 Tip £3.95
- GM686 15W No.8 Tip £3.95
- GM687 25W No.6 Tip £3.95
- GM688 25W No.7 Tip £3.95
- GM689 25W No.8 Tip £3.95
- GM690 40W No.6 Tip £3.95
- GM691 40W No.7 Tip £3.95
- GM692 40W No.8 Tip £3.95

SOLDERING ACCESSORIES

- GM01 Low Melt Solder 70 degrees (20g) £4.25
- GM02 Solder 180 degrees (20g) £3.95
- GM03 White Metal Flux £5.95
- GM04 Brass Flux £5.95
- GM05 Non Acid Safety Flux £6.25
- GM06 Solder Wire 145 Degrees £4.85

ELECTRICS

- GM501 Side Switch DPDT £1.70
- GM502 Side Switch DPDT (C/Off) £1.70
- GM503 Toggle Switch SPST £2.35
- GM504 Toggle Switch DPDT £2.65
- GM505 Mini-Toggle DPDT (C/Off) £3.15

WIRE

- GM098B Twinned Wire Red/Black (10m) £4.95
- GM10 Wire Red/Black/Green (10m of each) £5.95
- GM11BK Wire Black 7 x 0.2mm (10m) £2.15
- GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
- GM11BN Wire Brown 7 x 0.2mm (10m) £2.15
- GM11GN Wire Green 7 x 0.2mm (10m) £2.15
- GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
- GM11O Wire Orange 7 x 0.2mm (10m) £2.15
- GM11P Wire Pink 7 x 0.2mm (10m) £2.15
- GM11R Wire Red 7 x 0.2mm (10m) £2.15
- GM11W Wire White 7 x 0.2mm (10m) £2.15
- GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
- BPGM11BK Black Wire 7 x 0.2mm (100m) £7.95
- BPGM11BL Blue Wire 7 x 0.2mm (100m) £7.95
- BPGM11BN Brown Wire 7 x 0.2mm (100m) £7.95
- BPGM11GN Green Wire 7 x 0.2mm (100m) £7.95
- BPGM11GR Grey Wire 7 x 0.2mm (100m) £7.95
- BPGM11O Orange Wire 7 x 0.2mm (100m) £7.95
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- GM12 Pair Connecting Leads (Pin/Bare Wire) £4.65
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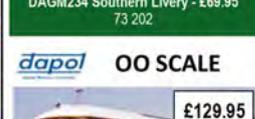
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Class A3 4-6-2
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A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
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A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at www.hattons.co.uk/recordbreakers

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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker" (1938 condition)
A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
A4004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

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TC11501 Diagram 115 Corridor Third in LNER Teak
TC11502 Diagram 115 Corridor Third in LNER Teak
TC11503 Diagram 115 Corridor Third in BR carmine & cream
TC11504 Diagram 115 Corridor Third in BR carmine & cream
TC11505 Diagram 115 Corridor Third in BR maroon
TC11506 Diagram 115 Corridor Third in BR maroon
TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17505 Diagram 175 Brake Corridor Composite in BR maroon
TC17506 Diagram 175 Brake Corridor Composite in BR maroon
TC18601 Diagram 186 Open Third in LNER Teak
TC18602 Diagram 186 Open Third in LNER Teak
TC18603 Diagram 186 Open Third in BR carmine & cream
TC18604 Diagram 186 Open Third in BR carmine & cream
TC18605 Diagram 186 Open Third in BR maroon
TC18606 Diagram 186 Open Third in BR maroon

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Warley 2016 Announcements



Keep an eye on our website for the latest updates from the Warley Exhibition 2016. New announcements and updates from a variety of manufacturers.

www.hattons.co.uk/warley2016

Class 8P Merchant Navy 4-6-2 Pre-order from £144 Due during 2017



- R3434 21C1 'Channel Packet' in SR Malachite Green
- R3435 21C3 'Royal Mail' in SR Malachite Green
- R3436 35028 'Clan Line' in BR Green with early emblem
- R3382TTS 35023 'Holland-Afrika Line' in BR Green with early emblem - TTS sound fitted £162

LNER Holden B12 4-6-0 Pre-order for £143.99 Due December 2016



- R3430 8573 in LNER apple green
- R3431 61533 in BR black with early emblem
- R3432 61580 in BR black with late crest

20T Coke Hopper Wagons Pre-order singles for £19.79 each



- R6731 20 Ton Coke Wagon in LMS livery
- R6731A 20 Ton Coke Wagon in LMS livery
- R6733 20 Ton Coke Wagon in BR livery
- R6733A 20 Ton Coke Wagon in BR livery
- R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack £49.49

Wainwright Class H 0-4-4T Pre-order from £111.10 (estimated) Due in stock during 2017



Exact liveries and running numbers are yet to be confirmed. As soon as these are announced we will update our system and send emails to anyone who has placed a pre-order or signed up for notifications.

Liveries announced:

- BR Black with early emblem
- SECR lined green
- SR Olive green (TBC)
- BR black with late crest (in train pack with 2 Maunsell push/pull coaches)



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Class 14xx Pre-order for £99 Due in to stock Dec/Jan



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.hattons.co.uk/14xx

50t Warwell Bogie Well Wagon Available in OO and O. Pre-order from £33 for OO. £85 for O. Due in stock Q4 2017



WW-018



Large variety of liveries, including weathered versions announced.

www.hattons.co.uk/warwell

Beilhack ZZA Snowplough Available in OO only Pre-order for £43 Due in stock Q1 2018



BH-004



BR, NSE, Railtrack and Network Rail versions announced

www.hattons.co.uk/beilhack

Class 121/122 "Bubble Car" DMU In Partnership with Dapol Pre-order from £129.95



- 4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery
- 4D-009-HAT02 121032 in Arriva Trains Wales livery
- 4D-009-HAT03 960011 in Railtrack blue & green livery
- 4D-009-HAT04 121020 in Chiltern blue livery
- 4D-009-HAT05 55033 in Revised Network South East livery
- 4D-009-HAT06 960010 in Railtrack "coaching stock" maroon
- 4D-009-HAT07 55022 in Original Network South East livery
- 4D-015-HAT01 TDB975023 in Route Learning BR blue



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OO Gauge (1:76 Scale)
Steam locos

J9405 Austerity 0-6-0ST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ) ... £99
 J9401 Austerity 0-6-0ST "Robert" NCB Bold Colliery lined green - Ltd Ed of 200 (DJ) ... £99
 J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) ... £99

J9406 Austerity 0-6-0ST 8 in NCB Mountain Ash Colliery lined green - very heavily weathered - Ltd Ed of 200 (DJ) £99

J9408 Austerity 0-6-0ST 98 "Royal Engineer" in Army green - Ltd Ed of 200 (DJ) ... £99
 J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) ... £99
 J9407 Austerity 0-6-0ST No 4 in NCB Backworth Colliery lined black - Ltd Ed of 200 (DJ) ... £99

R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (list £24.99) BARGAIN ... £17
 31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN ... £89

31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC Fitted (Bac) (list £159.95) BARGAIN ... £89

31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN ... £79

31-433 Class 1F "Half-Cab" 0-6-0T 1739 in LMS black (Bac) £81.56
 31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) ... £81.56

31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) ... £110.46
 31-41DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) ... £131.71

R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) BARGAIN ... £61

R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) (list £99.99) BARGAIN ... £61

R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £154.99) BARGAIN £118
 31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) BARGAIN ... £80

31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) ... £118.96

31-728 Class 3700 City 4-4-0 3708 "Killarney" in Great Western green (Bac) ... £118.96
 32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) ... £80.71
 32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21

R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49) ... BARGAIN ... £21
 R3394 Class 415 Adams Radial 4-4-2T 30562 BR black late crest (Hor) £111.10

R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) ... £111.10

32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) ... £84.96

R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor) ... £67

R3499 Class 49xx 4-6-0 6947 "Helmingham Hall" in BR Green late crest - Railroad Range (Hor) ... £75

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
 R3282 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) ... £106.21

32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) ... £127.46
 31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) ... £90.06

R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) ... £108
 32-084 Class 56XX 0-6-2 6677 in GWR green (Bac) ... £76.46

R3323 Class 5MT Black 5 4-6-0 44694 in BR Black late crest (Hor) ... £124.99

31-188 Class 5XP Jubilee 4-6-0 45565 "Victoria" in BR lined green late crest - weathered (Bac) ... £127.46

R3384TTS Class 6000 King 4-6-0 6006 "King George I" in BR Green late crest - TTS sound fitted (Hor) ... £166
 R3408 Class 6000 King 4-6-0 6016 "King Edward V" GWR Green Shribton logo (Hor) ... £144

31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) NEW ... £90.05

31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac) NEW ... £81.55

31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) NEW ... £81.55
 R278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) ... £64.80

R3168U Class 8P 4-6-2 71000 "Duke Of Gloucester" in BR Green late crest (Railroad range) - Split from R1177 set (Hor) ... £72

R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) ... £89

R3439 Class A1 4-6-2 2554 "Woolwinder" in LNER apple green - gloss finish (Hor) ... £132.50

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (list £94.99) BARGAIN £55

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) ... £92.70

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £99.99) BARGAIN ... £79

32-560 Class A1 60117 4-6-2 in BR apple green British Railways lettering (Bac) ... £152.96

R3467 Class A1X "Terrier" 0-6-0ST 751 in SE&CR Green (Hor) ... £66
 31-528A Class A2 4-6-2 60529 "Pearl Diver" BR lined green late crest (Bac) ... £144.45

R3437 Class A3 4-6-2 2503 "Firdaussi" in LNER apple green - gloss finish (Hor) ... £132.50

R3132 Class A3 4-6-2 2599 "Book Law" in LNER apple green (Hor) (list £152.99) ... BARGAIN ... £99

R3250 Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) ... BARGAIN ... £115

R3336 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Green - NRM Special Edition (Hor) (list £169.99) ... BARGAIN ... £124

R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (list £154.99) ... BARGAIN ... £94

R3443 Class A3 4-6-2 60103 "Flying Scotsman" in BR brunswick green late crest - as preserved (Hor) ... £153

R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) ... £74.06

R3441 Class A4 4-6-2 4499 "Sir Murrugh Wilson" in LNER wartime black (Hor) ... £131

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

R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER Lined Apple Green (Hor) ... £127
 R3448 Class B17 4-6-0 61619 "Webb Abney" in BR early emblem (Hor) £127

R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (list £131.99) BARGAIN ... £79
 R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (list £131.99) BARGAIN ... £74
 31-462A Class C Wainwright 0-6-0 31227 BR black early emblem (Bac) £106.21

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R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (list £109.99) BARGAIN £73



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) £122



R3433 Class D16/3 4-4-0 'Claud Hamilton' 8900 in LNER Lined Apple Green (Hor) £109



R3457 Class T9 4-4-0 116 in Southern Green (Hor) £118
R3194 Class V Schools 4-4-0 30937 'Epsom' in BR Black early emblem (Hor) (list £133.99) BARGAIN £98
R1-615 Class V3 2-6-2T 07690 in BR lined black early emblem (Bac) £110.46



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) BARGAIN £80



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £69.50



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



31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac) £101.96
32-359A Standard Class 4MT 2-6-4T 80032 BR black early emblem (Bac) £110.46



R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) BARGAIN £75



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £110.46



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



32-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) £110.46



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



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) BARGAIN £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (list £129.99) BARGAIN £82
32-279A Class K3 2-6-0 1304 in LNER black (Bac) £118.96
32-281 Class K3 2-6-0 61862 in BR black early emblem (Bac) £118.96



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) BARGAIN £89



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) £140
R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) £83



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) NEW £140.21



R3440 Class P2 2-8-2 2001 'Cock O' The North' in LNER apple green - gloss finish (Hor) £122.50



R3500 The Sir Nigel Gresley Collection (Hor) NEW £480
R6288 Thomas & Friends - 0-4-0ST No.6 Percy the small engine (Hor) £36



R3424 Class O6 Raven 0-8-0 3418 in LNER Black (Hor) £118.99



R9287 Thomas & Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) £36



R3426 Class O6 Raven 0-8-0 63429 in BR Black late crest (Hor) £118.99
R3425 Class O6 Raven 0-8-0 63443 in BR Black early crest (Hor) £118.99



R9290 Thomas & Friends - 2-6-0 No.5 James the red engine (Hor) £67.50



30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) NEW £178.45



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



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



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) £183



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



30-130 Loco Class 03 MoD 2144 'Western Waggoner' in MoD Army Green - Split from 30-130 set (Bac) £70
2501 Class 05 Hunslet shunter D2578 BR green wasp stripes (preserved) (Hel) £100



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (list £32.99) BARGAIN £19



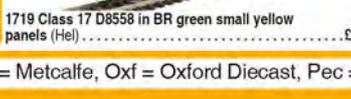
R3342 Class 08 Shunter 08489 in BR blue (Hor) (list £119.99) BARGAIN £93
32-120 Class 08 Shunter 13297 in BR Plain Green Early Emblem (Bac) £84.96



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



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

30-049 Loco Class 20 20088 in BR railfreight triple grey - DCC Sound Fitted - Split from 30-049 set (Bac) BARGAIN £154



32-331 Class 25/1 25043 in BR Green Full Yellow Ends (weathered) (Bac) £89.21



2809^a Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) BARGAIN £89
3418 Class 330 D6551 in BR green small yellow panels (Hel) £94



3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) NEW £101



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) NEW £101



3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) NEW £101
3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) £94



3524 Class 35 Hymek D7076 in BR green full yellow ends (as preserved) (Hel) NEW £101



32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21
32-390 Class 37/7 37706 'Concorde' in Railfreight Petroleum (Bac) £101.96



32-484 Class 40 40159 in BR Blue (Bac) £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £99.99) BARGAIN £74



32-482 Class 40 97407 'Aureol' in BR Blue (Bac) £131.71



32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96



R3491 Class 42 Warship D805 'Benbow' in BR green (Hor) (list £64.99) BARGAIN £39
31-696 Class 47/0 47250 BR Green Full Yellow Ends - weathered (Bac) £127.46



Prices valid until 04/01/17

Orders received after this date for products that have increased in price will be given a refund



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
R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) ... £53
R3483 Class 4DH Sentinel in Crossley and Evans (Hor) ... £53



R3471 Class 50 50026 'Indomitable' in original Network SouthEast (Hor) NEW ... £153.44



4D-003-011 Class 52 D1002 'Western Explorer' in BR green small yellow panels (Dap) ... £109



4D-003-007 Class 52 diesel loco D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) ... £119



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) ... £113



5311 Class 53 D0280 'Falcon' in BR two tone green - Ltd Ed (Hel) ... £125



5312 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) £125



R3479 Class 60 60066 in DB Schenker/Drax Powering Tomorrow silver (Hor) NEW ... £158.39



R3487 Class 66 66079 'James Nightall GC' in EWS (Hor) ... £79



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) ... £127.46
32-982 Class 66 66434 in DRS blue Compose Logos (Bac) ... £127.46



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £184.99) BARGAIN £144
R3481 Class 67 67025 'Western Star' EWS (Hor) (list £159.99) BARGAIN £110



4000 Hawker Siddeley Brush HS4000 'Kestrel' prototype diesel electric loco (Hel) ... £150



32-992 Type 27 Wickham Trolley and trailer TR23 in BR engineers yellow (Bac) NEW ... £67.96



R3374 Class 71 71012 in BR Blue (Hor) ... £127.50
R3373 Class 71 75001 in BR Green (Hor) ... £127.50



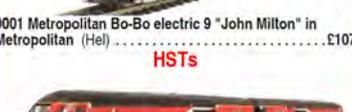
R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) ... BARGAIN ... £79



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 £99.99) ... BARGAIN ... £52



9001 Metropolitan Bo-Bo electric 9 'John Milton' in Metropolitan (Hel) ... £107



R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor) ... £223



32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) ... £135.96



32-289 Class 101 2 car DMU in BR white and blue passenger figures (Bac) NEW ... £169.96



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 'Parosia Services' (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



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



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 car DMU 150202 in Centro blue stripe. (Bac) ... £140.21



R3477 Class 153 15321 in Regional Railways (Hor) ... £88
8752 Park Royal Railbus M79071 in BR green speed whiskers (Hel) ... £97



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25) ... BARGAIN ... £62



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25) ... BARGAIN ... £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £149.99) ... BARGAIN ... £62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) ... BARGAIN ... £84
31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) ... £254.96



31-380 Class 416 2-EPB EMU 6262 in BR blue & grey Network SouthEast branding (Bac) NEW ... £186.96



31-296X Class 205 2-H 'Thumper' 1121 in BR green small yellow panel - Exclusive to Karmov MRC (Bac) ... £204



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) ... BARGAIN ... £79



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99) BARGAIN ... £35
R1177 Gloucester City Pullman Train Set Class 8 4-6-2 71000 'Duke of Gloucester' in BR lined green 3 Pullman coaches (2 x Parlour, 1 x Brake) (Hor) (list £184.99) ... BARGAIN ... £144



R1155 Pendolino trainset 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) ... £150



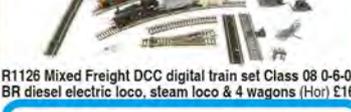
R9285 Thomas Passenger and Goods Train Set (Hor) £88



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) ... £124



R1172 e-Link Majestic train set A1 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) £165



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £199.99) ... BARGAIN ... £115



30-049 The Permanent Way DCC train set Digital Sound (Bac) ... £233.70



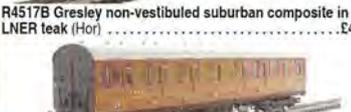
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) ... BARGAIN ... £24



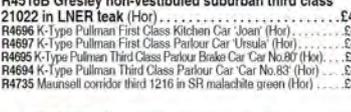
39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) ... £33.11
39-778 ex-LMS 50' inspection saloon DM45029 EWS maroon and gold (Bac) ... £50.96



39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) ... £50.96
R4531C Gresley 61' 6" full brake in BR maroon (Hor) (list £48.99) BARGAIN £35
R4518B Gresley non-vestibled suburban brake third 3738 LNER teak (Hor) £40



R4517B Gresley non-vestibled suburban composite in LNER teak (Hor) ... £40



R4516B Gresley non-vestibled suburban third class 21022 in LNER teak (Hor) ... £40
R4696 K-Type Pullman First Class Kitchen Car 'Joan' (Hor) ... £44
R4697 K-Type Pullman First Class Parlour Car 'Ursula' (Hor) ... £44
R4695 K-Type Pullman Third Class Parlour Brake Car 'Car No.80' (Hor) ... £44
R4694 K-Type Pullman Third Class Parlour Car 'Car No.83' (Hor) ... £44
R4735 Maunsell corridor third 1216 in SF malachite green (Hor) ... £35



R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) ... £70
R4698 Mk1 BG full brake E80534 BR crimson & cream (Hor) (list £32.99) ... BARGAIN ... £22



R4699 Mk1 BG full brake S80926 in BR green (Hor) (list £32.99) ... BARGAIN ... £22
R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (list £32.99) ... BARGAIN ... £22
R4709 Mk1 CK composite corridor W15091 in BR chocolate & cream (Hor) (list £32.99) ... BARGAIN ... £22
R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (list £32.99) ... BARGAIN ... £22



Opening hours

Store: 09:00 - 17:00 Mon - Sun

07:30 - 18:00 Mon-Sat
09:00 - 17:00 Sun

Wagons

BARGAIN

R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £32.99) **BARGAIN** £22

BARGAIN

R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £32.99) **BARGAIN** £22

BARGAIN

R4644A Mk1 TSO second open W4760 in BR chocolate & cream (Hor) (list £24.99) **BARGAIN** £16

BARGAIN

R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (list £42.99) **BARGAIN** £26

BARGAIN

R4597 Mk3 SLEP Sleeper 10601 in First Great Western Night Riviera (Hor) (list £28.49) **BARGAIN** £17

NEW

R4752 Mk3 TFO trailer first open 41159 in Virgin Trains East Coast (Hor) **NEW** £29.69

NEW

R4750 Mk3 TFO trailer first open W41003 in BR blue & grey (Hor) **NEW** £27

NEW

R4751 Mk3 TGS trailer guard second 44050 in Virgin Trains East Coast (Hor) **NEW** £29.69

NEW

R4751A Mk3 TSO trailer second open 42130 in Virgin Trains East Coast (Hor) **NEW** £29.69

NEW

R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) **NEW** £27

BARGAIN

R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33

BARGAIN

R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33

BARGAIN

R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33

38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66

37-854C 104 Tonne glw HTA Bulk Coal Hopper Wagon EWS Weathered (Bac) £39.06

37-225H 16 Ton steel mineral wagon top flap doors BR grey - weathered (Bac) £14.04

4F-040-019 4-plank open wagon 'Arnold Sands' (Dap) **NEW** £9.50

4F-040-020 4-plank open wagon 'Arnold Sands' - weathered (Dap) **NEW** £10.50

4F-016-015 4-wheel banana van B881905 'Jaffa' (Dap) **NEW** £9.50

4F-016-016 4-wheel banana van B881905 'Jaffa' - weathered (Dap) **NEW** £10.50

NEW

37-587 45 T TTA tank wagon in Aviation Fuel green - weathered (Bac) **NEW** £21.21

37-576C 45 T TTA tank wagon in Esso grey (Bac) **NEW** £19.51

4F-051-027 5-plank open wagon 'Nunmerley' (Dap) **NEW** £9.50

4F-051-028 5-plank open wagon 'Nunmerley' - weathered (Dap) **NEW** £10.50

NEW

37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac) **NEW** £36.51

BARGAIN

R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (list £19.99) **BARGAIN** £14

BARGAIN

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

4F-014-020 ex-GWR Fruit D van W38126 in BR blue (Dap) **NEW** £17

R6862D Extra Long CCT wagon 1274 LNER teak (Hor) (list £21.99) **BARGAIN** £15

BARGAIN

R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £19.99) **BARGAIN** £15

BARGAIN

R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) **BARGAIN** £15

BARGAIN

R6789 RailRoad Fuel Tanker Triple Pack - BP, Texaco, Total (Hor) £16

BARGAIN

33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) £31.41

Analogue controllers

BARGAIN

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87

36-560U Power Controller (0.7amp) transformer plug and track connections - split from set (Bac) (list £27.60) **BARGAIN** £20

DCC decoders

BARGAIN

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12

BARGAIN

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

BARGAIN

BPDC22 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 10d mm) x 5 (Gau) £71

BARGAIN

R8249 Single (Hor) £14

36-557 Next18-Pin DCC decoder (Bac) £18.85

BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders

BARGAIN

R8247 DCC accessory decoder (for points and motors) (Hor) £40

BARGAIN

R8214 DCC Elite unit digital controller (Hor) £205

R8213 DCC Saled unit (boxed) (Hor) £90

R8312U e-LINK Module, Flatmaster Software & 1 Amp Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) £55

BARGAIN

36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

BARGAIN

R8238 DCC reverse loop control module (Hor) (list £39.99) £12

BARGAIN

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99) £25

BARGAIN

R8014 Mark 2 Point Motor (Hor) £7.50

BARGAIN

R8243 Surface Mounted point motor (Hor) £7.50

BARGAIN

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

44482 OO gauge Ra-railing ramp (Bac) **NEW** £3

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

BARGAIN

PL-80 Power lead joiners - Code 100/124 (x4 pairs) (Pec) £5.50

BARGAIN

89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199

BARGAIN

LK-55 76ft Well type turntable (Pec) £38

R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

BARGAIN

R070 Electrically Operated Turntable (Hor) £64

BF-HO1 HO/OO Scale Buffer Stop DCC Wireless (Pro) £9

BARGAIN

R514 Platform Canopy x 2 (Hor) £12

BARGAIN

DS6 One Touch dual head home signal (red/green) - DCC fitted (Tra) £32

4L-003-005 Signal - Lattico Type SH Home Slender (Dap) £26

4L-002-001 Signal - Motorised, LMS home (OO/SIGNS) (Dap) £22

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OO/SIGNS) (Dap) £22

4L-003-003 Signal - motorised, SR ladder home (Dap) £22

BARGAIN

44-040 Diesel fueling point - Spooncraft length (182 x 37 x 50mm) (Bac) £13

P0261 Pair of red brick terraced houses (Card Kit) (Mat) £8

44-081 Portable Offices. (Bac) £31.41

BARGAIN

R860 Elevated sidewalls (320mm length) (Hor) £19

R8008 Grand suspension bridge (Hor) £39

BARGAIN

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9

ST-204 Setrack Quad Straight (670mm) (Pec) £3.50

ST-204 Box of 24 (Pec) £76

BARGAIN

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

BARGAIN

SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3

SL-E99 3 way medium radius point electrofrog (Pec) £25

BARGAIN

SL-99 3 way medium radius point insulfrog (Pec) £25

BARGAIN

SL-90 Double slip insulfrog (Pec) £31

SL-87 left hand curved point (Pec) £12.50

SL-E87 Left hand curved point electrofrog (Pec) £12.50

SL-E89 Left hand large point electrofrog (Pec) £12

BARGAIN

SL-89 Left hand large point insulfrog (Pec) £12

SL-96 Left hand medium point (Pec) £10

BARGAIN

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-86 Right hand curved point (Pec) £12.50

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

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for new releases



Cars

- 76AUS003 Austin 1300 Glacier White (Ox) NEW £4.95
- 76ACF004 Austin Cambridge Farina Grampani Gray/Camelus Gray (Gaydon) (Ox) NEW £4.50
- 76AH3004 Austin Healey 3000 British Racing Green (Ox) NEW £4.50
- 76BT2004 Bentley T2 Saloon Saydelles Blue/Shell Grey (Ox) NEW £4.50
- 76BTYP004 Jaguar D Type Green (Ox) NEW £4.50
- 76ETYP011 Jaguar E Type LHC Classed Carmen Red (Ox) NEW £4.50
- 76LROF006 Land Rover Defender 90 Station Wagon Sandorini Black (Ox) NEW £4.95
- 76RR005 Range Rover Evoque Firenze Red (Ox) NEW £4.50
- 76HB004 Vauxhall Viva HB Monaco White (Ox) NEW £4.75

Commercial vehicles

- 76LV004 ERV LV Flatbed Trailer N Ireland Trailers (Ox) NEW £11.50
- 76FT023 Ford Transit SWB Low Roof Network Rail (Ox) NEW £4.50



- 76FBB001 Fowler BB1 16nhp Ploughing Engine No.15145 Rusty Dorset (Ox) £13
- 76TR013 Mobile Trailer Spicy Sanitas (Ox) NEW £6.50
- L15 Pack of two Forklift trucks - British Railways (Bas) £8
- 76SCT002 Scania Evo6 Car Transporter Quinns (Ox) £26.70
- 76SHL16FR Scania Highline Fridge Steady Eddie (Ox) NEW £18



- 76SHL01ST Scania Highline Nootboom 3 Axle Semi Low Loader Stobart Rail (Ox) £19.40

Farming & Construction

- 76MF002 Massey Ferguson tractor - Yellow (Ox) NEW £4.75

Military ground vehicles

- 76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Ox) £20
- 76LAN2015 Land Rover Series II Station Wagon Royal Navy (Ox) NEW £4.95



- 76TAC001 TACR2 RAF Camouflage (Ox) £8

Public Service vehicles

- 76CAP007 Ford Capri Mill Millerside Police (Ox) NEW £4.50



- 76FHP001 Fordson Heavy Pump Unit NFS (Ox) NEW £10.80



- 76TN003 Thornycroft Nubian Bristol Airport (Ox) NEW £12.10

Tools

- SL-43 Loco Lift and storage unit (Pec) £11

N Gauge

Steam locos

- 372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest (Gra) £135.96
- 372-752 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) £97.71
- 372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early emblem (Gra) £101.96



- 372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96
- 28-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £81
- 28-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £92



- 371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71



- 371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) £80.71



- 371-985 Class 64xx 0-6-0PT Pannier Tank 6407 in GWR Green (Gra) £80.71



- 372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) £118.96



- ND095a Class 7MT Britannia 4-6-2 70000 'Britannia' in BR Green late crest and original smoke deflectors (Dap) £84



- 28-017-001 Class 7MT Britannia 4-6-2 70006 'Robert Burns' in BR green early emblem (Dap) (list £129.95) BARGAIN £85
- ND095b Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem (Dap) (list £129.95) BARGAIN £84
- 28-017-003 Class 7MT Britannia 4-6-2 70015 'Apollo' in BR green early emblem (Dap) (list £129.95) BARGAIN £85
- 372-8008 Class A1 4-6-2 60163 'Tomato' BR Express blue (as preserved) (Gra) £135.96
- 28-012-005 Class A1X Terner 0-6-0 32655 BR black early crest (Dap) £63.66
- 28-008-008 Class A4 4-6-2 4468 'Mallard' LNER garter blue valances (Dap) NEW £128.83



- 28-008-010 Class A4 4-6-2 4482 'Golden Eagle' in LNER apple green valances (Dap) NEW £128.83



- 28-008-012 Class A4 4-6-2 4487 'Sea Eagle' in LNER garter blue valances (Dap) NEW £128.83
- 28-008-012D Class A4 4-6-2 4487 'Sea Eagle' in LNER garter blue valances - DCC Fitted (Dap) NEW £150.57



- 28-008-009 Class A4 4-6-2 4490 'Empire of India' in LNER garter blue valances (Dap) NEW £128.83
- 28-008-009D Class A4 4-6-2 4490 'Empire of India' in LNER garter blue valances - DCC Fitted (Dap) NEW £150.57
- 372-933 Class N 2-6-0 810 in SECR grey (Gra) £106.21
- 28-002-000D Class V Schools 4-4-0 30626 'Repton' in BR green late crest - DCC fitted (Dap) £142.50



- 370-430 'Capital Connection' Network SouthEast train pack (Gra) NEW £178.46
- 370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) £118.96



- 371-021A Class 08 Shunter D3785 in BR Green Late Crest (Gra) £76.46
- 372-033 Class 20 D8011 BR Green Small Yellow Panel (weathered) (Gra) £97.71
- 372-978 Class 24 24081 BR Blue Yellow Ends (Gra) £84.96
- 371-112 Class 31 31173 in BR Blue (Gra) £100.26
- 371-110 Class 31 3126 in BR Green Full Yellow Ends (Gra) £100.26



- 370-001-000 Class 33/0 33030 in BR blue (Dap) £108.82
- 20-001-000D Class 33/0 33030 in BR blue - DCC fitted (Dap) £130.57



- 20-001-002 Class 33/0 33046 'Merlin' in BR civil engineers 'Dutch' (Dap) NEW £112.74
- 20-001-002D Class 33/0 33046 'Merlin' in BR civil engineers 'Dutch' - DCC fitted (Dap) NEW £130.57
- 20-001-003 Class 33/0 D6539 in BR green small yellow panels (Dap) £108.82
- 20-001-001D Class 33/0 D6571 BR green no yellow panel - DCC fitted (Dap) £130.57



- 20-001-020 Class 33/1 33102 in BR blue (Dap) NEW £112.74
- 20-001-020D Class 33/1 33102 in BR blue - DCC fitted (Dap) NEW £130.57



- 373-926C 30 Ton Bogie Bolster Wagon BR Grey (Gra) £21.21
- 2F-071-036 7-plank open wagon 'Gresford of Wrexham' (Dap) NEW £8
- 2F-071-037 7-plank open wagon 'Gresford of Wrexham' - weathered (Dap) NEW £9
- 2F-039-011 Telescopic Hood Wagon Tiphook Ball blue 93 70 0889 010-9 (Dap) NEW £21



- 373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra) £28.01
- 2F-038-051 20 ton steel mineral wagon 'Margam' (Dap) NEW £10.50
- 2F-038-052 20 ton steel mineral wagon 'Margam' - weathered (Dap) NEW £11.50



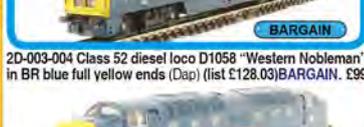
- 373-926C 30 Ton Bogie Bolster Wagon BR Grey (Gra) £21.21
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- 2F-039-011 Telescopic Hood Wagon Tiphook Ball blue 93 70 0889 010-9 (Dap) NEW £21



- 20-001-021 Class 33/1 33103 in BR civil engineers 'Dutch' (Dap) NEW £112.74
- 20-001-021D Class 33/1 33103 BR civil engineers 'Dutch' - DCC fitted (Dap) NEW £130.57
- 20-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
- 20-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) £79
- 371-168 Class 37/5 37506 Railfreight Rod Strip Livery (Gra) £89.21



- 20-003-004 Class 52 diesel loco D1058 'Western Nobleman' in BR blue full yellow ends (Dap) (list £128.03) BARGAIN £99



- 371-287 Class 55 Deltic 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR Blue (Gra) £93.46



- 20-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 and two Mk 3 coaches (Dap) £135



- 371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46
- 371-877A Class 108 2-car DMU in BR blue & grey (Gra) £144.46



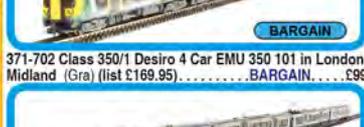
- 371-330 Class 150/1 150126 in First Great Western (Gra) £131.71
- 20-021-002 Class 156 2-car DMU 156419 BR provincial Super Sprinter branding (Dap) £95
- 371-433 Class 170/4 3 Car DMU 170434 in ScotRail saltire (Gra) (list £164.95) BARGAIN £100



- 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 350 238 in London Midland (Gra) (list £169.95) BARGAIN £99



- 370-130 The Night Mail train set Class 47 and Mk1 post coaches (Gra) £169.96



- 374-050F BR Mk1 SK Second Corridor M24467 in Crimson & Cream (Gra) £25.46



- 374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
- 374-991 Bulleid 3-Coach Set BR (SF) Green (Gra) £76.46
- 2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) £111



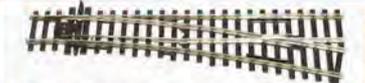
- 373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra) £28.01
- 2F-038-051 20 ton steel mineral wagon 'Margam' (Dap) NEW £10.50
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- 2F-039-011 Telescopic Hood Wagon Tiphook Ball blue 93 70 0889 010-9 (Dap) NEW £21



- SL-E91 Right hand small point electrofrog (Pec) £9.50
- SL-E90 Single slip insulating (Pec) £28

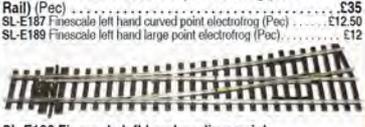
Track - Code 75 Finescale



- SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
- SL-100F Single (Pec) £3
- SL-E199 3 way finescale medium radius point electrofrog (Pec) £27



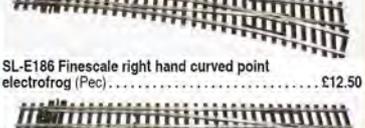
- SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
- SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
- SL-E189 Finescale left hand large point electrofrog (Pec) £12



- SL-E196 Finescale left hand medium point electrofrog (Pec) £12



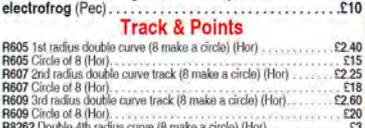
- SL-E192 Finescale left hand small point electrofrog (Pec) £10



- SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50



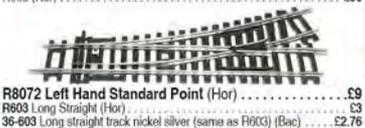
- SL-E188 Finescale right hand large point electrofrog (Pec) £12
- SL-E195 Finescale right hand medium point electrofrog (Pec) £12



- SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

- R605 1st radius double curve (8 make a circle) (Hor) £2.40
- 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
- R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
- R609 Circle of 8 (Hor) £20
- R8262 Double 4th radius curve (8 make a circle) (Hor) £3
- R601 Double Straight (Hor) £2.10
- R601 Box of 24 (Hor) £47
- R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R6053 (Hor) £24
- R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £22.50
- R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R603 (Hor) £36



- R8072 Left Hand Standard Point (Hor) £9
- R603 Long Straight (Hor) £3
- 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
- R621 Single 970mm length of flexible track (Hor) £3
- R621 Pack of 24 (Hor) £66
- R600 Standard Straight (Hor) £1.35
- R600 Box of 24 (Hor) £31

Track underlay



- GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50
- R636 Roll of track loam underlay Approx: 4880mm (16ft) (Hor) £9

Buses

- 8208C Bristol MW6G 'Crosville' - 'Barnmouth' (Bas) £16
- 28004AS DMS 1 DOOR 20TH ANNIVERSARY SPECIAL (EFE) NEW £25
- 28036EFE GM Standard Leyland Atlantean d'ack bus 'P.M.T. First Response' (EFE) NEW £17
- 12119 Harrington Cavalier 'Royal Blue' Christmas 2010 Special Edition (EFE) NEW £14



- 28825 Leyland Titan 2 Door Prototype London Transport - Bachmann exclusive (EFE) NEW £34
- OM46616B New Routemaster Go-Ahead London, Heritage General Livery, 11 Fulham Broadway (Co) £29
- 76RM113 Routemaster Kelvin Scottish (Ox) NEW £7.50



UK P&P £4 PER ORDER
£2 per single diecast item

£7 guaranteed Next Day delivery
(Orders before 2pm)

- 2F-039-010 Telescopic Hood Wagon 1 phook Rail blue 33 70 0899 (Ox) £21
- 6 (Dap) NEW
- 2F-039-009 Telescopic Hood Wagon Tiphook Rail blue 33 70 0899 (Ox) £21
- 3 (Dap) NEW
- 2F-039-012 Telescopic Hood Wagon Tiphook Rail blue 33 70 0899 (Ox) £21
- 6 (Dap) NEW
- 377-490 Triple pack of china clay wagons no hoods in GWR grey without hoods (Gra) NEW £39.91

DCC decoders



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

Cables & Wires

PL-82 Power lead joiners - Code 55/80 (x4 pairs) (Pec) £5.50

Spares

- SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pec) £1.50
- 2A-000-006 Magnetic NEM couplers - medium arm (x4-N/SP/ARE/8) - 5 pairs (Dap) £17
- SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Buildings - general

PH179 Low relief brick built department store and shops (Mat) NEW £11

Track - Code 80 Setrack

- ST-11 Double straight track (Pec) £1.50
- ST-8 Setrack left hand point insulfrog (Pec) £8.50
- ST-5 Setrack right hand point insulfrog (Pec) £8.50
- ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64



SL-E396 Left hand medium point electrofrog (Pec) £9

SL-395 Right hand medium point insulfrog (Pec) £9



SL-E395 Right hand medium point electrofrog (Pec) £9

SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

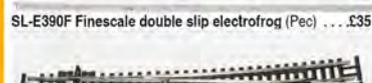
SL-300F Single (Pec) £3

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

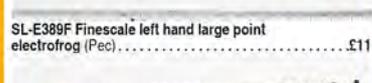
SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £26



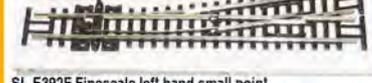
SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10

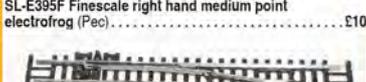


SL-E392F Finescale left hand small point electrofrog (Pec) £9

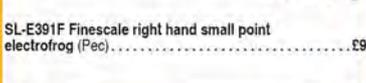
SL-E388F Finescale right hand large point electrofrog (Pec) £11



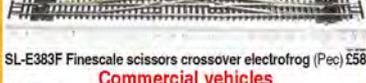
SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9



SL-E383F Finescale scissors crossover electrofrog (Pec) £58



Commercial vehicles

NMB001 Mercedes Actros Curtainside Eddie Stobart (Ox) £12

NVOL4001 Volvo FH4 Curtainside Eddie Stobart (Ox) £10.80

Farming & Construction

NTEA003 Ferguson Tractor Emerald (Ox) NEW £3.50

Military ground vehicles

NMWD003 Bedford MWD RAF (Ox) NEW £4.25

Public Service vehicles

NTIL005 Austin Tilly London Fire Brigade (Ox) NEW £4



NLAN188008 Land Rover Series 1 AFS (Ox) NEW £3.95

NSFE005 Scania Pump Ladder Essex County F & R (Ox) NEW £8.95

NSFE003 Scania Pump Ladder Grampian F & R (Ox) NEW £8

O Gauge (1:43 Scale)
Steam locos



7S-010-010 Class A1X Terrier 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25



7S-010-008 Class A1X Terrier 0-6-0 5 'Portishead' in GWR Green (Dap) £191.25



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos



2553 Class 25/1 in BR blue (unnumbered) (Hel) £470



4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel) £550

6002 Class 60 diesel in EWS (Supplied un-numbered separate waterside numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Coaches



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250



4911 BR Mk1 SO 2nd open in maroon (Hel) £250

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 (Pec) £8.50

SL-E790BH Double slip (6 degree angle) Electrofrog (Pec) £83



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £8

Cars

43ASV006 Austin Seven RN Van City of Birmingham Gas Dept. (Ox) NEW £12.90

43DA7003 Datsun 240Z Silver (Ox) NEW £19

43FDE015 Ford Capri 2.8i Special, Rosso Red (Cor) NEW £11.70

VA10816 Ford Capri 2.8i Special, Rosso Red (Cor) NEW £21

43RPL005 Hummer Pullman Limousine Forest Green (Ox) NEW £18.60

43JAG004 Jaguar MkX Black/Imperial Maroon (Ox) NEW £19

43LAN1109009 Land Rover Series 1 109' Canvas British Railways (Ox) NEW £10.80

43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black (Ox) £20

VA09809 Vauxhall Cavalier Mk2 SRI 130, Platinum (Cor) NEW £21

Any or Multiple Scales
Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30

D Double/Twin track power controller (Gau) £69

Q Quadruple 4 circuit power controller (Gau) £130

W Walkabout circuit controller (Gau) £29

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £54

PL-15 Twin Microswitch (Pec) £7

DCC decoders

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £12

DCR-21PIN-Direct Box of 5 (Hat) £57

DCR-21PIN-Direct Box of 10 (Hat) £110



DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £98

DCR-8PIN-HarnessMini Single (Hat) £11

DCR-8PIN-HarnessMini Box of 5 (Hat) £50



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCR-8PIN-Harness Single (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £19

DCR-8PIN-Direct Box of 5 (Hat) £13

DCR-8PIN-Direct Box of 10 (Hat) £105

DCC accessory decoders

DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) £17

DCC controllers

50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £835



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £136



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £220



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124



524-037 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

DCC accessories

DCD-DSG Cobalt Alpha Switch D Set Digital Devices (12 x Green) (DCC) £34

Point motors

DCP-CB11P Cobalt ip slow-action analogue point motor * 1 (DCC) £14

DCP-CB12P Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146

DCP-CB6P Cobalt ip slow-action analogue point motor - pack of 6 (DCC) £32

DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £17



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £177

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £94

PL-10WE High performance turnout point motor extended pin (Pec) £6

BPM20 Pack of five Surface mounted seep point motors (Gau) NEW £36

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6

PM-2 Seep point motor (Gau) £3.50



PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side/surface mounted point motor (Pec) £7.50



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50

HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165

PL-26R Passing Contact Switch - Red Lever (Pec) £5.50

Accessories

SL-14 Track Fixing Pins (Pec) £1.50

Track underlay

GM130 Cork sheet - 1/16 thickness 3' x 2' (600 x 900mm) approx (Gau) £5.50

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Railway publications

RailwayModellerAnnual2017 Railway Modeller Annual 2017 (124 pages) (Pec) NEW £6.99

Glues

AD-77 Plastic Magic bonding agent - 40ml - applicators (Dol) NEW £5.50

Tools

XU2175B Flexible track cutters (XURON) (Gau) £15

PL-71 Loco servicing kit - servicing cradle, anfiles, Powerlube, brush & scraper (Pec) £17



DCM-RR42 Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61

DCM-RR412 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) £95



Showstopping images from the world of model railways



FENLAND FREIGHT: Steam locomotives might have disappeared from the area a decade earlier, but traditional infrastructure survives on George Woodcock and John Norton's latest layout 'Fenchurch St Peter', to be featured in the next issue of **BRM**. 'Skinhead' Class 31 D5523 wears a hybrid late-1960s/early-1970s livery common to many ER '31s' as it trundles in with a short train of blue 'Covhops' dedicated to East Anglian sugar traffic.



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OAKLEY GREEN

Brought up on Southern Region territory in the BR blue era, **Jamie Mathlin** wanted to relive a little part of his youth and build an exhibition layout with some novel features.

As a young boy living in Hampshire in the 1970s, I was lucky to live near the Southern Region's main lines from Waterloo to Southampton and Salisbury. BR blue was the order of the day and many a summer day was passed in a BRUTE trolley on a platform, eating my jam sandwiches and watching the trains go by. Having maintained my love for British Rail diesels and rolling stock, and with dreams of reliving my youth, I decided it was time to move from a fixed home layout to an exhibition layout. This would allow my son Luc and I to travel the country and meet like-minded people with a similar love for model trains.

'Oakley Green' was conceived as a mainly Southern Region layout based in the mid-1970s, taking ideas from Basingstoke, Micheldever station and Eastleigh Works. The layout would have a small parcels depot

and a busy oil depot, as well as a locomotive servicing point. The latter would increase opportunities to run my collection of locomotives, adding more interest and operational complexity, while at the same time allowing the indulgence of running locomotives from other regions.

Originally, the layout design was based on a six-month timeframe for construction to a high standard, but portable for travel to exhibitions. The design was based around the available space in my estate car, however the only way this would be possible was with the help of my long-time friend Richard Slate of Mudmagnet Models, a master model builder. He was given the task of completing the track, scenics and buildings on a commission in what seemed to be a tight timeframe. The layout uses Digital Command Control (DCC) with sound, including full automation of the points and signals.





FACT FILE

I SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
I SIZE: 15ft by 2ft 6in
I ERA/REGION: BR Southern Region 1980s
I LOCATION: Hampshire
I LAYOUT TYPE: Fiddleyard to depot
I POWER & CONTROL: NCE PowerCab DCC
I WORDS & PHOTOGRAPHY: Jamie R Mathlin

LAYOUT BASICS

The baseboards are 12mm ply with a 50mm by 25mm frame glued and screwed on the underside and detachable legs which fold away under each board. There are two scenic boards and one fiddleyard, with the two scenic boards folding towards each other to allow for safe transit. Total baseboard size when erected is 4.5m by 0.8m (15ft by 2ft 6in).

My original trackplan was transferred to the baseboards using Peco point templates to check whether left or right hand points fitted best. A little adjustment to the plan at this stage was also made to ensure that the track flowed well, fitted clear of the baseboard joints and, most importantly, looked good from all viewing positions.

Dense foam strips were laid in two halves either side of the centreline of the track locators marked on the baseboard. Each point was then positioned and centres marked including the tie-bars. Feed wires were then soldered to the underside of the rail and holes drilled at the tie-bar position and wire feed locations. Each point was glued in place using PVA and weighted down. No rail joiners were used; instead the track was glued in the correct location and additional wiring added to ensure smooth running.

Following the tracklaying, each feed wire was soldered to a set of common power bus wires running under the board, divided into three zones and powered through a current limiting board, giving around 2.5Amp per board/zone.

SEEP point motors were used, but their internal switches are not used for switching the polarity of the point frog. Instead, each of the decoder boards used to control the points has a relay for frog switching - this provides much more reliable operation for the continuous switches required at exhibition. Points are controlled by DCCconcepts ADS-8fx accessory decoders supplied by Coastal DCC and fitted to the underside of the baseboards.

Track was airbrushed using Lifecolor sleeper and track grime colours, then ballasted (Green Scene). Further weathering was also added as the rest of the build continued, including lots of oil stains.

ADVANCED ELECTRONICS

The main method of control on 'Oakley Green' is a single NCE PowerCab DCC system, connected via an NCE USB interface to a 'Raspberry Pi Model B' (a single board computer drive) running JMRI software on the Linux platform, which allows routes and rosters to be set via extended macros, and for all locomotives to be pre-programmed in the consist showing all of their sound functions. This is invaluable as some sound-fitted models have as many as 31 sound functions!

In addition, the 'Raspberry Pi' connects via a Wi-Fi router to an Android Engine Driver App interface to run the system from our smartphones and tablets.

To overcome voltage drop on the controller system, we have a 5Amp DCC booster unit which parallels the standard 1Amp output of the NCE controller. The whole system is powered by 5Amp regulated power supply, while auxiliary power for points and signals is provided by a 50VA 230V/16V AC transformer.



See this layout in action at the Festival of British Railway Modelling in Doncaster on February 11/12. More information at www.world-of-railways.co.uk

LEFT: Recently transferred from West Coast Main Line duty, a BR blue Class 50 calls in for fuel.

BELOW: A superb selection of 1970s BR road vehicles helps to set the period and give an extra dose of nostalgia for those who remember the 1970s. A Class 419 Motor Luggage Van unloads at the parcels terminal having worked in on battery power.



ask the expert

Q How did you model colour light signalling on your layout and where did the necessary signals and electronics come from?

A Five signals are used to control the entrance and exit from the scene; three main and two shunting signals supplied by Traintronics. Each includes a small control board to enable the LEDs to give a realistic fade as the aspect changes. The 1k Ohm resistors used to drop the voltage from 12V DC were changed to 5k Ohm to reduce the overall brightness. I believe that model signals are often just too bright, thanks to modern super-efficient LEDs.

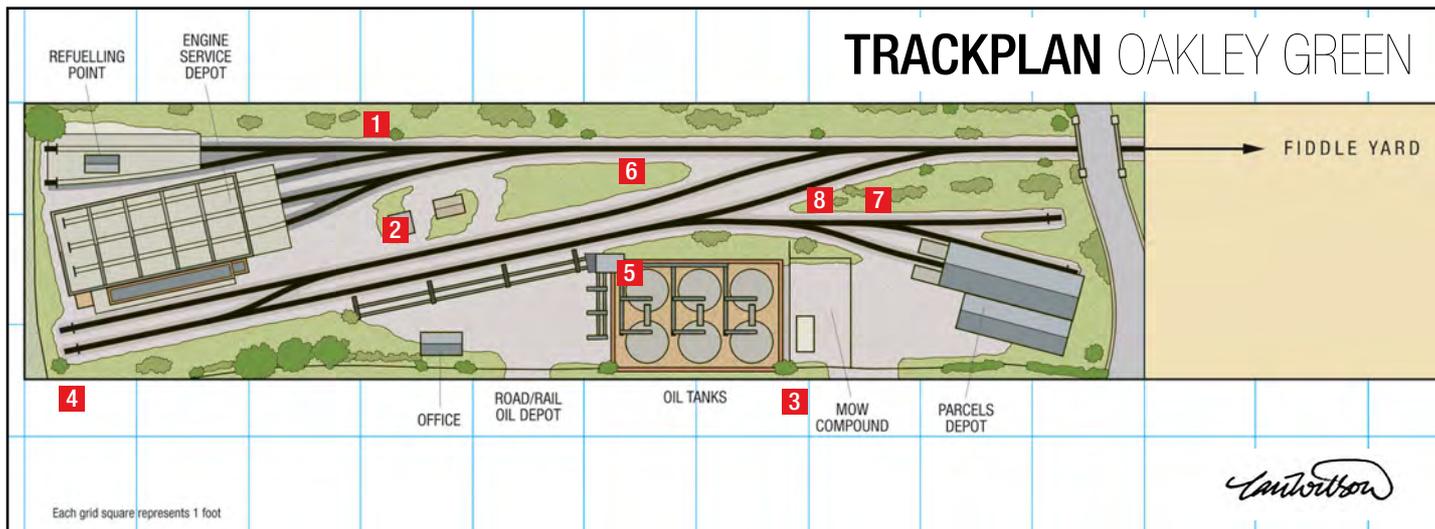
These signals are then wired back to an eight-way decoder supplied by CML Electronics, which works perfectly, but gets rather hot due to the constraint on

current flow. I cured it with an 8in computer fan set to 5V DC to cool the decoder.

Sadly, wiring the signals is not a straightforward process as the decoder has a switched negative output, while the signals have a more sensible switched positive supply based on the fact that they are LEDs.

To overcome this problem we built small relay boards for each signal, which allowed the switched negative feed from the decoder to energise the relay coil and in turn the relay switches a positive feed from the board's main 12V DC power supply.





All this makes for a rather complex wiring system, but to maintain up to 20 locomotives on the track at the same time (including those in the fiddleyard) requires a constant 3-4 amps before we even think about points and signals. After a lot of teething troubles and head scratching we finally found this the best system to avoid voltage drop and inconsistent decoder operation. In addition, we run the main 230V AC supply through a UPS (uninterruptable power supply) to avoid nuisance tripping of the supply while at exhibitions.

BUILDING ATMOSPHERE

All buildings were scratchbuilt using plastic card sections. The main servicing depot is complete with I-beam and H-beam girder sections and clad with corrugated sheets. The interior of the depot is fully detailed with an overhead crane, tools and workbenches as well as tools such as a lathe and milling machines. It is lit using tiny 3mm bay lights supplied by Layouts4you.

Wills brickwork flexible sheets were used. All buildings were painted and weathered using acrylics, mostly from





ABOVE: A heavyweight visitor from the LMR is scruffy blue 40159, stabled outside the depot awaiting its return trip.

LEFT: Effective and realistic lighting means the layout can also be run in night mode. SR Type 3 33027 Earl Mountbatten of Burma is delivering diesel fuel to the depot.



the Warhammer (Games Workshop) paint range. The last to be constructed was the parcels depot. Some time was spent trying to decide how this should look, looking through various photographs in books and on the internet. Eventually, inspiration came from an Underground station in London. The building was not copied, but elements were used to form the basis of the style for my parcels building. Corrugated sheets from South Eastern Finescale were used for the canopy, which was built into Plastruct sections to make the shed look like something that might have been seen on the Southern Region in the 1970s.

Locomotive refuelling facilities alongside the depot office use a modified Knightwing kit with pipes running around the end of the depot building to Knightwing storage tanks, allowing two sets of fuel tanks to be shunted into separate unloading areas.

Security fencing is from Ratio, with the posts glued into holes drilled into the baseboard and glued with superglue. The mesh is cut using a sharp scalpel and glued using liquid solvent glue, one post at a time to keep it taut. The 'barbed wire' is silver cotton fed through the holes and ends glued with superglue. In my opinion it is one of the more realistic features of 'Oakley Green'.

SCENE SETTING

Expanded polystyrene is the main basis for the hills and slopes. It was roughly cut to shape and glued in place with PVA and then further shaped before being covered with Polyfilla. As it was drying, a



An outstanding photographic backscene provides a suitably 1970s feel to this view of Cardiff Canton's 37254 drawing TTA tanks into the oil terminal, which is constructed from Knightwing kits.





Track was airbrushed using Lifecolor sleeper and track grime colours before ballasting. Further weathering was also added as the rest of the build continued, including lots of oil stains.

dampened 1in paintbrush was used to smooth the surface. When fully dried, it was painted and a base covering of summer static grass was applied with a Green Scene Flockit applicator tool onto a layer of PVA glue. When dry, the excess was vacuumed off, with a thin cotton cloth over the nozzle to collect any loose fibres.

Additional static grass was added with lighter shades being glued using cheap hairspray, to build up varying lengths and shades of grass. The direction of the blades can be altered by gently wafting the vacuum nozzle

ABOVE: A parcels depot adds further operational interest and brings local and 'foreign' traction to the yard - including 24081 from the LMR, attached to a couple of SPV vans.

over the grass before drying.

Further scenic treatment was then added in the form of postiche (a woven hair product) very thinly stretched in patches over grass and scenic scatters - using hairspray to fix them in place. Further colour was added to represent the various wild flowers frequently seen on railway embankments in the summer.

The trees started out as twisted wire armatures, covered in Flexibark and painted with acrylics. A fibre netting (cleaned sheep wool or postiche) was thinly applied to the branches and scenic scatters added, using methods recommended by master modeller Gordon Gravett in his Wild Swan books.

A number of the details are from various kits, plastic or etched brass, the latter being soldered together. Other details, such as the pallets and cable drums were scratchbuilt from plastic card. All details are painted with acrylic and appropriately weathered. Placement of such details and, indeed, the small structures and scenic items has to be a steady



An overview of the layout, showing how much detail and operating potential is possible in a relatively small area, without it looking cluttered.

ask the expert

Q The oil storage tanks are a dominant feature of the layout. How were they made?

A The six fuel oil tanks started out as sections cut from 100mm diameter plastic drain pipe, with plastic ends glued using Evo-Stik and trimmed after the glue had dried. The joint bands are represented by strips of self-adhesive printer paper. Each tank was sprayed using Halfords aluminium and then weathered to tone down the brightness. The pipework is a mixture of Plastruct and Knightwing parts. Unloading equipment includes taps from GEM and hoses from silicon tube sourced from the internet via a well-known auction site. The lorry loading facilities were scratchbuilt.



process, gradually building the scene to achieve the desired effect.

Generally, items were placed loose, moved around and then left for a day or two, with photographs taken for viewing later. I then reviewed their position to ensure that it looked natural. Only then were they glued down and where additional scenic materials, such as grass and weeds added to finish the scene.

EXHIBITION LIFE

All the way through the build, the concept remained that 'Oakley Green' would be primarily an exhibition layout. The design and dimensions of the baseboards



BELOW: Although there's no passenger service on the layout, Southern Region Class 205 'Thumper' DEMUs occasionally call in for refuelling.

is based on their ability to fit into my car. When you include stock boxes, two light boxes and additional accessories, we have about an inch of space remaining!

In travel configuration, no part of the layout is exposed to weather or possible mechanical damage during transport - essential for a layout that travels. Having now attended a number of exhibitions, we have found that it takes around 40 minutes to set-up and 25 minutes to take down, which often means we are one of the first exhibitors to leave. We have a number of dates agreed for 2017, and will be travelling across the country from Barnstaple to Ipswich and Doncaster to Bristol, so keep an eye out for us! ■



8

CHOP SHOP

Phil Lewis' passion for diminutive shunters extends beyond reading books on the prototypes, as a look at his collection of modified RTR industrials reveals.

I have always been fascinated by small steam and diesel shunting locomotives and over the years I've built up a reasonable collection.

My favourite diesels are produced by Judith Edge Kits which make up into superb models. However, these kits are for the more advanced modeller and the cost of the parts is often over £100 - and you've still to build it, paint it and get the chassis to work well - quite a daunting prospect for a newcomer looking

to get involved. I challenged myself to come up with some simple ideas for novice railway modellers to consider so, put together the following ideas.

Three of these use RTR chassis and one is more advanced - but there are alternatives. My ideas came from the books *Industrial Railways in Colour* (Irwell) and *A Pictorial Survey of Standard Gauge Industrial Diesels around Britain* (Bradford Barton - out of print and rare - but great if you can

find or borrow one). Low costs have been paramount for these projects and I've sourced parts at swap meets or my local model shop.

There's nothing more frustrating for the newcomer to conversions and kit building than making the chassis work, so I've opted for three RTR choices to make life easier - you'll have a working locomotive from the outset. Hopefully it'll encourage some of you to start kit-bashing, chopping and changing to build something for yourself. ■

OPTION 1 | HORNBY BAGNALL WITH A TWIST

This was the first locomotive I adapted and it started a trend. As a shunter fan I was pleased to use a new model at a reasonable price. I sold the chassis which was from an old Hornby 0-4-0 as it wasn't what I expected, but the chassis block is solid and produces a great basis for the chassis on Option 3.

8
The body was painted, varnished and glazed.

1
Moulded plastic handrails on bonnet removed and replaced with wire rails, fitted with split pins.

7
Extra handrails fitted and chassis tested before finishing.

9
Body returned to chassis and horn fitted.

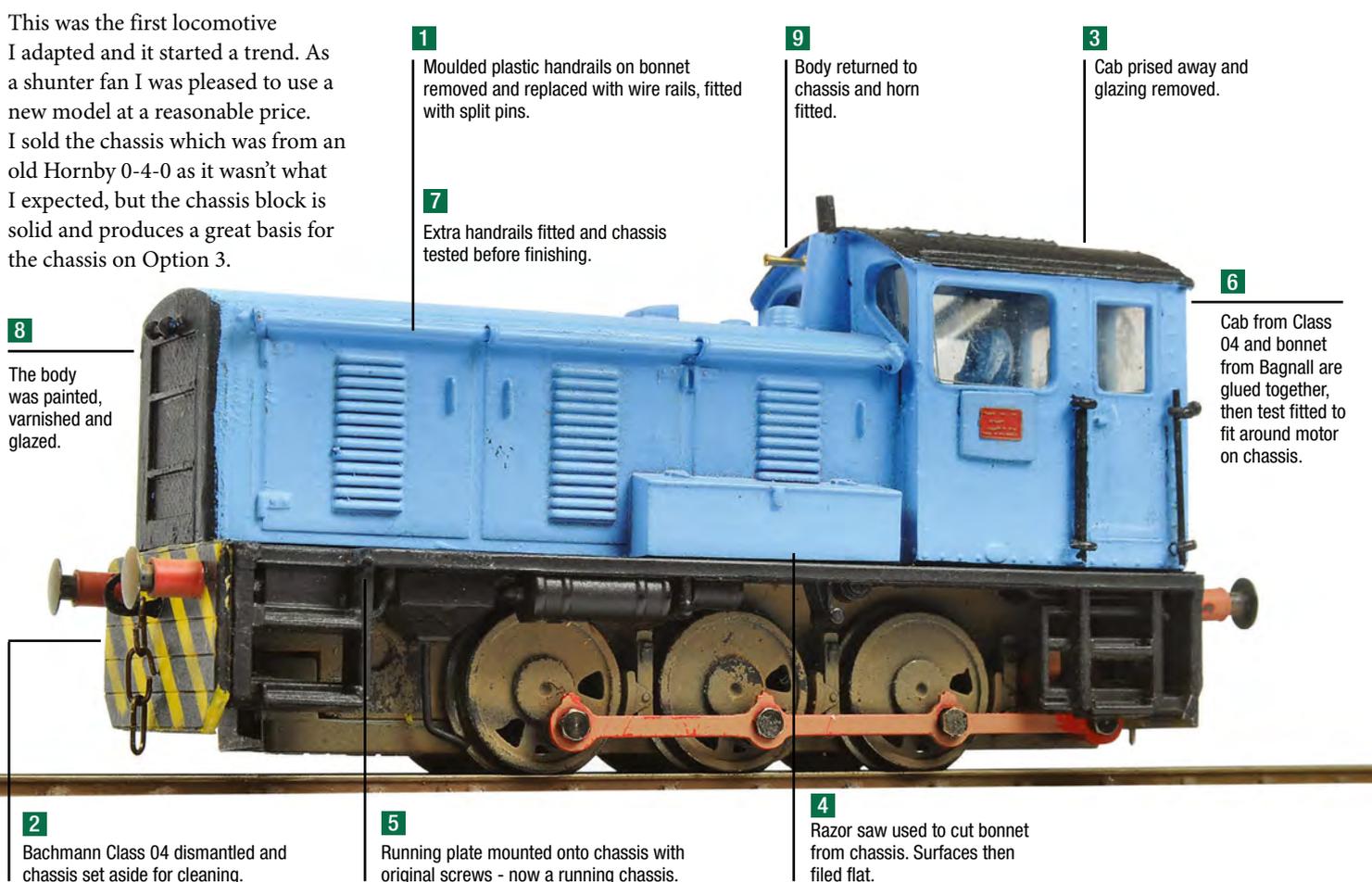
3
Cab prised away and glazing removed.

6
Cab from Class 04 and bonnet from Bagnall are glued together, then test fitted to fit around motor on chassis.

2
Bachmann Class 04 dismantled and chassis set aside for cleaning.

5
Running plate mounted onto chassis with original screws - now a running chassis.

4
Razor saw used to cut bonnet from chassis. Surfaces then filed flat.



OPTION 2 | HORNBYS SENTINEL CHASSIS

1 Damaged body from supermarket train set removed from its chassis.

2 Body shortened with razor saw in line with chassis length.

3 Spare Peco ventilation outlet added to front.

4 Plastic piece placed over end cut and filed to shape.

5 Wire handrails fitted to body.

6 Bell and air horns fitted from a box of spares.

7 Body re-painted, varnished and glazed.

8 Body glued to new underframe.

9 Locomotive runs very well with modern RTR chassis.

I had a stroke of luck and found a transit-damaged Sentinel shunter - the body was ruined, but the chassis and wiring were unharmed. It pays to look around in shops or in bargain bins - tell the traders what you're looking for. It's amazing what some shops have lurking behind the scenes.

TOP TIP

I spray many of my locomotives a light blue paint from a DIY shop. At just £4 per tin, the hue I use was a common colour for many National Coal Board locomotives.

OPTION 3 | MOTORISING A KNIGHTWING KIT

The 'Black Beetle' motor bogie makes a great RTR chassis which fits nicely under smaller diesels. Bear in mind they'll need extra weight to make them run better. A good friend of mine built the plastic kit, fitting a Tenshodo power unit to the under frame.

1 Cost of parts under £40.

2 Brush painted, varnished and glazed.

3 Extra weight added for adhesion and pulling power.

4 Ideal shunter for small industrial layout.

OPTION 4 | BRANCHLINES UNDERFRAME



4 Painted, glazed and varnished.

2 Tri-ang shunter body bought for £5 and trimmed to fit the mainframe.

ask the expert

Q Removing an RTR body from its chassis can often require fettling to make a new body fit. Do you try to keep the original NEM coupling pockets?

A I always use three-link couplings on my small layouts. On the Bachmann Class 03 and Hornby Sentinel chassis', the original couplings can be retained. Alternatively, just fit a staple to the ends to retain compatibility with RTR couplings.

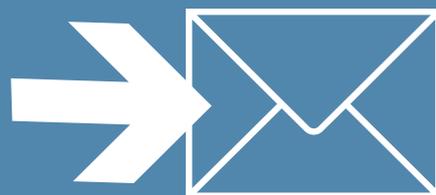
1 Running plate from Bagnall shunter with Branchlines chassis.

3 Lead weight fitted from old Dinky Toy to improve traction.

5 Smooth runner due to weight of the Hornby running plate.

Branchlines' chassis are useful and build up well - if you're a complete novice, ask a fellow club member or friend to help you through it.

INBOX



RADIO STAR



STAR LETTER

Here's a look at my N Gauge layout that my sons suggested I build. The layout follows four walls of a room measuring 10ft by 8ft and is on two levels. There are four tracks, two at the front and two at the rear of the twin track main board oval. These four tracks converge into two on the upper level and onward to the station. A scratchbuilt girder bridge spans the doorway to provide continuity between the walls. The main board measures 32in wide and the others range from 20 to 24in in width.

There's in excess of 210ft of track, 30 turnouts and seven crossings. The layout is purely analogue with many isolating sections.

It has appeared in our local press and I was invited to BBC Three Counties Radio to tell the story of the layout. To satisfy my Grandson (now six) I started modifications including a new Freightliner depot and replaced all my old stock with modern locomotives and rolling stock - he was fed up with the former bland blue and green diesel locomotives and rolling stock.

■ **Dave Hodges-Jackson, by e-mail**

STAR LETTER WINS A YEAR'S SUBSCRIPTION TO BRM!

NORFOLK DOWN



I live in Australia but had family links to the UK and the King's Lynn area. I worked 20 plus years for Qantas, the Australian Airline and was able to see the world, including many visits to railways.

After surgery which left me partially disabled, unable to work or drive, we moved to Queensland, in Australia's North, and my wife took along the railway. As I improved, the railway took more of an interest as a way

PREVIOUSLY TRODDEN GROUND?

A recent article was written in BRM about the changes that occurred in the trade when Tri-ang became Hornby. I didn't see any references to G&R Wrenn taking on the Hornby-Dublo (Liverpool) tooling.

Mr George called in on me at British Railways Board HQ on more than one occasion to discuss what he could do to vary the old range - different colours

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UNDER

See more photographs of John's layout Visit www.brmm.ag/NorfolkDownUnder

to amuse myself. I used many of the old buildings and trackwork, along with many goods wagons that were 30 plus years old. I purchased new locomotives, a DMU and additional Mk I coaching stock.

Trackwork is Peco Streamline, some 30 plus years old, but still going strong. Whilst not entirely accurate, the model is fun to operate and visitors find it interesting. I hope my sons will, like me, keep it in the family for their children to gain pleasure from. It honours the memory of my dear cousin Lindsay, whose wonderful family took us through the magic of heritage railways.

■ John Colquhoun, Queensland

mainly. He was interested in an air-smoothed body for the Bullied to give the model more life. We discussed if he should produce the tender body in Southern livery. The cost of the new tooling for the locomotive body was the limit, so production went ahead and they were painted incorrectly - I understand these are now fetching silly money.

He also told me he wanted to produce a new locomotive but tooling costs were too high to recover the outlay before he retired. The locomotive he planned to produce was the Adams Radial, now offered by Oxford Rail and Hornby!

■ Gordon Holmes, via e-mail



QIA MYSTERY SHUNTER

and what type of locomotive does this model represent?

■ Malcolm Slater, by e-mail

A This is an interesting find as it appears that you've cast from a Knightwing RK20B plastic kit. These kits can still be bought online, but it's interesting that yours came with an 0-6-0 chassis as the kit was always designed to be an 0-4-0. The fact that yours is whitemetal will help with adhesion as the plastic ones require extra weight to keep them 'planted'.

You'll need something with a 35mm wheelbase, think along the lines of a Black Beetle, Tenshodo 'SPUD' or options from Hollywood Foundry in Australia.

Some say the locomotive is based on a German Jung RK20B, but with a little work you can transform it into a Drewry 0-4-0. Turn to page 34 to see a motorised example, and several other freelance diesels built by Phil Lewis.

Q I recently purchased an 0-6-0 diesel shunter. I was well aware that I was purchasing the locomotive minus any running gear although it did have a chassis. The model is an ideal addition to my dockside railway system, but having received the model I would really like to get it running again, however this raises several questions which I hope that you or BRM readers can help me solve. What are its origins? It seems the model has been built from a whitemetal kit. The motor mount on the chassis has two fixing holes, but which motor fits



DAPOL CLASS 08 YOUR REACTIONS

To read the full review of this model, turn to page 106.

RM web I think I may move over to O Gauge at these prices they are asking for the 08, considering that some OO stuff is getting more expensive than O gauge. The model looks fantastic. **darren01**

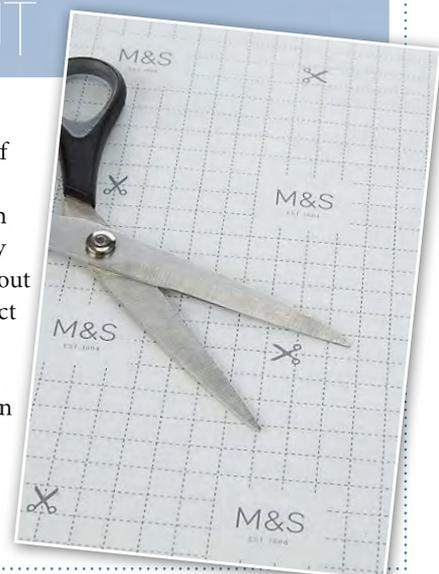
RM web Well the black Class 08 has arrived and it's everything I could want it to be - It's black and really looks the part - goodness knows if the number it came with, 13240 ever ran on WR rails - I am sure someone knows? **Bill**

RM web Very smooth at low speed, a bit noisier at higher pace, but then these were run at very low speed only. **bertiedog**

DRAW IT OUT

I've started to plan my 11ft by 2ft 6in layout and came across rolls of wrapping paper sold in Marks & Spencer with 1cm² cutting grid on the back. The rolls measure 3m by 70cm, so are ideal for full-size layout drawing and I can see other project uses too. Rolls cost £3.50 and can be identified easily as they have a small picture of the cutting grid on the pack. I hope readers find this useful.

■ Jim Whitfield, via e-mail



WEB CHAT

This month's 'Reader Poll' generated interest on **RMweb**. Here are some of your comments.

RMweb The total replacement cost theoretically escalates as prices rise - might be an interesting discussion if the worst did happen.
Phil Bullock

RMweb I recently suffered damage from builders working on the neighbour's extension, knocking a brick through the wall into the loft, squashing a Bachmann Hong Kong tram and covering my limited edition 'Prairie' in dust. Fortunately, the builders took care of it, so no need to look into a claim, but how would you value personal effort put into building your layout, kits should the worst happen?
adb968008

RMweb The idea of having an extensive model railway layout/collection covered by plain house insurance is asking for trouble if a claim is made. How does one explain why such and such a loco, say, is worth much more than one on sale at a retailer if it's damaged or stolen?
Tony Wright

RMweb Interesting subject. Have checked a few times when renewing household insurance and individual items that never leave home are covered as contents. This thread has prompted me to get snapping as the very helpful lady from Aviva advised me it's best to take photos of my individual items.
cravensdmufan

RMweb I would urge people to check their outbuilding limits. Many insurers will include a limit of £3k or whatever for outbuilding (including garage) contents.
njee20

READER POLL

Every month we ask RMweb members to vote on an important railway modelling.

THIS MONTH'S QUESTION:

Q Do you have insurance which covers your modelling collection or layout?

- Yes. Separately from my home/contents
- No, not covered within home/contents policies or separately insured
- Yes. Insured within my home/contents insurance
- Unsure if my collection is insured within my home/contents policy



Visit www.rmweb.co.uk to take part in next month's poll

GREAT MINDS...

Having visited the National Festival of Railway Modelling at Peterborough showground I was thrilled to see 'Ruston Quays' on display. Photographs of the platform canopy appeared in the March edition of BRM and at the very same time I was building my 'broken biscuit' repair factory layout called 'Re-United Biscuits'.

I had the same problem of showing the entrance of trains onto the viaduct via a short station with limited space whilst hiding the hole in the scenic end board - two minds think alike - photographs enclosed. I hope they are acceptable and show the similarity.

Work on my project continues apace and my first exhibition outing is in April.

■ **Mike Baish, Kettering**



WAGON MODIFICATION



A number of years ago I bought a copy of *The Weymouth Tramway* by John Lucking. For a long time I have been fascinated by the tramway and its operation and I have incorporated the feel of the real branch into my layout. Looking through the book I decided I'd copy the types of stock that were used on the line; which included a boiler van.

According to the caption, the boiler van is marshalled at the head of a boat train in January 1964. Although I knew little of this vehicle I thought it would make an interesting subject to model.

After raiding my library I was

SUGGEST A NAME

In the October and November 2016 issues of BRM, Phil Parker built an N gauge micro box layout. We asked you to name it to win it...

I was amazed to see the 'N' micro box layout in the November BRM as it is virtually identical to an idea I had to portray the GWR Forest of Dean Branch at Soudley.

My plan had a gated short siding at the left hand end of the front. Apart from that you have created my layout except that if completed the passenger train would have

been a '48XX' and Autocoach and freight with Pannier tanks and coal trains.

In the spirit of the Forest of Dean branch, I therefore suggest calling the layout 'New Whimsey', firstly as Whimsey is in the Forest of Dean, secondly as its definition is something unusual, odd or quaint - a gentle fantasy.

■ Mr. R.K.Upton

*Can you think of a better name?
Email us at brm@warnersgroup.co.uk*



fortunate to find a picture of a similar van in G. Gamble's *British Railway Non-Passenger Rolling Stock Book No.6*, where he states they were converted from ex-SR prize cattle vans. He also states that they didn't travel in the train formation, so shunting is required. The van may be kept in a spare siding and shunted into place when required. I found great pictures on Paul Bartlett's web site: www.paulbartlett.zenfolio.com which covers this type and the BR Mk I variant.

As I model in O gauge the chances of this model

appearing in RTR, or even as a kit is slim so I scratchbuilt one.

I used a Lima O gauge ferry van retaining the chassis, ends and roof; and the sides were cut from thick plastic sheet with various plastic sections added. The chassis was shortened slightly and most of the detail was replaced or added. Those of you who model in OO will have a head start as Bachmann has released a Mk1 horsebox which was also converted to a boiler van - perhaps an idea for a future project for BRM?

■ Brian Ashworth, via e-mail



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PART ONE | INTRODUCING ...

STAMFORD

A model building found in a museum depicting a former Great Northern station makes the centrepiece of a great new project for **Phil Parker**.

Being presented with a box the size of a coffin by your Editor and told it's your next project is an interesting way to end a day at the office.

Lifting the lid, I discovered two parts of a large 4mm scale station building of Stamford East. Each was carefully encased in bubble wrap with a label from Stamford Museum services. The station is quite a substantial building and after completing the last **BRM** project layout 'Ruston Quays', I've been handed the challenge of building a layout around it.

THE PROTOTYPE

The town of Stamford is located by the River Welland in Lincolnshire. Today it is served by one station, formally known as Stamford Town, on the Midland line between Peterborough and Leicester.

Stamford East was opened in 1856 by the Great Northern Railway. Situated alongside the river, its main building is a magnificent stone structure built by the Marquis of Exeter and designed by Gordon Biddle. Inside, the company offices were located on the first floor around a square landing, allowing light through to the ground floor from a glazed roof light. Downstairs was used for ladies and gentlemen's waiting rooms, a porter's room and ticket office. Accommodation for the station master was to one side on two floors.

Behind the main building, a cantilever roof supported by iron trusses covered the station platforms. Slated at the sides but with a glazed

centre section, a pair of long wooden smoke hoods directed locomotive emissions out through a series of square chimneys.

Facilities are minimal with only a single island platform and no locomotive release point to run round a train. In its earliest days, trains were hauled in by a locomotive on sidings outside the shed by rope.

Operated by the LNER in its latter years, most services ran to the junction at Essendine. From here, passengers could change for trains to London avoiding the LMS to Peterborough. A branch also ran to Wansford, Ufford Bridge and Peterborough Road stations until July 1929. Although these branches were built for double track, they remained single because of low traffic volumes.

All passenger services from Stamford East to Essendine ceased in 1957 but goods services lasted a few more years.

With the tracks lifted in the 1970s, the station in its latter years was used to store tipper and cement lorries, house a removals business and operate a car repair business. The station building and goods shed survive, now converted into private homes.

SPACE CONSTRAINTS

Building a railway around this station seems like a good idea, but I hit a problem common to most modellers - lack of space. 'Stamford East', if modelled to scale requires 12ft, but can be cut down to 9ft at the expense



In OO gauge, Stamford East station is an impressive model measuring over half a metre in length and nearly 30cm wide. Even on a large layout, this is a major feature.

of making it a wider model. This has been done before and the first model I can find dates from 1976. More recently, the Bingham Model Railway club built an N gauge model and Lutterworth Railway Society has a OO gauge version. The station seems quite a popular choice amongst modellers - Prototype Models offered a card kit for the hotel opposite the station years ago.

My layout building space measures just 6ft and it needs to be simple to setup as it'll be operated single-handedly at shows. With so many other versions of Stamford East having graced the exhibition circuit,

FURTHER READING

BOOKS

- | *The Stamford and Essendine Railway*, D.L. Franks ISBN 9780902844025
- | *Victorian Stations*, Gordon Biddle ISBN 9780715359495
- | *Great Northern Lines to Stamford*, John Rhodes ISBN 9780948017063
- | *Steam World* No.286, April 2011, Stamford's Railways

WEBSITES

- | The Syston and Peterborough Railway by Peter Smith - www.systonandpeterborough.co.uk
- | N gauge model of the station by Christopher Palmer - www.papermodelers.com
- | Stamford East Station plans www.brmm.ag/StamfordStationPlans

EAST



this one needs to be different. Existing models place the river at the front of the scene. There then follows the station, yard and goods shed at the front. If I turn the plan through 180 degrees and place the river at the back, the track plan can be simplified to lose the goods shed, which can be assumed 'off-stage'. It's a useful saving since the building is impressive and would have to be scratch built to match the station.

The new plan should allow me to fit the main features into a 6ft space. The fiddlyard will ideally be a traverser with tracks that align with the running lines. This allows the operator to run around a train using fewer turnouts. Let's analyse the work to do.

Model history

John Scholes (pictured cleaning track on Stamford East) built this model in the 1970s. Stored for a period of time by Stamford Museum services until 2011 when the buildings on Broad St. Stamford closed, the model was donated to **BRM** for safe-keeping. It remains in remarkably good condition, largely free from breakages and anything more than superficial damage.



PRACTICAL BRM | PROJECT LAYOUT | OO Gauge



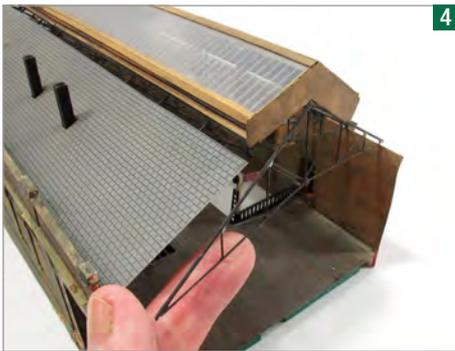
1 Looking through the door of the station reveals a single model figure striking a pose on a solid base. His 'base' needs to be removed to improve its looks.



2 This is the river side of the station showing the scale length canopy roof. On the prototype, a siding curves in to run along this wall. I'll need to extend the platform outside too.



3 Looking down the shed from the station building showing the interior. Prototype photographs suggest the posts support fixed signal arms and lamps.



4 The roof is fragile as there's little support for the trusses. Only one side is covered at present - the wrong side for the layout. Rebuilding this will allow me to strengthen it.



5 One element that hasn't stood the test of time is the brick weathering. I'll repaint this as part of the refurbishment.



6 The station building roof is slated with strips and looks great, but the platform roof is printed. Some textured material will improve this area that's easily seen.



7 Part of this building's grandeur is a crest, located in the delicate stonework above the main entrance. The camera is cruel as it looks fine when viewed normally.



8 The station interior is modelled with balconies all visible through the rooflight. Repairs are to be made as the one seen right looks like it has moved or warped.



9 Both buildings marry perfectly, although the station building needs to sit on higher ground for the doors and platform to correctly align.



10 The detailing around the scratchbuilt roof is superb. The stone balustrades stand upright and identical. Much work has been put into the rounded corner details.



11 Chimneys are carved from solid plastic - not an easy task, but a cheap solution and one that looks very effective on the model.



12 Given that the model will be moved into the BR blue corporate era, the station canopy could be enhanced with signage. We'll see what happens next month.

✓ Checklist

- Design layout
- Restore station
- Build baseboards
- Build a fascia
- Lay track
- Fit point motors
- Install wiring
- Fit station
- Build extra platforms
- Fit backscene
- Add scenery
- Install signalling
- Rolling stock

TRACK TEMPLATE

Planning involved making 1/4 scale plan views of the station with Hornby track planning pieces to lay out a track plan. I've tried to include as much of the prototype as possible so only two turnouts and a siding are omitted.

Finescale track and pointwork I'll be using is longer than the Hornby plans seen here. Laying it out before finishing the baseboards will avoid locating a turnout over the joints.

TIME MACHINE

Although Stamford East closed in the late 1950s, we'll assume it survived another decade and a half. By fictitiously updating the model to

RIGHT: Hornby track templates are useful for trackplans and can be changed easily without the need to redraw plans on paper. They're probably more of use to the 'serial layout builder' than first time novice.

BELOW RIGHT: Showing the West (front entrance) elevation of the model is this 1/4in: 1ft scale plan of Stamford East, from 1972. Interestingly, it shows that the building survey was carried out seven years earlier in 1965. Of note are the station lanterns and intricate stonework, all faithfully represented - a modellers delight.

BELOW: More of a loose outline drawing from 1974 is this general arrangement view of the line entering Stamford East, passing over the River Welland. The location of the running lines and trackplan of the sidings is vital as evidence are now long since gone.

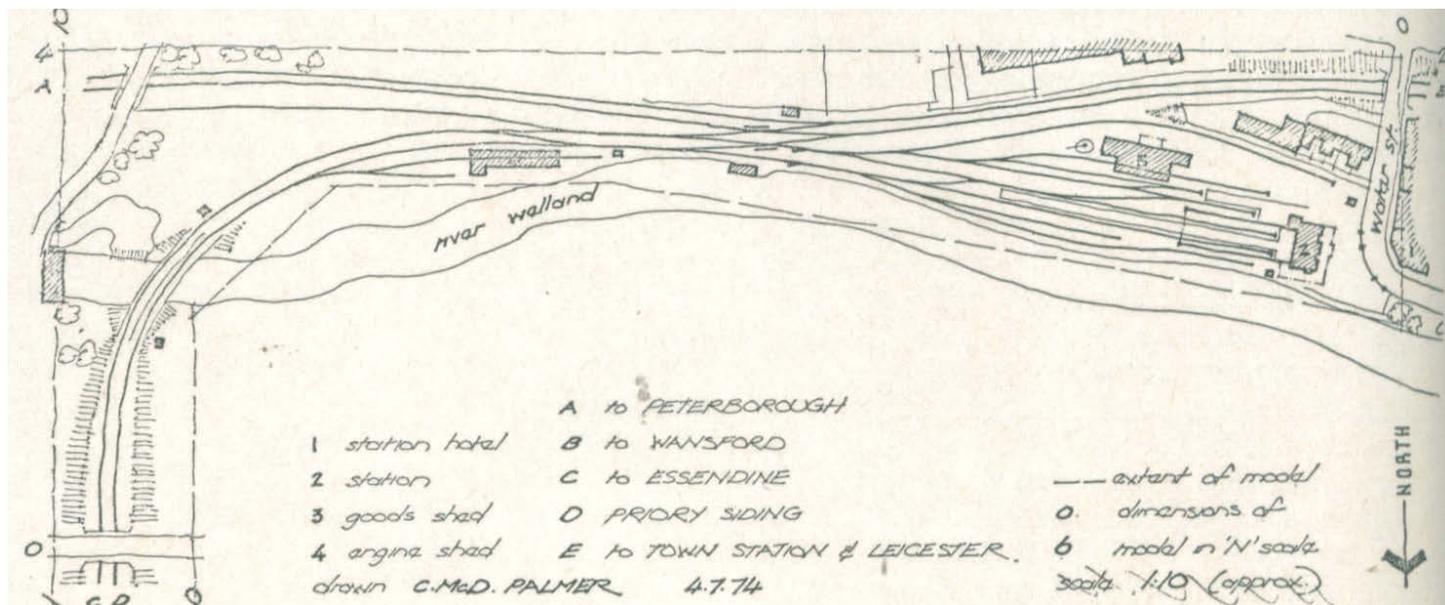


1973, we'll operate BR corporate blue DMUs, solving the lack of run round facilities. Goods will be handled by Class 25s shuffling vans around the bays.

All this will be under control of the latest version of Bachmann's Dynamis DCC system. Attaching a laptop to the controller will allow trains to operate under computer control, making it easier at shows.

My first job is to renovate the model before building baseboards. I'll be departing from the designs used for previous **BRM** projects, 'Edgeworth' and 'Ruston Quays' by displaying this layout using a letterbox style with low fascia to enclose the view.

Follow progress on this model over the next few months in **BRM** and look out for the layout at our exhibitions. ■



“We had to take a deep, honest look at ourselves and figure out what was working and what wasn’t.”

Ben Jones meets Steve Cooke, new Chief Executive Officer of Hornby Hobbies to find out how he and his team plan to return the company to financial health and success.

Hornby’s troubles have been extensively reported over the last few years. Like many model railway manufacturers it has been severely affected by supply chain issues in recent years, but even now that these appear to have been resolved, the company has still struggled to make headway. Closer to home, changes in sales, communications and marketing strategy have damaged Hornby’s relationships with many of its traditional supporters and, in some cases, caused a backlash among consumers.

On a bright autumn morning, I arrive at an anonymous office building near Old Street station and am ushered into a modern office suite. Only a few display cabinets and the odd model sitting around differentiate it from any other offices in and around the hipster hub of Shoreditch - now one of London’s most creative districts. It’s quite a change from the old Margate offices, and operates as a marketing and media offshoot of the group’s new HQ in Sandwich.

Steve Cooke became Hornby CEO in April 2016, having joined the company a year earlier as Finance Director (FD). Prior to that he had been FD at various companies in different sectors of the economy, from property to telecoms and retail - at Sainsbury’s, Homebase and B&Q. Why did he take on what, from the outside, appears to be an enormous task?

“When I joined there were still significant challenges at Hornby but the business plan on the table was based on growing to move forward. I was attracted by hearing a confident view of growth prospects, whilst also recognising that there was a lot to do. We still had to answer significant questions about Hornby’s position in the market.

“At that early stage I wasn’t aware of the distinctions between hobbyists and the toy market, so that was interesting, as was the question of how the business could succeed in the digital age. I enjoy the challenge of going into a new sector and offering a fresh perspective. Any company benefits from having people who are rooted in the business, but also from new people who can challenge and ask questions.”

ICONIC BRANDS

“The appeal of Hornby included the iconic brand names, a group with a pretty unique profile. I’d followed its recent history and overall it appealed to my retail and consumer instincts from the early part of my career.”

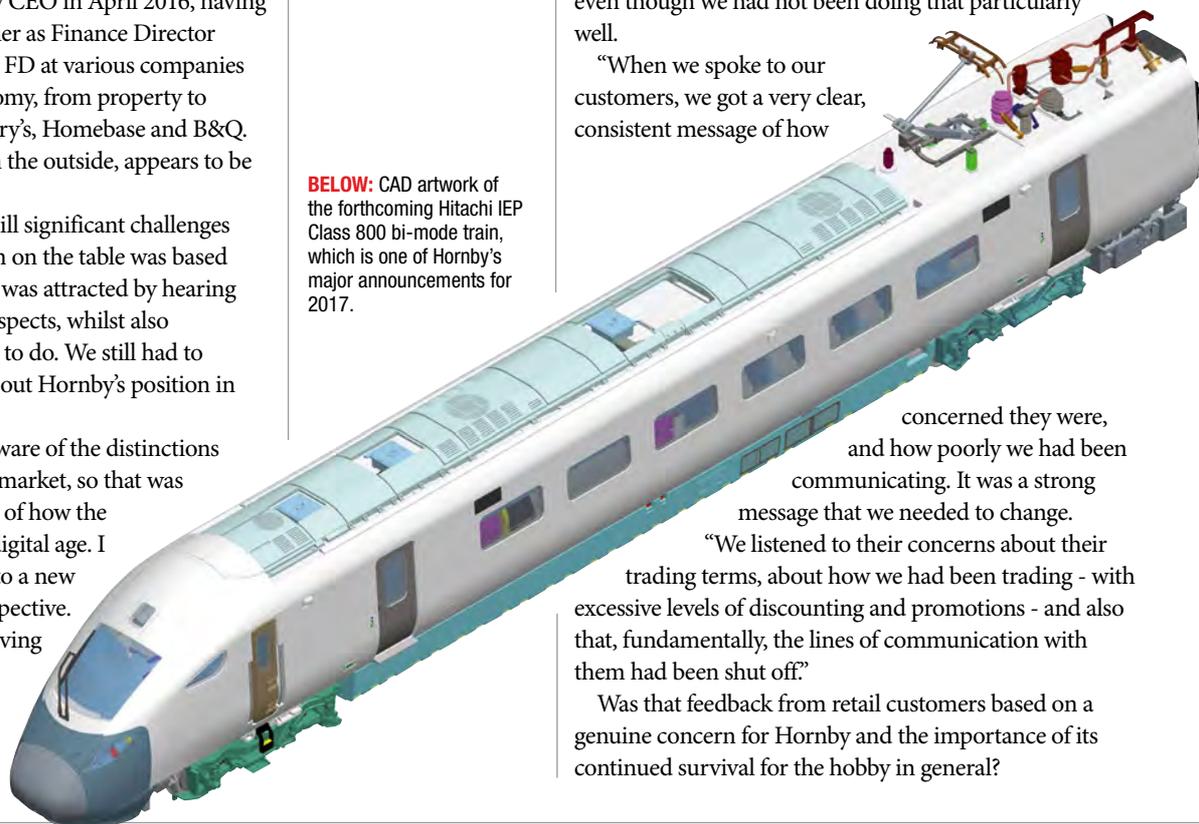
Having alluded to Hornby’s position in the market, I ask what caused its change in strategy towards retailers.

“The simple answer is that I got out to talk to our customers and listened to what they had to say. But this was against the backdrop of urgent work earlier this year to come up with a new business plan. We had to take a deep, honest look at ourselves and figure out what was working and what wasn’t.

“You can pick out the negatives, but it’s also important to dwell on the positives and identify the most important, successful parts of your business. At Hornby there is a definite pecking order and specialist retailers serving the hobbyist were one of the strongest parts of our business. We certainly felt it was important to play to our strengths, even though we had not been doing that particularly well.

“When we spoke to our customers, we got a very clear, consistent message of how

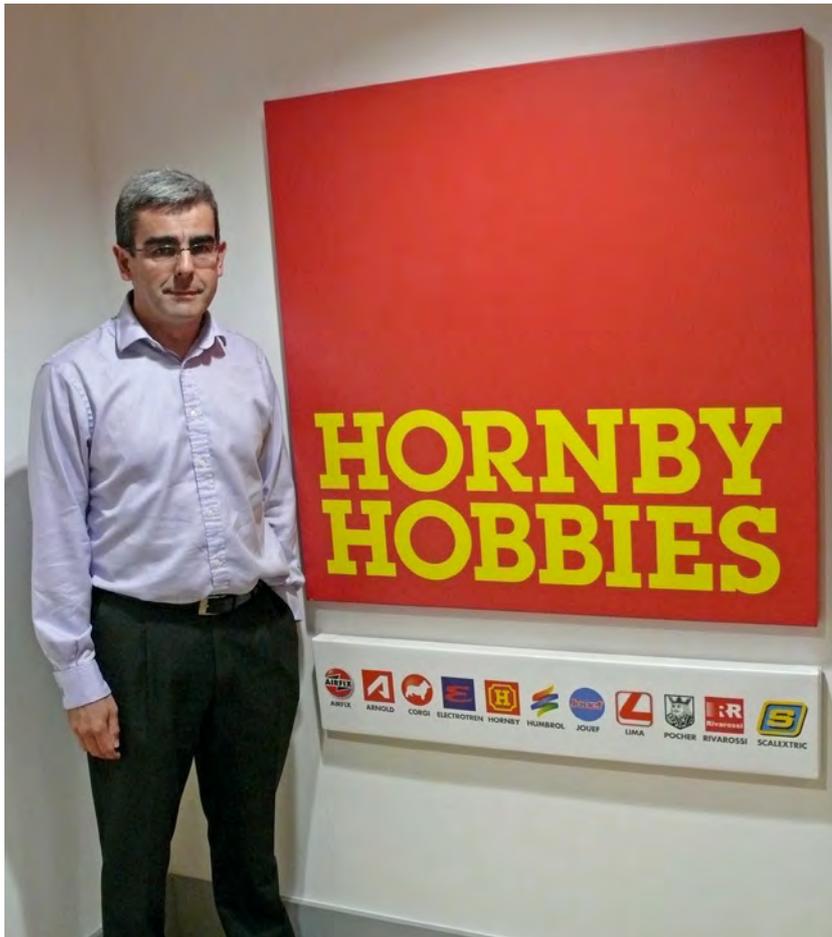
BELOW: CAD artwork of the forthcoming Hitachi IEP Class 800 bi-mode train, which is one of Hornby’s major announcements for 2017.



concerned they were, and how poorly we had been communicating. It was a strong message that we needed to change.

“We listened to their concerns about their trading terms, about how we had been trading - with excessive levels of discounting and promotions - and also that, fundamentally, the lines of communication with them had been shut off.”

Was that feedback from retail customers based on a genuine concern for Hornby and the importance of its continued survival for the hobby in general?



ABOVE: Hornby Chief Executive Steve Cooke at the company's London office.

“Overall it was constructively framed,” says Steve diplomatically, “but a key feature of each meeting was a list of problems. Laced into it all though was the strong feeling that ‘we need Hornby to succeed’. It gave us a very clear picture that the market needs Hornby and that they were crying out to work with us to serve consumers.”

“There was a real understanding of Hornby’s situation and many people chipped in ideas or suggestions.”

So, having restored retailer margins to a more acceptable level, how else will this new understanding manifest itself?

“There were three key areas of concern which we had to tackle; first were the trading terms. That was fundamentally about simplification, by moving to standard terms and getting rid of the rebate element, which some valued but most didn’t.

“Secondly, that we had traded far too aggressively. In some cases retailers could obtain stock at a lower price from other sources than they could from us. Despite an understanding of our financial situation, there was a lack of trust over discounting and direct sales how they were devaluing the stock on retailer shelves.”

“That will take longer to fix, or rather for customers to really believe it is fixed. Revenue growth targets were just too high and that, in simple terms, was the root cause of a lot of our problems.

“Thirdly, we need to rebuild our sales and marketing teams and make the business forward looking. Because we had all those years of supply chain issues, it feels to

me that the business became used to looking backwards down the supply chain to make sure we didn’t have problems in the Far East. But, of course, you don’t just sell products. You have to interact with your customers and consumers to understand what they want and then how to sell your brands in partnership with your retail customers. Hornby was not doing any of that properly.

“We can’t do everything customers want all the time, but we have to have an ongoing dialogue. It’s about reawakening our interaction with them using channels such as magazines like **BRM**, and attending shows in the right way. Let’s get the basics right.”

Assuming those basics are mastered quickly, how secure is Hornby as a business?

“I want to give a very positive message on that. Having made a significant loss last year we said ‘what do we need to do to make a modest profit in 2017/18?’

“The key thing we did earlier this year was to come up with a plan that was de-risked and was designed to be very conservative in its requirements, particularly in terms of the level of revenue required. So the business is secure because we refinanced the group against a very conservative turnaround plan.

“We’re absolutely focused on delivering a modest profit next year on conservative assumptions. But that will involve our business contracting. We’ve had to estimate how much it will contract, driven by reducing our product range, and evolving the channels through which we sell products.

“You always have to react to new challenges; even since we put the new plan into action we’ve had the ‘Brexit’ issue and exchange rate fluctuations. When your product is made overseas and you’re buying in US Dollars that’s an unavoidable factor.

“The other big area of change is in our European businesses, which is where a lot of our losses were concentrated. There will be much more fundamental changes there to reduce costs and extract the best trading parts to form a new international business.

“So by the 2017/18 financial year, we’ll return to profit. Whatever we decide to do beyond that, we’ll have a firm base to work from.”

Slightly alarmed by the reference to smaller product ranges and less capital expenditure, I ask whether such reductions in production quantities could be contributing to Hornby’s lower sales and profits?

“We’ve been producing more and more products over the last five to six years and the result of that proliferation was too many products, not all of which sold as well as they should have done leading to declining profitability and a problem of excess stock. Any reduction will only take us back to where we were a few years ago.

Does Hornby plan to return to producing larger quantities once that stock has sold through?

“We’re not at the stage yet of pushing up production quantities. But this is another reason to talk to our customers about demand levels. We can’t just produce stuff and expect it to sell. What we need is a really good understanding of what demand there is - that will determine our production volumes. We can then plan to



ABOVE: The GWR 'King' is one of several recent Hornby models that are going head-to-head with models from other suppliers - although in this case the Hornby item has reached the shops well before its competitor.

operate within ourselves and have good sell-through and low levels of excess stock.

"Any new product appraisal is only as good as the input assumptions. If we have a good grasp of the R&D, tooling and production costs as well as the expected sales volumes, the appraisal will either stack up or it won't.

"It's not about producing more or less, it's about having greater certainty about what sells. And that again comes back to being more outward looking - improving sales and marketing and also looking more closely at the competition.

"We've operated with the protection of those Hornby brands - without those strong brands we might have been in a very different position now. We need to push through all of that and look to the future."

NIMBLE THINKING

The mention of competitors raises another factor - the proliferation of new suppliers nibbling away at Hornby's traditional markets and even going head-to-head with it in some cases. How does Steve view these suppliers, who appear nimbler than his much larger company?

"It's not helpful for us to think of ourselves as a big company. We need to be nimble and we should be capable

of operating just as effectively as them. Any business should spend a lot of time monitoring the competition and generally be 'paranoid' about the competition.

"In this market, no single business can make the whole 'pie' for the hobbyist. Independent retailers want to work in partnership and they have told me 'it's OK if you want to do this slice of the pie and not that one, but please be really clear about what you are and are not going to do.' They just want us to be straight with them so they and the consumers can plan accordingly."

As Hornby is the only player in the market that comes close to offering a complete 'system' for building a model railway, some retailers are worried that a reduction in product lines will hit sales and throw up barriers to newcomers. Does Steve share those concerns?

Sitting forward to make what is clearly an important point, Steve says: "There's absolutely no need, requirement or plans to retreat from key parts of the market. We have just allowed our range to expand across a whole spectrum of things over the last five, six, seven years and we just need to pull it back. We need to get back to a more sustainable product range.

ONLINE STRATEGY

If Hornby is to reduce discounting and promotions via its website, what is the longer-term strategy for this outlet?

"We definitely drove sales too hard last year. Any analysis would show that the website business has done well, but it was doing too well. It was cannibalising sales from other channels and contributing to ill-feeling amongst independent retailers. In recent months we've pulled back on the levels of promotion and discounting.

"We're still selling directly, but not pushing it so aggressively. There remains a place for sensible and appropriate levels of promotion and discounting and retailers have told me that they don't mind that, as long as there's a level and fair playing field. If there is going to be any discounted stock on the market, everyone should have access to it."

"We also need to think of the Hornby website as a way of serving the whole hobby properly, making best use of

information and advice, rather than just selling.”

That leads me to another important factor; how does Hornby plan to communicate with customers and consumers more effectively in 2017 and beyond?

“As I said earlier, we just need to get back to doing the basics well. Even though we are having to reduce costs, we’re investing in our sales force to fill gaps and to provide full coverage for retailers.

“The senior team and I need to keep communicating too, and getting out to see people on a regular basis. We need to interact with customers, consumers and magazines on a regular basis, as well as use clubs more effectively. All those basic things are really important, before we think about anything more sophisticated.”

Will those basic factors include the return of a proper annual Hornby catalogue?

“I’ve heard that request loud and clear. I won’t make any commitments at this stage as we’ve been too good at making promises and then breaking them. We’re working on it.”

Will Hornby also revamp its train sets, which have always been the entry point for many newcomers?

“How best to do sets is an absolutely key question and we are looking at it now. I’ve been asked about it on my retailer visits, where our sets have been unfavourably compared with those from the likes of Bachmann. Customers have told us that Bachmann seems to decide what sets it wants to produce, whereas Hornby focuses on a price point.

“We sell a lot of Hornby sets through nationwide retailers [such as Argos and Asda], so how do we optimise bringing new people into the hobby - at different ages - covering everything from a Christmas set at a low price point of below £60 through to more sophisticated products with a higher price and optimum content? Which ones are the national retailers going to sell and which ones appeal to independent retailers?”

BELOW: Assessing the sales potential of new models is key to avoiding issues such as the current high level of unsold stock in Hornby’s Hersden warehouse.

“It’s at the top of our list; I haven’t got anything to reveal now, but we’re thinking about it a lot at the moment. Independents have given us some strong views that our sets just don’t have enough to them. We’ve got great product, but they want to know why we’re not bundling it into more compelling sets.

RECOVERY STRATEGY

Assuming the recovery strategy works, how does Steve see the business developing over the next few years?

“Financially, we need to deliver on our promises to the shareholders who have put us in a strong position. We can then move it forward and claim some market share back. All of the indicators that I see in the hobby market, such as demographics and opportunities for us to win back market share that we have lost, are neutral to positive, allowing us to aim at sensible levels of future growth in revenue and profit. If we rationalise down to a smaller, more efficient business and then we put more modest levels of revenue growth, then actually the profitability and cash generation will flow through at quite an attractive rate.

“How we get back to being a successful business that can grow sustainably, will be through a number of small things that add up to something material, rather than a single roll of the dice. There certainly isn’t a ‘silver bullet’ answer today, but I’d also be surprised if there was in the future. The right answer for Hornby is to learn from its mistakes, focus on what it does best and keep improving on that.”

And with that positive sentiment, our time is up. It’s often said that the whole model railway trade relies on a strong Hornby to bring new people into the hobby. After a rocky few years, surely no-one could argue that a cautious approach is sensible and welcome - as is the renewed focus on communication. Steve and his team face many challenges, but that willingness to tackle, and rectify, issues raised over the last few years should give retailers and loyal Hornby consumers cause for optimism. ■

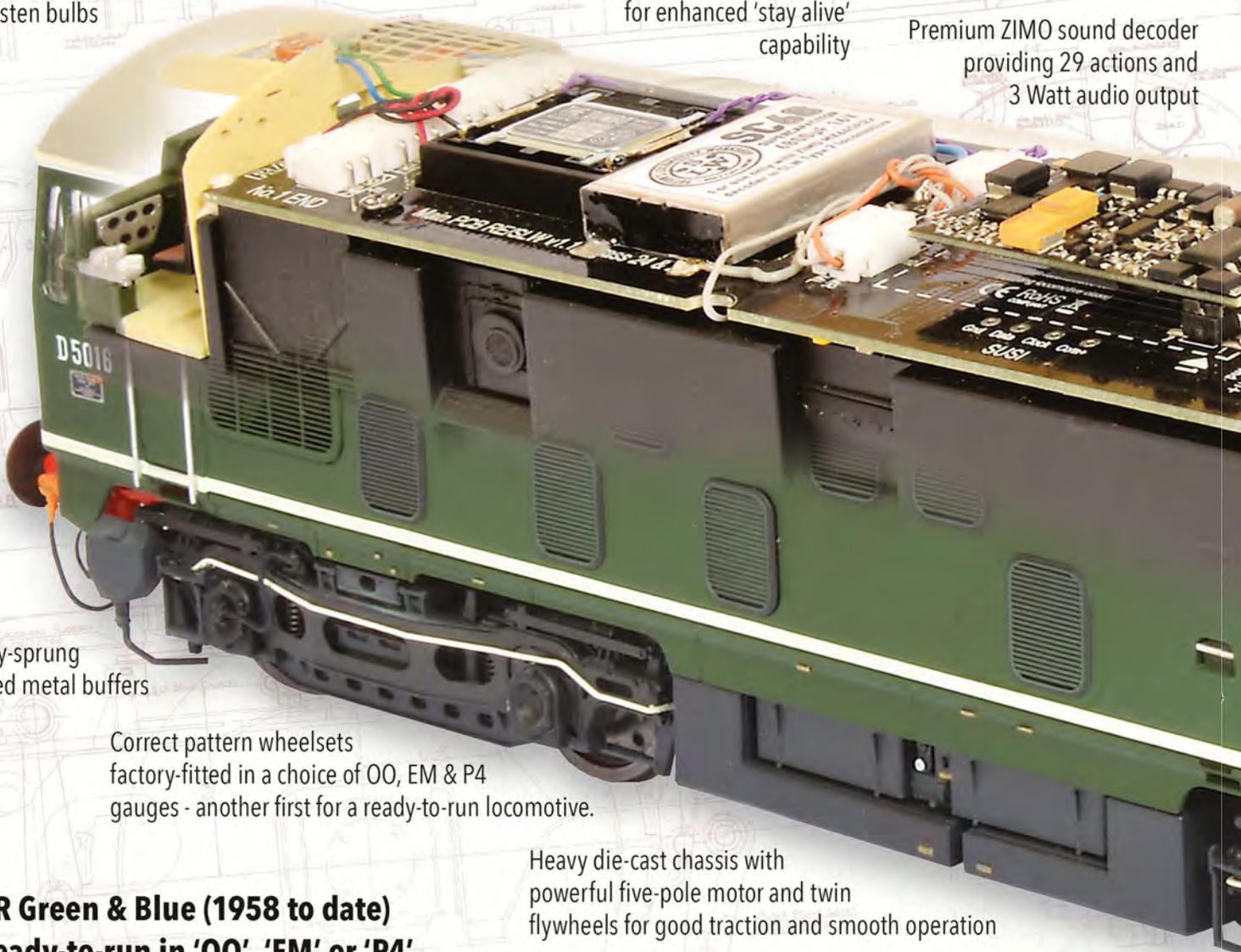


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STEVE HALL - SCALEFOUR NEWS

HOW TO...

MODIFY A BARN

SHOPPING LIST

- | Skytrex (4/052) Derelict stone barn
- | Phoenix Precision (P974) Dark Sandstone and (P957) Cement Rendering
- | Redutex (076PC112) grey slates, (076TA112) terracotta pantiles
- | Games Workshop Agrax Earthshade
- | Lifecolor Lichens & Moss
- | Woodland Scenics Fine turf
- | Grey car primer
- | Vallejo Model Color London grey acrylic paint
- | Aluminium foil
- | 1mm plastic sheet
- | 3 by 1mm basswood strip
- | 5mm diameter plastic tube
- | 2mm thick plastic sheet
- | EDM Models Weathered Wood stain
- | Vallejo Model Color Flat Earth acrylic paint
- | Railmatch Weathered Black paint
- | Wills (SS42) windows and doors
- | Micro Kristal Klear

TOOLS

- | Craft knife
- | Olfa plasticard cutter
- | 2mm drill
- | Coarse 6 inch file
- | Superglue
- | PVA glue
- | Epoxy glue



In the real world, everything changes. Crops are sown, grown, then harvested.

Shiny cars lose their sheen and gradually dissolve into rust. Buildings are erected, fall into disrepair or are renovated for a different use, before being extended or demolished. In rural spots, they're often reclaimed by nature.

Each building has a story to tell, so I'm creating a barn in four different states of repair - or disrepair - each

depicting snapshots throughout its life, all requiring modelling to customise.

Inspiration came from a single-piece resin casting for a small derelict stone barn, from a model master made by David Wright. Full of character and sold by Skytrex, its modest price makes it attractive.

Each project uses a similar set of skills and materials, so I've not detailed every step, just the differences. Once you're familiar

with the first, the rest are created by adding more detail or varying the colours.

Despite starting from the same place, the four creations look very different. When you're still at the modelling bench late into the night you know a project is interesting.

The barns are representative rather than perfect models of a particular building, and you could set at least one of these on any era of layout - they're simple to alter. ■



NEW BARN

Years before dereliction, this barn would have looked new. Let's create this in model form.



Doors are made from 0.030in plastic sheet, scribed to make planks and are fixed with superglue. Once dry, blobs of epoxy ensure they aren't accidentally pushed in.



The roof is made oversize, glued in place with epoxy - a thick glue is necessary as the wall tops aren't level. Once dry it's trimmed to size.

Buildings evolve and age with time as **Phil Parker** demonstrates, by adapting a Skytrex barn to represent different conditions of repair throughout its lifetime.



Ask the expert

Q I've regularly seen people using weathering powders on rolling stock, but how easy is it to use them on buildings?

A Weathering powders are just as useful on buildings as they are for rolling stock. You might need a few extra colours though.

Roofs are very prominent from the normal viewing angle on any model so unless the building is brand new, a dusting of Humbrol Smoke or similar dark grey powder will add colour variation. Work the powders downward with a wide brush as though it has been washed by rain.

Damp rises from the ground, displaying itself as a green tinge on bricks or stone. On older structures this can rise a long way up a wall. A green powder worked well into the courses with a small stiff brush subtly can easily achieve this.

CONTACT

- Skytrex
W www.skytrexmodelrailways.com
- DCC Supplies
W www.dccsupplies.com
- Lifecolor
W www.airbrushes.com
- Games Workshop
W www.games-workshop.com
- Phoenix Precision Paints
W www.phoenix-paints.co.uk
- Eileens Emporium
W www.eileensemporium.com



Gaps are filled with DIY store wall filler. Strips of slabs 6mm by 10mm are created by scribing with an Olfa cutter to cap the top edges of the end walls.



Using a dark grey Vallejo acrylic washed over the surface, the mortar lines are darkened. Base colour is then dabbed on the stone surfaces with a sponge.

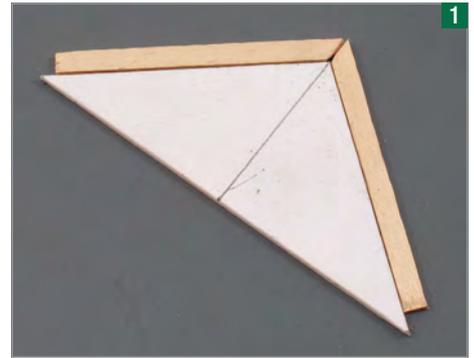


Redutex self-adhesive slate roofing is cut to size and stuck down to finish the model. Apply light pressure until you are sure it's in the correct place.



DERELICT BARN

After decades of use and much neglect, the barn is looking worse for wear. The slate roof has been replaced with cheaper corrugated iron and even this has rusted away or fallen, leaving the wooden trusses exposed to the weather.



Roof trusses are cut from 1mm by 3mm basswood strip. A cardboard template cut to match the end walls with a 40 pitch helps assembly.



The walls are painted as before, but the timber is coloured with Weathered Wood stain. This turns the wood a realistic silver sheen.



Ramshackle doors based on photographs found on the web are made from sheet basswood scribed with an Olfa cutter. They are stained the same way as the trusses.



The model looks pretty complete with its woodwork, but many photographs show slate roofs were regularly replaced with corrugated iron which rusts over time.

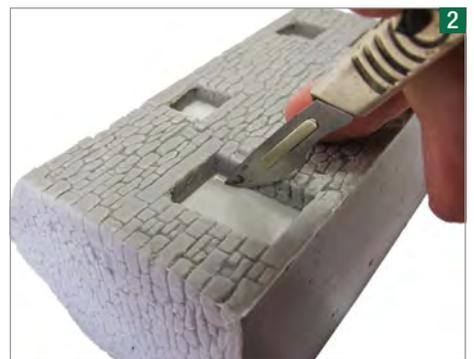


BARN RUIN

Let's start with the most basic barn - one on the verge of collapse. No modifications are made to the casting, only a paintbrush is required.



Each model is based on a single-piece resin casting. A quick scrub in the sink with washing up liquid is followed by a rinse under cold water to remove the release agent.



The casting is clean but there's a thin film of flash across the doors and windows. Cutting it away with a sharp knife is the cleanest and easiest way to remove it.



Let the model dry overnight, then wash the surface with Citadel Earthshade to darken the mortar lines.



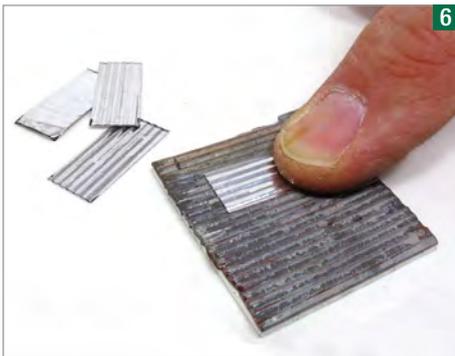
Inside, walls are part-plastered and this was painted with cement render colour. The floor is dusted with earth colour scatter materials followed by greenery.



Using Gloss Muddy Fixer as a glue - a thick green acrylic paint from Lifecolor's Lichen's & Moss pack - work the colour around the base of the model.



The top beams are cut from the same wood as the trusses and glued with thick superglue. Square strips of 1mm balsa provide further support.



Both sides of the iron sheet are visible, so it needs to be thin. Kitchen foil is cut to 24 by 10mm, then pressed onto a piece of corrugated roof left over from a kit.



BARN CONVERSION

After standing derelict for years, the barn is rescued from collapse and converted into a house. It's not a large building, so a brick extension is added to the rear.



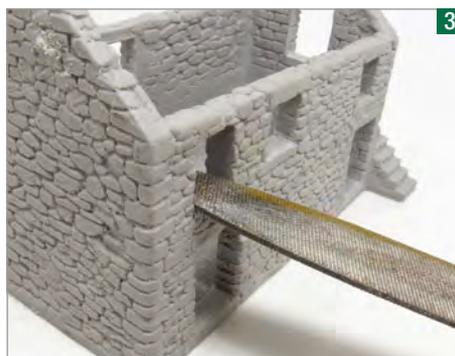
After spraying with a grey car primer, the model is painted a base colour, Dark Sandstone in this case. Individual stones are picked out with a lighter shade.



Moss is dropped over the fixer and pushed into place with a fingertip. I'm using Lush Plant, but four different colours are available.



These windows and doors are from a Wills building accessory pack. I stockpile these mouldings for projects where size is more important than a specific design.



Square up the windows and doors with a small, coarse file. Keep trying the windows for size to avoid taking away too much material.



Using a line that I've drawn onto the surface, holes are drilled around the edge. Working a craft knife into each will join them up, to remove the centre section.



New lintels are required and made from Milliput filler. Square up the edges with a knife and needle file. Re-apply more filler if required until you're happy.



5 Although I'm not modelling the interior, adding cardboard floors and walls prevents viewers seeing through the building and makes it look more realistic.



6 Our barn has been smartened, so brown mortar followed by more base colour sponged onto the stones gives a pleasant Cotswold honey colour stone effect.



7 Redutex terracotta pantiles are easy to use but make sure you use them the correct way around so that each tile overlaps its neighbour at the bottom.



8 The new owners have added a fashionable woodburner which requires an ugly flue. I've made this one from plastic tube, topped with a plastic fitting.



9 A small extension is made from cardboard, faced with embossed brick plastic sheet. The base of the barn needs to be trimmed for it to fit snugly against the wall.



10 Windows and doors are painted grey or green which seems to be fashionable - glazing is then carried out with Kristal Klear. This addition is glued to the building.

Skytrex Model Railways

4/052 'OO' derelict stone barn
£10.00 plus p & p



An attractive scenic feature piece cast from an original master sculpted by David Wright of Dovedale Models.

This one-piece resin casting has a footprint of 125 x 73 mm including steps and is 77mm tall.

For imaginative ways to use this building see *Phil Parker's Barn Conversion* article in this issue!



OO Accessories

4A/001	10 Large Wooden Barrels	£3.50
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4A/002	Clusters of Large Wooden Barrels	£5.00
4A/003	Horizontally Stacked Large Wooden Barrels	£4.00
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4A/005	10 Bales of Wool	£3.50
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4LS/004A	GWR Ground Water Crane	£10.50
4LS/005	2 Ton Yard Crane	£9.50
4LS/006	Pair of Sleeper Built Ballast Bins	£2.50
4LS/007	Sleeper-Built Platform Section with Steps	£5.00
4LS/007A	Sleeper-Built Platform Extension Section	£4.00
4LS/007B	Sleeper-Built Platform End Ramp	£4.00
4LS/007C	Sleeper-Built Steps	£2.00
4LS/008	Midland Water Column	£5.50
4LS/009	Sleeper-Built Coaling Stage	£7.50
4LS/010	LNWR Water Column	£5.50



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START YOUR ENGINES

SHOPPING LIST

I Eileen's Emporium - Micro Kristal Klear
 I Games Workshop - Agrax Earthshade weathering ink
 I Humbrol - weathering powders
 I Modelrailwayscenery.com - vehicle transfers
 I Phoenix Precision Paints - Superstrip (paint stripper safe for plastics)
 I Severn Models - etched tool kit

Model road vehicles help to set layout eras, but also make great modelling projects for the winter months, as **Phil Parker** discovered by making a small selection look more realistic.



CONTACT

BASE TOYS

Available through all good model shops

COOPERCRAFT

W www.cooper-craft.co.uk

OXFORD DIECAST

W www.oxforddiecast.co.uk

ROAD TRANSPORT IMAGES

W www.roadtransportimages.com

SGTS' MESS

W www.sgtsmess.co.uk

EILEEN'S EMPORIUM

W www.eileensemposium.com

GAMES WORKSHOP

W www.games-workshop.com

HUMBROL

W www.humbrol.com

PHOENIX PRECISION

W www.phoenix-paints.co.uk

SEVERN MODELS

W www.severnmodels.com

Model railways aren't all about trains - we can't ignore road transport. Where railways meet roads at stations, bridges, crossings or sidings, the odd road vehicle can add interest.

We're incredibly well supplied with scale road vehicles - a situation that has changed dramatically over the last decade.

Die-cast models are great from the box, but need work to blend in with a grimy urban scene. Learning to weather with powders is better on a die-cast model - you can always wash it under a tap, not something advised with a locomotive!

Pay attention to photographs of the era you're modelling. Modern vehicles have a level of rustproofing

that keeps them looking good for years. In the steam and early diesel period, a five year old car often looked tired. Wonky bumpers and bodywork rust were common sights - many owners spending their weekends carrying out remedial work.

The arrival of the MOT in 1960 - and commercial vehicle test two years later - removed many wrecks from the road and more modern designs hit the roads. Car spotters will gleefully point out models that don't suit the era, so make sure you choose the right ones.

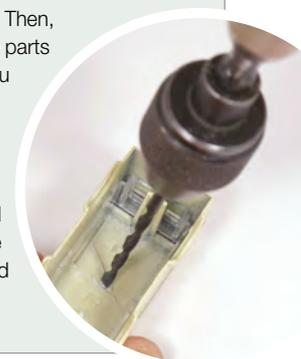
The previous BRM project layout 'Ruston Quays' had a varied selection of vehicles which were all weathered, some re-liveried to match the firms represented on the layout. ■

Learning to weather with powders is better on a die-cast model - you can always wash it under a tap, not something advised with a locomotive!

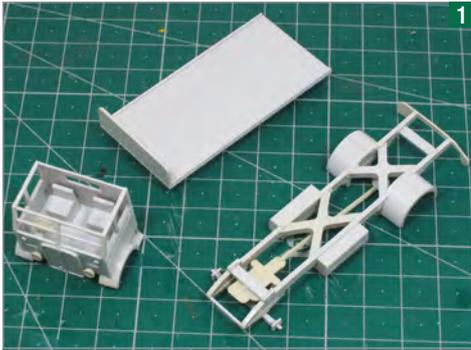
Ask the expert

Q Die-cast vehicles aren't meant to be taken apart and getting into many is a mystery, particularly those with rivets - is there a simple way to avoid damage?

A Repainting a model is easier if you can take it to pieces first. Many modern die-casts are assembled with small crosshead screws, but eventually you'll find one where parts are held together with rivets. Find a drill bit slightly larger than the rivet head and slowly drill. Then, gently prise the parts away. When you put the model back together, the leftover stubs will align the parts. You'll need superglue or epoxy to hold them together afterwards.



PRACTICAL BRM | ROAD VEHICLES | OO Gauge



Coopercraft's AEC Monarch is an odd beast. Ease of assembly is a bonus and it was once the only plastic lorry kit that didn't need to be converted from a military model.



Available with flatbed, dropside, high side or tanker bodies, the kit regularly turns up unbuilt on secondhand stalls and may re-appear on the market in the future.



Road Transport Images' kit of the Ford Thames 400e is moulded in resin with brass axles and a steering wheel. No glazing is included, so use Micro Kristal Klear.



The 400e took its styling cues from Ford's American parent company, placing the driver above the front wheels. Many body options exist for modellers, from flatbeds to box vans.



Base Toys' diecast Thames Trader represents the first heavy commercial vehicle designed by Ford's British offices and is a great layout addition by a warehouse.



I bought this model secondhand and re-painted it using Phoenix Superstrip followed by Humbrol enamels. A transfer was produced on an inkjet printer.



Oxford Diecast's Austin K8 is faithfully based on a prototype that quickly gained the nickname 'three-way' because of its access doors to load via both sides or rear.



Its original decoration seen here was burnished from the model with a fibreglass pencil leaving a clean side, ideal for the application of waterslide transfers.



Parker & Sons Fabrications transfers are produced by modelrailwayscenery.com. Re-painting the model isn't possible as the radiator grille is printed.



Land Rovers have been employed by many for off-road work. This Oxford Diecast model depicts a Series I produced from 1947 to 1958.



Matt varnish was applied followed by weathering powders brushed on and wiped with a damp cloth. Work downwards to simulate rain marks and dirt in the panels.



Another British classic from Oxford Diecast is this 1956-onwards Morris Minor 1000 pickup with a one-piece windscreen.



13

Matt varnish was applied to this model, followed by a wash of Citadel inks. The hand tools in the back are from an etched kit designed for military modellers.



14

Produced by Brush to a design by Metropolitan Vickers, these three-wheel electric vehicles were common sights in factories and warehouses hauling additional trailers.



15

The SGTS' Mess whitemetal kit of the prototype is a simple small kit measuring just 33mm in length. For such a tiny model, it's popular on the layout.



16

Base Toys' die-cast AEC Mercury is based on a 1950s version in the livery of J.R. Smith of Waddiston. The model was stripped for varnishing and a light dusting of powders.



17

This Ford Anglia van from Oxford Diecast was plain white, but a Parker & Sons Fabrications transfer from *modelrailwayscenery.com* was soon added. Windows were masked with tape before spraying with varnish to remove the gloss sheen. If you'd like a cheap die-cast project this winter, take a look at our great car offer below.

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LAYOUT | LBSCR 1880s | O Gauge

SALTDEAN



After returning to British outline modelling, **Peter Smith** found inspiration in the colourful world of the London Brighton & South Coast Railway in the 1880s.



FACT FILE

SCALE/GAUGE: 7mm:1ft scale, 32mm gauge O
SIZE: 21ft by 2ft 9in
ERA/REGION: LBSCR 1880s
LOCATION: Sussex
POWER & CONTROL: Lenz 100 DCC
LAYOUT TYPE: Fiddleyard to terminus
WORDS & PHOTOGRAPHS: Peter Smith

After ten years of modelling American, German and French railways I was ready for a change, so it seemed natural to turn back to the UK in search of inspiration. I had no particular prototype or location in mind, the only criteria were that it would be O gauge and no more than 20ft long. Fortunately, at the same time as I was pondering my options, Dapol announced a ready-to-run Stroudley "Terrier" at a very attractive price. One of the versions was to be in London Brighton & South Coast Railway (LBSCR) livery. That settled it; I started looking to Sussex for somewhere suitable to model. I've always liked the LBSC, especially the architecture and the Bluebell Railway is my favourite preserved line.

The problem was that there weren't many places without a railway; the LBSCR pretty well covered the whole area. However, I lighted on a little place called Saltdean, high on the cliffs to the east of Brighton. It turns out that Saltdean didn't exist in the 19th century, it only came into being as a holiday resort after 1900 but for my purposes it was ideal. I simply imagined that the Victorians developed the place earlier and a ten-mile branch was built from Brighton to serve the new settlement. I later found that a line had been proposed between Brighton and Newhaven but it was never built because the gradients would have been horrendous; fortunately modellers don't have to worry about such practicalities!

PLANNING STAGE

Having settled on my location I drew up a plan for a terminus station on four 4ft by 2ft 9in baseboards leading to a 5ft long fiddleyard. I've found that this size is big enough to be interesting but small enough to cope with in O gauge. I decided to set the model in the late-1880s, just to make it different from all the other exhibition layouts out there.

Although the "Terrier" is ideal, just about everything else has had to be scratchbuilt or made from kits - an interesting challenge!

On the plus side, all the locomotives and coaches are small and trains would have been short, which helps a lot when you're building a relatively small layout in

ABOVE: Although the layout was inspired by Dapol's O gauge 'Terrier', virtually everything else had to be scratchbuilt.

LEFT: Stroudley 'A1' 0-6-0T Southdown shunts vans as the ornately painted brewery locomotive passes in the background.



3



7mm scale. I've also persuaded myself that when Brighton Works overhauled a locomotive they would send it up to Saltdean for a test run to make sure all was well. That gives me the excuse to run pretty much anything the LBSCR had in the 1880s and adds hugely to the variety. In reality a branch line like this would probably have seen nothing but 'Terriers' and 'D1s'.

I decided to add a brewery to create additional goods traffic and add a private shunting locomotive that wasn't painted yellow. I realise it's not the kind of place a real brewery would have been built, but I like it.

KEEPING TRACK

I used Peco track throughout but because the ballast covers the sleepers, little more than the railheads can be seen. The trackplan is very conventional, except that the lines running through the brewery and the locomotive shed continue into the fiddleyard to give more flexibility for storing spare locomotives.

The track curves in front of the station building just to get away from what would otherwise be straight lines, and the ground rises towards that end of the layout. I'd have liked to include a river but as the station is perched on top of a cliff that wasn't really an option.

I use a Lenz 100 DCC system; I've used most of them and this is the best by a country mile for an exhibition

ABOVE: *Rottingdean* - one of Stroudley's powerful 'D1' suburban 0-4-2Ts of 1873-87 coasts in with a train from Brighton.

BELOW: Saltdean Brewing Co. keeps the line busy with goods traffic: coal and raw materials in, and ales shipped out in vans to local towns.

layout in my opinion. The points are changed from the handheld controller, and it also operates the one working signal. I use Hoffmann point motors from Germany and one operates the signal too. Again, over the years I've tried most types of motor and Hoffmanns are the best I've encountered.

'Saltdean' was designed from the start as an exhibition layout and it can be operated from the front or back. I like to operate from the front at shows so I can talk to visitors. People are far more likely to chat if there is no baseboard creating a barrier between you. All the locomotives have sound, so it's nice to be able to let



4

If you're interested in this layout and other aspects of LBSCR modelling, see the 'Saltdean' blog at www.rmweb.co.uk



small children blow the whistle or even run a train along a siding. The Lenz controller is ideal because it's simple to use and all the buttons are nice and large.

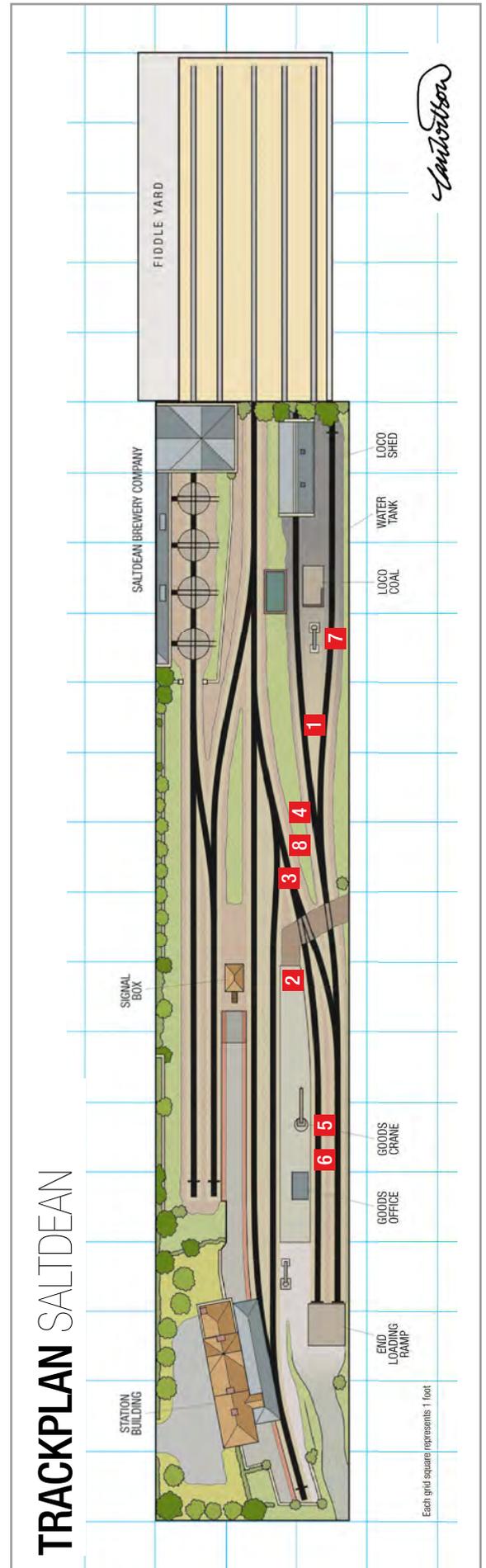
PERIOD FEATURES

The biggest challenge I have found is coming to terms with all the things I can't do. I put enamel adverts on the retaining wall, but had to take them off again as the first factory producing them didn't open until 1889. Clearly any road vehicles with petrol engines were going to be wrong, but I hadn't realised that bicycles were also a trap for the unwary; the 'safety bicycle' would have been brand new, cutting-edge technology in the 1880s. I've used a couple though - Saltdean is a very go-ahead place!

ABOVE: Peco track is used throughout, although ballast over the sleepers helps to disguise it and give a more Victorian look.

BELOW: Apart from the 'Terriers' the other locomotives in the fleet are largely built from kits, including this LBSCR 'D1'.

Saltdean didn't exist until it came into being as a holiday resort after 1900, but I simply imagined that the Victorians developed the place earlier and built a railway from Brighton to serve it.



Ask the expert



Q How did you go about finding correct vehicles and figures for your period and how are they positioned on the layout for maximum effect?

A My horse-drawn vehicles are all built from kits; I'd have loved to include more but you have to be careful not to overdo things. Vehicles and figures pose a problem if they are whitmetal, they are heavy and when the boards are being transported they lay on the backscenes - heavy items tend to fall off.

I glue a piece of 2mm brass rod into a hole before placing the figure or vehicle in place; figures are simply glued on unless they have a long dress in which case a hole can be drilled. Vehicles have a hole drilled where it won't show, as do the horses and are glued to the rod. If you look carefully the rods can be seen but generally they aren't noticeable. The rigid rod supports the item so the weight isn't all being taken by the wheels or feet.



ABOVE: One of the beauties of modelling pre-Grouping railways is the huge variety in locomotive designs and the many ornate liveries.

BELOW: There's not much protection for the crew of LBSCR 0-4-2T No. 467 as they leave Saltdean, high on the cliffs above the English Channel. It's a good job the weather is kind today!

Whitemetal figures come from Omen and Detailed Miniatures, and are ready painted apart from a few I've done myself which hide in the shadows under the platform canopy. I take the view that if I can't do something well enough I'm more than happy to pay someone that can. In O gauge they are big enough to look like real people; no lesser a figure than [LBSCR Chief Mechanical Engineer] William Stroudley is standing at the end of the platform, and Charles Dickens is leaning against a lamp post. As he died in 1870, I'm not quite sure what he's doing there!

I keep an up to date diary of 'Saltdean's' exhibition bookings on my website www.smithslayouts.com so if you fancy seeing it in the flesh that's the place to look. ■



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HOW TO...

DETAIL A HELJAN CL

Will Thompson takes one of the lower profile OO gauge diesel models of recent years and gives it a workaday late-1990s look.

SHOPPING LIST

BODY

- | Express Models DCC/HJ58(6) Light Kit -
- | A1 Models Etched bodyside grille

CHASSIS

- | Kadee Couplings (252 & 148 Whisker)
- | 8BA bolts & nuts
- | Branchlines 14mm coach wheels
- | Heljan Class 58 detailing kit (as supplied)
- | Four-function DCC decoder (wired)

PAINT

- | Halfords Matt Black Spray Can
- | Railmatch Satin Varnish
- | Railmatch RM232 warning orange
- | Railmatch RM402 Frame Dirt
- | Railmatch RM415 Oily Steel
- | Railmatch RM403 Roof Dirt
- | Railmatch RM206 Rail Grey
- | Humbrol 25 Matt Blue
- | Humbrol AV0209 Oil Wash
- | Tamiya masking tape

GLAZING

- | Lexan plastic sheet (0.75mm)
- | Humbrol Clear
- | Black marker pen

General Tools

- | Craft knife
- | Paintbrushes
- | Needle files
- | Fine filler
- | Superglue
- | Soldering equipment

Heljan's Class 58 heavy freight diesel is an attractive model which just cries out to be weathered. I've had a soft spot for the Mainline

Triple Grey version after watching them around Nottingham in the mid-1990s, and as they eventually made it onto the Southern Region I couldn't resist one!

This model has been converted to EM gauge using Branchlines 14mm coach wheels but re-using the Heljan gears. I used a spot of Loctite on one loose axle but the rest all fitted nicely. The pinpoint axles were crudely filed off, and the wheels primed and painted.

In order to fit the lights the chassis was stripped so I could attack it with a miniature hacksaw to create enough space for the lighting kit. This is not a fun job but it means one less trip to the gym. The Express

Models lighting kit is straightforward to fit and an improvement over the original illumination, which isn't bright enough. As a tip, it's always worth painting the inside of the body to prevent light bleed.

Couplings are the Kadee type (see left) - I used a No. 252 box with a medium No. 148 whisker coupling mounted to the underside of the chassis. Scrap plastic card was used to get the right height and then the coupling was fixed using 8BA bolts. With this complete I fitted the detailing pack and then sprayed the chassis matt black using a Halfords aerosol can.

BODY DETAILS

My secondhand example had a bit of damage around the main grille area so I cut it out and fitted an A1



ASS 58

Models replacement etc. I'm not sure there is much improvement over the original moulding, but in this case it was worth doing.

The version I tackled is one of the early Heljan Mainline triple grey releases. It has a few livery errors but they are easily addressed. I like to use a Halfords matt black spray as it produces pretty good results quickly and saves me getting the airbrush out. Firstly I painted the side doors black, then I also sprayed the chassis to make it easier to weather later. I used Humbrol matt black and a dry brush to pick out the grilles on the sides.

Ever since I've started fitting Shawplan Lazerglaze to my models I've found that I dislike factory-fitted glazing. As Brian hasn't produced glazing for the



Every inch the hardworking freight machine, Heljan's '58' repays a little work with the paintbrush and weathering paints.

Heljan's Class 58 doesn't receive much attention in the modelling press but it's an attractive model that just cries out to be weathered. I have a soft spot for the mid-1990s Mainline grey version.



The body shape of the '58' provides plenty of nooks and crannies into which dirt can be worked to give a prototypical appearance.

'58' yet I'd thought I've have a go with Lexan sheet available cheaply from eBay. It's a little thick at 0.75mm but can be cut and shaped. Before fitting I used a black marker pen on the edges to remove the prism effect, and then at the end of the model build it was fixed in place with Humbrol Clear. The side frames were painted using matt black, and to get a straight edge I used two bits of Tamiya masking tape as there was no chance of getting it right freehand!

Finally, for this section, the cab had a few extra details added and things such as seats picked out with paint.

FINAL ASSEMBLY

Once the model was re-assembled I started the fun bit of weathering it to look like a hard-working freight locomotive. On most '58s', wash plants don't really reach the middle of the body so it tends to stay rather mucky in all the many nooks and crannies.

I used a combination of weathered black and browns applied in thin washes to create a convincing effect. The underframe and bogies had a combination of frame dirt and weathered black applied throughout, with the odd oil stain added where excess oil tends to gather on the prototype. For areas such as this, I always consult photographs of the real thing.

Heljan's '58' is an under-rated model that doesn't seem to receive much attention from modellers, but with plenty of colourful liveries and small variations between individual locomotives in BR Sector, Trainload Freight and EWS liveries it offers great potential for detailing projects. ■

SIGNAL YOUR INTENTIONS

Railway signalling is constantly evolving - Network Rail signalling designer **Simon Paley** offers an introduction to current practice and what's available to modellers



Colour Light Signalling is a vital part of the modern railway and the element

that actually makes it all work. Without it, no trains would be able to move. However, the art of signalling is still seen as a black one, with many layouts either having the wrong signals or none at all. With this article, I'll help you better understand parts of modern signalling practice.

Colour Light Signals were first installed in 1920 by the Liverpool Overhead Railway and have since become the standard signalling type in the UK. However, over the next decade they will be replaced in many cases by In-cab signalling technology.

Filament lamp colour light signals (see left) slowly replaced traditional semaphore signals from the 1930s onwards, although there is no date for them becoming 'standard'. They remained the preferred method for signalling until September 2006, after which various types of light emitting diode (LED) signals were installed as replacements. Currently there are five types of colour light signals used in the UK; Multi Aperture Filament Lamps, Multi Aperture LED, Single Aperture 'Search Light' LED, 'Dorman' Lightweight LED and 'VMS' Lightweight LED. In some places all these types of signal can be seen together.

The standard three aspects (Proceed, Caution and Danger) were increased to four in 1926 to add a Preliminary Caution (double yellow) to the sequence before 'Caution'.

As part of this ongoing development, safety systems were



Detection, Timetables and even controls from Station Staff (for example the 'Train Ready to Start' plungers seen at stations).

These inputs are put through an interlocking system, which is nowadays solid state and computer based. This decides what happens and the appropriate outputs are sent to the signals, safety systems and indicators on the railway that give instructions to the train drivers.

As well as signals, other lineside equipment is required, the most important being safety systems. AWS uses Permanent and Electromagnets to give the driver both visual and audible indications of the status of the next signal ahead. These can be identified by Yellow or Green (for third-rail areas) magnets mounted between the rails on the approach to a signal.

Also, TPWS 'loops' are now fitted to main signals that have conflict points. These are placed between the rails both adjacent to the signal and, in some cases, on the approach to signals. These metal grids contain transmitters that send a signal to the train.

An on-board computer analyses and determines if the train has passed, or will pass a signal at danger and brakes the train accordingly if required. TPWS loops can also be found between the rails around level crossings and close to the buffer stops in dead-end platforms.

One thing that needs to be remembered when wiring signals is the aspect sequence and the rules that govern it. For example, if the signal is protecting entry into a terminal line, it must not show a Green (Proceed) aspect. A Single Yellow (Caution) aspect is now used, after a terrible accident at Moorgate in 1975, where a train sped into the buffer stops under a Green aspect.

At junctions, a system of 'approach release' is commonly used. This is where the signal controlling access onto the junction is kept at Danger until the train has passed the signal behind at a Single Yellow aspect. This restrictive sequence means the train will slow to the correct speed to negotiate the junction. At High Speed junctions, flashing Yellow Aspects are used.

implemented and integrated into the signalling system. Automatic Warning System (AWS) was introduced after the horrific collision at Harrow & Wealdstone in November 1956, and Train Protection Warning System (TPWS) was made mandatory in January 2001 as a result of the fatal collision at Ladbroke Grove.

SIGNALLING SYSTEM

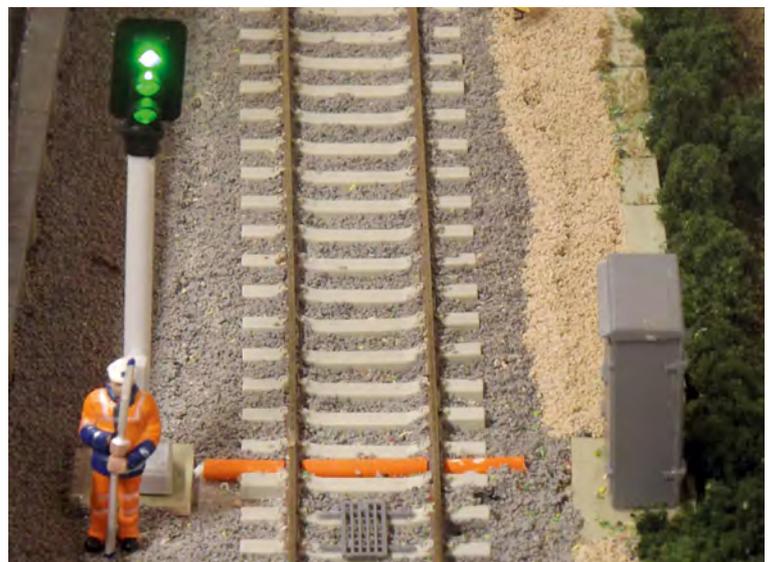
Many people think that a signalling system consists purely of the signals seen at the lineside. However, the scope and complexity of the system nowadays spreads far beyond that. Here's a fairly simple explanation:

The system takes in data not only from inputs by signallers, but also inputs from either Track Circuits or Axle Counters, Point

LEFT: Crossrail EMU 315823 slows for its stop at Stratford, passing four-aspect signal with 'feather' junction indicator. BEN JONES

ABOVE: A single aperture LED signal of recent design on my 'Norwood Road' layout. Note the AWS ramp between the rails behind.

RIGHT: It's important to get the supporting infrastructure right around your signals too, such as the TPWS loop between the rails, cable conduit under the track and nearby relay boxes.



About the author

I'm a trainee signalling designer with Network Rail's Reading Signalling Design Group (SDG) and working towards my Assistant Designer License with the Institute of Railway Signal Engineering. The information in this article has been checked by both a Lead Signal Engineering Designer and a Lead Signalling Designer within SDG.

SIGNALLING ANATOMY

There are many components that make up a signal. To help identify them, here's a labelled photograph of Sierra November 248 (SN248), the Up Platform 4 Starter at Southall station in west London.

JUNCTION

INDICATOR/'FEATHER'

- Indicates the divergent route that a train will take to the left or right

ROUTE INDICATOR -

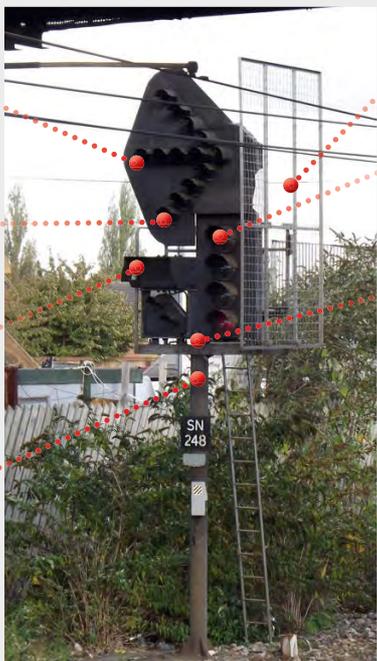
Used if there are more than 7 routes available, and where shunt moves require route indications

POSITION LIGHTS -

Controls Shunt or Permissive Moves from a Signal

SIGNAL POST

TELEPHONE - Connects with the Signaller for Driver Communication. Fitted where the signal is safely accessible



SAFETY CAGE -

Fitted to some signals to prevent maintenance technicians from falling, the extended cages are only fitted in OLE areas

SIGNAL HEAD -

Contains the aspects to be shown to the Driver, these can be multi aperture and display 1, 2, 3 or 4 aspects

SIGNAL ID PLATE -

Identifies the Controlling Signal Panel (2 letter prefix) and the signal itself

Not every signal needs every component shown here. However, every signal should have a Head, Supporting Structure (such as a post, gantry or wall mounting) and an ID Plate. Other components are fitted according to what train movements it controls.

MODEL POSSIBILITIES

Every layout is unique and requires different signal types/styles and articles on where to place signals have been published before. To tell you the exact way to signal your layout in a single article is almost impossible and it even takes professionals on the real railway years to develop a signalling scheme, so I can't give you a definitive answer on 'where should my signals be?' I can, however, give you some other fundamentals.

In choosing the signals for your layout, you should think of the amount of traffic the area will have and the speed of said traffic, these govern the number of aspects used; a busy four-track, 125mph main line would use four aspects, while a low-speed secondary branch line would use two-aspect signalling. A moderately fast and busy route might use three-aspect signal heads.

Do not underestimate the distance between signals. On a OO gauge layout where the line speed modelled would in reality be around 40mph on the level, two signals should be at least a scale 10.4 metres (roughly 34ft) apart, and if you are modelling a main 125mph line, this distance increases to a scale 26.9 metres (or approximately 88ft!) apart. The signal should also be mounted at least a scale 1.3 metres to the left of the left hand running rail, to prevent trains from striking it.

Today, all main signals are fitted with safety systems and models should be no different. AWS magnets should be mounted centrally between the rails at least a scale 180m ahead on the approach to the signal. These magnets can be obtained from the Peco range, although they're overscale, so I use 3-D printed scale versions, available from Shapeways.

AWS magnets should be painted Yellow, unless fitted to a Southern Region layout, where they should be Green. This is due to having extra strength magnets fitted.

Train Protection Warning System (TPWS) loops should be fitted to any layout modelled



BEN JONES

after 2001, with at least a pair of loops fitted between the rails adjacent to each signal where a conflict will occur. Also, a pair of smaller loops should be positioned at a scale 55m and 60.5m from terminal station buffer stops. Again these are available either from Peco or through the 'Penistone Railway Works' 3-D print shop on Shapeways.

Some platforms are fitted with 'OFF' Indicators, this gives an indication to the guard or station staff if a platform starter signal is showing a Proceed aspect and is only fitted if the starter signal is obscured to the guard or station staff, such as on a curved platform. A kit for this indicator is produced by Berko.

This article isn't meant as a definitive guide to Colour Light Signalling as it's such a broad and complex topic. The information above is intended purely as a beginners guide to it. If you want more information there are plenty of books and websites on the subject, plus a whole section of **RMWeb** devoted to it. As a Signal Engineering Designer said to me "Put three signal engineers in a room, and you'll get four different opinions", but the old rule of 'if it looks right, it probably is right', should apply! ■

USEFUL WEBSITES

| www.railsigns.uk

| www.shapeways.com/shops/penistone-railway-works

| www.brmm.ag/SJPModels

LEFT: Single aperture LED signals mounted on a gantry at the western end of Blackburn station. Note the two different designs of 'feather' indicator.

BELOW: On hire to Caledonian Sleeper, 86401 *Mans Meg* sits under the signal gantry at King's Cross in February 2016, waiting to leave with the empty stock of a diverted Anglo-Scottish sleeper.



BEN JONES

WHAT'S AVAILABLE?

Many companies produce both kits and ready-made models of Colour Light Signals and there are also suppliers who can build them to your specification if necessary.

1: ABSOLUTE ASPECTS

Scale: 2mm, 4mm and 7mm

Type: Working/Bespoke

W www.absoluteaspects.com

Summary: These signals are built to your specification and include SPAD Indicators, Position Lights, Theatre Indicators and Signalling Gantries.

They are, for my money, the best overall signals, however, they can be expensive.

2: BERKO

Scale: 2mm and 4mm

Type: Working/pre-built

W www.gaugemaster.com

Summary: Berko produces models of the traditional Filament Lamp Signals with two, three or four aspects on straight and bracket posts and individual heads without posts. However, these, along with the Eckon range have oversized signal heads. They're the best option if large numbers of signals are needed and your budget isn't unlimited!

3: CR SIGNALS

Scale: 2mm and 4mm

Type: Working/pre-built/kits

W www.crsignals.com

Summary: Produces a range of signals as kits and ready-made products in two, three or four aspects. Includes the option of safety cages. Best option for 2mm scale N or 2FS.

4: ECKON

Scale: 4mm/00

Type: Working/Plastic Kits

W www.goldenvalleyhobbies.com

Summary: These are kit versions of the Berko range, but include Ground Mounted Shunt Signals, as well as an 'OFF' Indicator Kit. The range also includes spares such as switches, wire, LEDs and individual Junction Indicator Kits.

5: N BRASS LOCOS

Scale: 2mm

Type: Working and Non-Working/Kits and pre-built.

W www.nbrasslocos.co.uk

Summary: NBL produces a range of two, three and four aspect models of the traditional Filament Lamp Signals without 'feather' junction indicators. Can be purchased as non-working kits or illuminated pre-built models.

6: SCALE DESIGN

Scale: 4mm/00

Type: Working/pre-built

W www.scaledesign.co.uk

Summary: Scale Design manufactures models of modern 'Searchlight' LED Signals in both Single and Double Aperture form and can be customised with different post lengths. It also produces ready-made Ground Position Lights. Best for contemporary signals.

7: TRAIN-TECH

Scale: 4mm/00

Type: Working/Plastic kits

W www.train-tech.com

Summary: Easy-to-use kits allow all signals to be modelled as the user wishes. They're designed to clip straight onto your track, but the heads are overscale. Best for beginners, flexibility and ease of installation.

8: TRAINTRONICS

Scale: 2mm/4mm

Type: Working/pre-built

W www.traintronics.co.uk

Summary: Range of two, three and four aspect signals on straight posts with and without 'feathers' in DC and DCC mode. They come with an interface board to allow prototypical fading. Traintronics also produces signal gantry kits and signal decoders. Best non-bespoke 4mm scale signal, but can be expensive if brought in bulk.

9: PH DESIGNS

Scale: 7mm

Type: Brass Kits

W www.finescale.org.uk

Summary: A newcomer to signal products is PH Designs, currently the range consists of a kit for a two-aspect installation with or without Subsidiary Signal, but work is continuing to expand the range.

A NOD TO BRENT





1 Family ties to this part of Devon led **Robin Sweet** to build his tribute to the long-lost junction for the famous Kingsbridge branch.

FACT FILE

I SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
I SIZE: 14ft by 7ft 10in
I ERA/REGION: GWR 1947
I LOCATION: Devon
I LAYOUT TYPE:
 Continuous loops
I POWER & CONTROL:
 12V DC analogue
I WORDS: Robin Sweet
I PHOTOGRAPHY
 Andy York

A view that captures much of the enduring appeal of main line country junctions for modellers. Peace is temporarily broken as a 'Manor' 4-6-0 rolls in with a parcels train just as '2884' 2-8-0 No. 3864 clanks through with a short coal train.

Put simply, it was my late father who inspired me to build 'A Nod To Brent'. He was a Kingsbridge boy until his late teens, moving away just before the branch closed in September 1963. He shared memories of seeing '45XXs' being watered at the terminus and changing at Brent to go trainspotting at Newton Abbot in the late-1950s. Happy days indeed.

Having read several of his books on the subject and given the fact that Brent had plenty of variety in the trains it saw, branch traffic and 'picture postcard' looks, it made a great prototype for a model railway layout. Work started a few years after his passing in 2006 and is ongoing.

Lots of layouts at exhibitions, in magazines and on **RMweb** have inspired me over the years; surprisingly they're not all GWR although I do favour West Country layouts.

Main line action with lots of correctly formed express trains and goods stock such as 'Hungerford' and the O gauge 'Holiday Haunts/Dainton' impress me most. Slower paced layouts such as 'Wencombe' and 'Treneglos' tick a lot of boxes with their top-drawer scenics. In fact any layout that has a nice scenic setting with good quality rolling stock is good enough for me!

POSTWAR FLEET

All my locomotives are from Hornby or Bachmann and most carry the correct post-war GWR livery. I also try to make sure they are appropriate to the area I model, usually with a [Plymouth] Laira or Newton Abbot allocation. All have real coal added along with a footplate crew and headcode lamps. They are expertly weathered by Glenn Martin of Mattingley Custom who makes them look like working locomotives without overdoing the grime. He renames and numbers most of my locomotives too.

The Southern 'N' class and 'Battle of Britain' classes I run on route learning turns and were both based on photographs in a Middleton Press book. No. 1848 was a repainted black and renumbered by friend and fellow post-war modeller, Graham 'Muz' Muspratt.

Coaches are the usual mix of Hornby Colletts and Bachmann 'Sunshine' stock in GWR chocolate/cream. I also have several Comet kit-built coaches to supplement their fleet. Two pairs of 'B set' coaches run on the branch and I added the correct branch lettering to the ends. They look a treat behind a 'Small Prairie'.

Plenty of both SR and GWR parcels stock is available for my favourite train, the Down milk and parcels to Penzance. I particularly like brown vehicles and have GWR 'Fruit D' vans, horseboxes and 'Siphons' aplenty carrying the shirtbutton monogram.

Wagons are predominantly from Bachmann, fitted with Kadee No. 18 couplers to achieve closer coupling. Wagons from all of the 'Big Four' companies can be





2

seen, including a few kit-built examples such as my beloved LNER pigeon van, built from the Slimrails kit. All stock is weathered by Glenn and looks the part when all brought together.

SCENERY UPGRADE

Over the years my original scenery has been upgraded using higher quality materials as they became available. Products came from the likes of Green Scene,

ABOVE: Bachmann '4575' No. 4582 leaves Brent via the crossover to the Up main with vans. These are all superbly weathered by Glenn Martin and look a treat behind the 'Small Prairie'.

MiniNatur, Treemendus, Woodland Scenics and Heki have been used, amongst others.

Trees are a mixture of seafoam and ready-made. Most of the quality trees are by Ceynix but I have made some of my own using armatures and Treemendus powdered bark to give a realistic texture before painting. I also do this on seafoam branches to thicken them up. Using hairspray, I fix various shades of scatter to create the foliage. I tend to put quality trees in more prominent positions and make copses using the seafoam ones. Hornby offers a nice Scots Pine in its Skale Scenics range. It's even possible to make low relief trunks placed against the backscene.

All the walling attached to the backscene and sea wall section was fashioned using Slater's Plastikard faced mounting card. MiniNatur grass tufts at the base give a convincing weed effect.

Ballast is a mixture of all the range of 2mm colours from Green Scene. Going down a scale helps to give a more realistic effect. It was applied after spraying the track with Railmatch 'sleeper grime'. The rails were painted again after ballasting in 'dark rust'.

The platform tops were made using mounting card faced with Slater's paving, painted a shade of grey or two.

Other areas use textured paint in various shades from Green Scene. Earth is made from the excellent Treemendus product applied with a teaspoon over thinly applied PVA glue. The expanse of the goods yard is a good example of the results that can be achieved.

All the railway and associated buildings were scratchbuilt to give Brent its signature look. The overbridge, footbridge and both station buildings are the work of the craftsman David Amias.



3

More of the magnificent work of David Amias in the form of his footbridge. I finished the detailing and painted it using colours from Precision Paints. The pagoda hut is from the Mike's Models kit bought via eBay.

COUNTRY PURSUITS

Trackwork is Peco Code 75 with medium or curved Electrofrog points and a couple of slips in the yard. It's



4

all laid on 3mm cork and was tested thoroughly before scenery was added.

I use Dart Castings figures and animals when I can and quite a few are professionally painted as they are in prominent positions and my painting isn't up to the job. These become characters that have their own names. Followers of this layout on **RMweb** will know and recognise the Finching sisters who sit on the platform bench. Cameos really add detail to the scene. I use some ready-to-plant houses and have several Hornby 'Skaledale' buildings with added curtains and back gardens that adjoin Tigley Junction.

Dart Castings cows are seen painted as a South Devon red breed. Road vehicles are sparse but I do have a kit built Royal Mail van from PD Marsh. I need some transfers if anyone can recommend a source.

The backscenes are worthy of mention and come from the ID range. Several scenes were used but thanks to a very kind gesture from a friend, Tim Maddocks, a glorious South Hams scene was formed using his photographs and the bespoke service from Art Printers. These now come with a peelable self-adhesive backing,

ABOVE: 'Castle' 4-6-0 No. 5077 *Fairey Battle* surges through with an express for Plymouth and Penzance formed of Collett stock.

BELOW: Bachmann '45XX' 2-6-2T No. 4547 waits with an immaculate chocolate/cream 'B Set' ready for the trip to Kingsbridge.



6

'Grange' 4-6-0 No. 6829 *Burmington Grange* crosses the embankment, disturbing the peace of the cottage below.



7

The goods yard with my venerable, soon to be replaced, Ratio shed. David Amias will build the correct version for Brent.



8

The Townstreet stonecast kit of the corner store. This was an absolute joy to build, paint and detail. George has his head in his racing paper while Mary has today's dinner on her mind.



5



9

The station building was adorned with posters and adverts taken from a period photograph. The very helpful Allan from Sankey Scenics turned them into a bespoke item unique to my layout.





making installation a bit easier and more durable. It presides over my fiddleyard/storage sidings to excellent effect. The edges at the baseboard are hidden using scatter and rubberised horsehair for hedges to blend it all together.

Further improvements are ongoing and include the further build of proper signals appropriate to Brent. I already have three kit-built signals by Stephen Freeman using MSE and ModelU parts fitted since

ABOVE: Southern Railway 'N' 2-6-0 No. 1848 passes the estuary with a route familiarisation turn to Plymouth. This is a Bachmann model, repainted by Graham Muspratt from a photograph of this locomotive in South Devon in the post-war period.

the photographs were taken, plus point rodding and a new goods shed to replace my Ratio version.

STRUCTURE MODELLING

All the railway and associated buildings were scratchbuilt to give Brent its signature look and charm. The overbridge, footbridge and both station buildings are the work of the craftsman David Amias. Using supplied drawings and photographs he built and supplied them in



ask the expert

Q Your layout runs 'through' the landscape rather than sitting on top of a flat baseboard like many model railways. How did you create the earthworks to produce that effect?

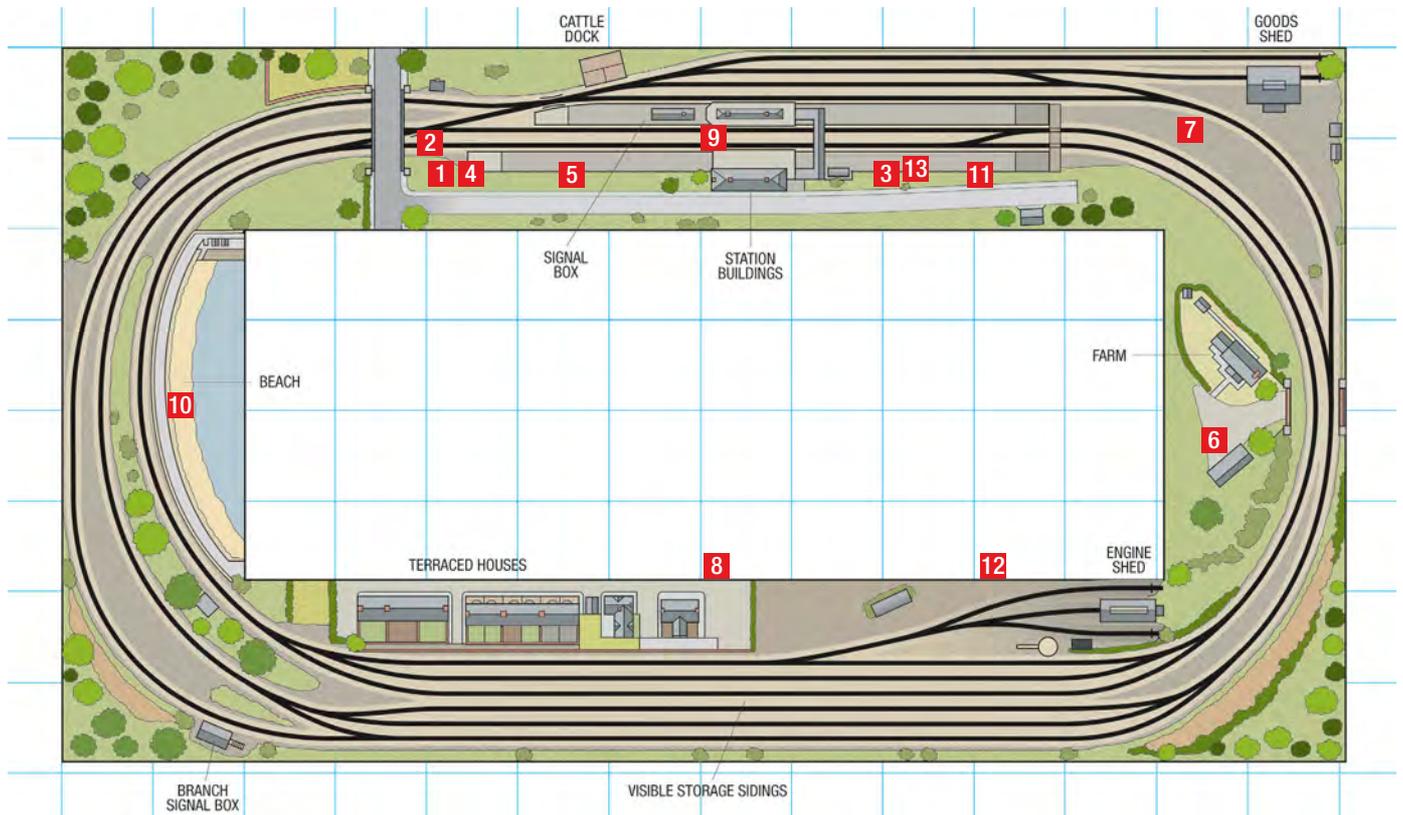
A At either end of the layout oval I dropped the baseboard. One end has an embankment with cottage scene and the other end has a scene inspired by the estuary/sea wall section of South Devon. The embankment and cuttings were formed using polystyrene tiles covered with plaster bandages (also known as 'Mod-Roc'). Make sure the track is covered before you apply this! Once it is dry, smooth it off and paint a base colour to get rid of the white. In some places I glued scenic mats such as the meadow sheets supplied by Green Scene using neat PVA glue. This is great if you have a large area to cover. Once done

you can then go to town with adding detail and colour to give depth. A Noch puffer bottle and static grass was used and postiche [wig hair] applied to form brambles that have a variety of fine scatters added to using hairspray. Small clumps were added around Ratio lineside fence posts, Townstreet walls and Wills gates. The last ten years have seen an abundance of quality products come on to the market, making it easier to get great scenic effects. The Devon soil textured paint, also from Green Scene, in my cuttings is a very believable match as mentioned in my **RMweb** blog several times.



TRACKPLAN A NOD TO BRENT

Cartoon







'A Nod To Brent' is only possible thanks to the patience, and good nature of my long suffering wife Debbie. I'm a very lucky modeller in this respect. She must understand my passion for this project.

kit form for me to finish the detail and paint as required. He used mounting card and plastic card for these superb creations. They are worthy of an article in their own right.

Working from an old photograph of the Down platform station building I realised that I needed lots of enamel signs. I asked Sankey Scenics to produce a bespoke pack of advertisements and posters of the period. They certainly give it a personal touch and extra authenticity.

Other structures come from the Wills/Ratio stable and will be familiar to most modellers but the corner store is a product that I feel isn't used enough on layouts. It's from Townstreet and was built and painted by me. An interior was fitted to produce a cameo with a couple of Dart Castings figures having a conversation outside.



13

LEFT: Hornby 'Grange' 4-6-0 No. 6829 *Burmington Grange* curves in with a train of empty cattle wagons heading west to pick up another load. The lower quadrant signal is 'off' for a train heading the other way.

TOP: A classic GWR branch line scene as an '8750' pannier tank and '4575' 2-6-2T rest between trips.

BELOW: Bachmann 'Hall' No. 4948 *Northwick Hall* passes with a Down milk train containing both tankers and 'Siphon' vans.

Humbrol enamels really take to the plaster, making them a joy to paint (and build).

I also used Townstreet for the platform formers and walling around the station and houses. I picked out the stones with various shades of grey and brown to great effect.

Walling attached to the backscene, such as by the Ratio cattle dock, was fashioned by using mounting card faced with Slater's stone or brick Plastikard glued using an impact adhesive.

Other buildings are either scratchbuilt or Hornby Skaledale, all with added curtains and detailed gardens. These back onto the railway at the mythical Tigley Junction which in reality is my six-road fiddleyard and storage sidings. Although it's off-scene, the yard is also ballasted as I didn't like the look of bare baseboards!

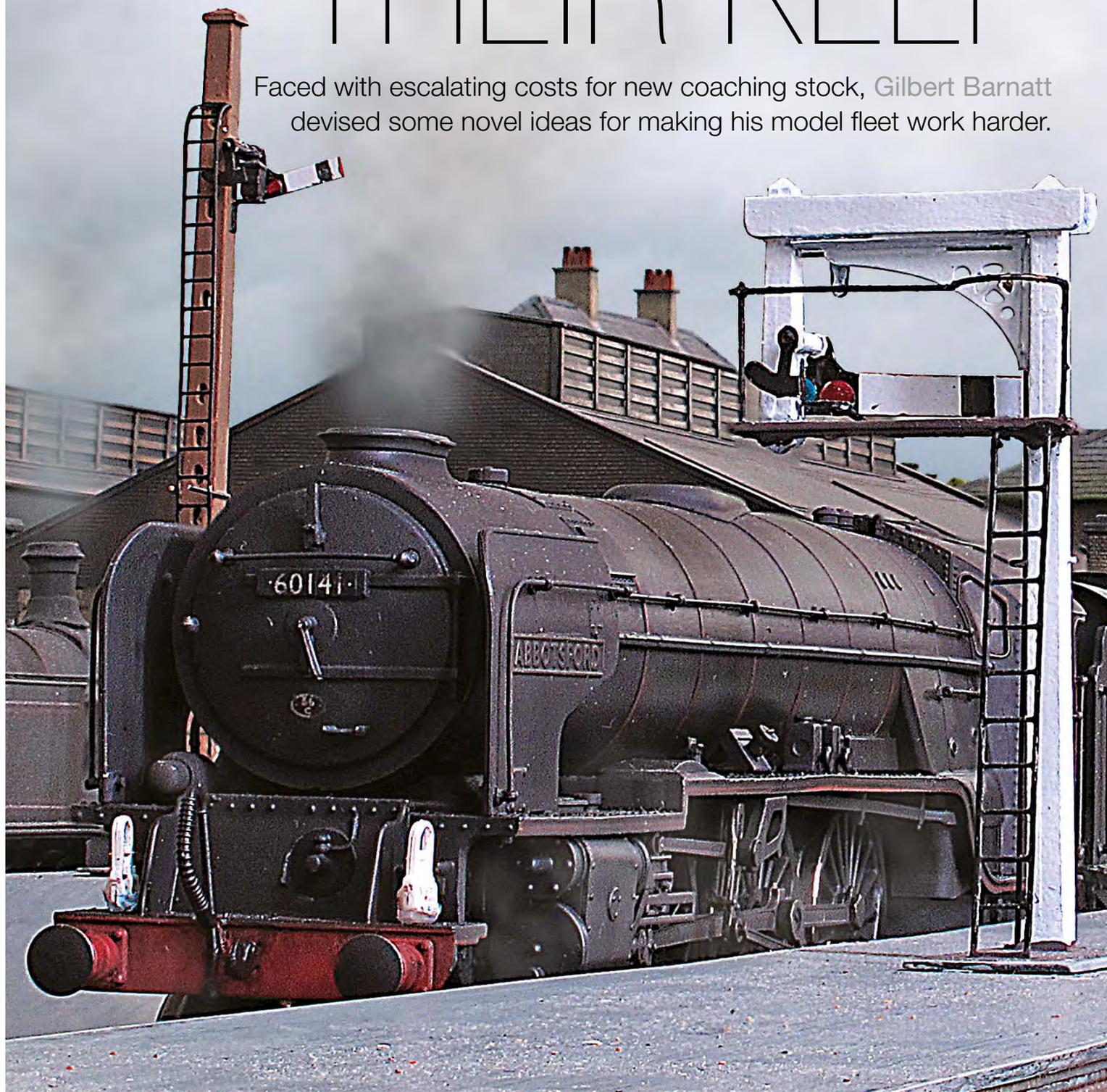
I have six tracks in my yard, three Up and three Down. The top line also takes branch trains from a separately controlled line. All sidings are a good length and can take many coaches, not that I have enough at the moment! The lines can hold several trains if they're short.

'A Nod To Brent' is only possible thanks to the patience, understanding and good nature of my long suffering wife Debbie. I'm a very lucky modeller in this respect. I think she must understand my passion for this project.

A lot of other people have contributed but special mention must go to Sierd Tuinstra, a fellow **RMweb** member who helped me enormously with drawings to make both the Down station building, 'B set' transfers and footbridge. Thanks also to Tim Maddocks for his help early on with photographs of the east end overbridge and more latterly creating the backscene. My thread on **RMweb** has made me some good friends too. A big thanks also to Andy York in this regard for his support and the stunning photographs you see here. ■

EARNING THEIR KEEP

Faced with escalating costs for new coaching stock, Gilbert Barnatt devised some novel ideas for making his model fleet work harder.



The last couple of years have been a bit of a shock haven't they? The cost of our hobby has risen fast and, for several reasons, that looks set to continue. Whatever the causes, we are stuck with this situation, so what can we do to mitigate the effects? We can moan, I suppose, as some do, but that won't achieve anything. It's either pay up, or do without. But we could look at it positively instead, and that's what I've tried to do.

This article is all about getting the most out of what we have, and what we can afford. It isn't about locomotives, but some of the vehicles that go behind them - carriages. Let's face it; most of us probably have more locomotives than we really need, so with a bit of willpower we should be able to do without many more. But it's the cost of rolling stock that has risen to a degree where it can really hurt the pocket.

TAKING STOCK

There is no such thing as a 'typical railway modeller'. We have different incomes, different spaces available for a layout, and different needs and requirements. I'm willing to bet though that there are very few of us for

Peppercorn 'A1' No. 60141 *Abbotsford* calls at Peterborough North with a northbound express. The train is formed of Gresley all-door stock, led by a Brake Second. Under my new system, these coaches can be used to form several different trains. ANDY YORK

whom money is no object, so price rises impact on all to some degree. My needs are on a large scale, as I'm building my big retirement project. I've planned it and acquired the stock over 25 years, cut back on other things to fund it, but even so I can't have everything that I need, or think I need. Inevitably, what I'm going to write about will to some extent feature my own layout and needs, but please don't think that it has no relevance for those who are less fortunate than I in terms of available space and funds. I'm convinced that we can all save money and still have at least part of what we dream of, and that the principles I've applied may help to achieve that aim.

Let's get down to business, and specifically to coaching stock. The day of the £50 ready-to-run (RTR) coach has arrived, so what we want to put behind our locomotives can rapidly become an expensive exercise. For 'Peterborough North' I need trains of up to 11 coaches in length, so the impact is severe, or it could be. I also want to run trains which are - as near as possible - correct in their formation. I model a prototype, which means prototype formations, but even if you don't want to do that, I suggest that it is worth doing a bit of research and forming trains as was and is done with the real thing.

I have a large fiddleyard, and I designed it using all the tips I'd picked up from exhibition visits and





One end of my fiddleyard showing the stub track with storage cassette in place and the Brake Second/Third coaches awaiting their next duty in the short sidings.

magazine articles over the years. The result was a pretty typical exhibition layout type yard; home to fixed formation trains. There are lots of them, as you can't represent a busy main line without plenty of variety. I also worked out an operating sequence which runs to 360 moves, and takes weeks to work through. Some of the 11-coach rakes appear twice in that sequence, so they can spend an awful lot of time doing nothing. My layout does not, and never will, attend exhibitions, so it has recently dawned on me that I needn't, and arguably shouldn't have approached things the way I did. I don't need to keep the paying public happy, so I can take as long as I like to form trains, if I so wish. I needed to look at things in a different way.

STORAGE CASSETTES

That started a process which ended with a decision to use cassettes to increase the flexibility of the storage side of the layout. I described them, and the principle involved in July 2015 edition of **BRM**, in which a plan of the fiddleyard also appeared. For convenience it is included again here (see right).

As you can see, it is entirely conventional, and so leaves quite a lot of what would be empty space in the four corners. I filled them with dead end spurs, originally intended to store locomotives awaiting duties. One of those spurs, considerably shortened, became the means of getting stock from cassette to layout, via the front road of the fiddleyard, which is always kept empty.

That meant that having already filled the yard to bursting, I could store still more trains. It also meant more expense, and more stock which would spend a lot of time doing nothing. It was when the cost of RTR really started to accelerate that I finally decided something had to be done.

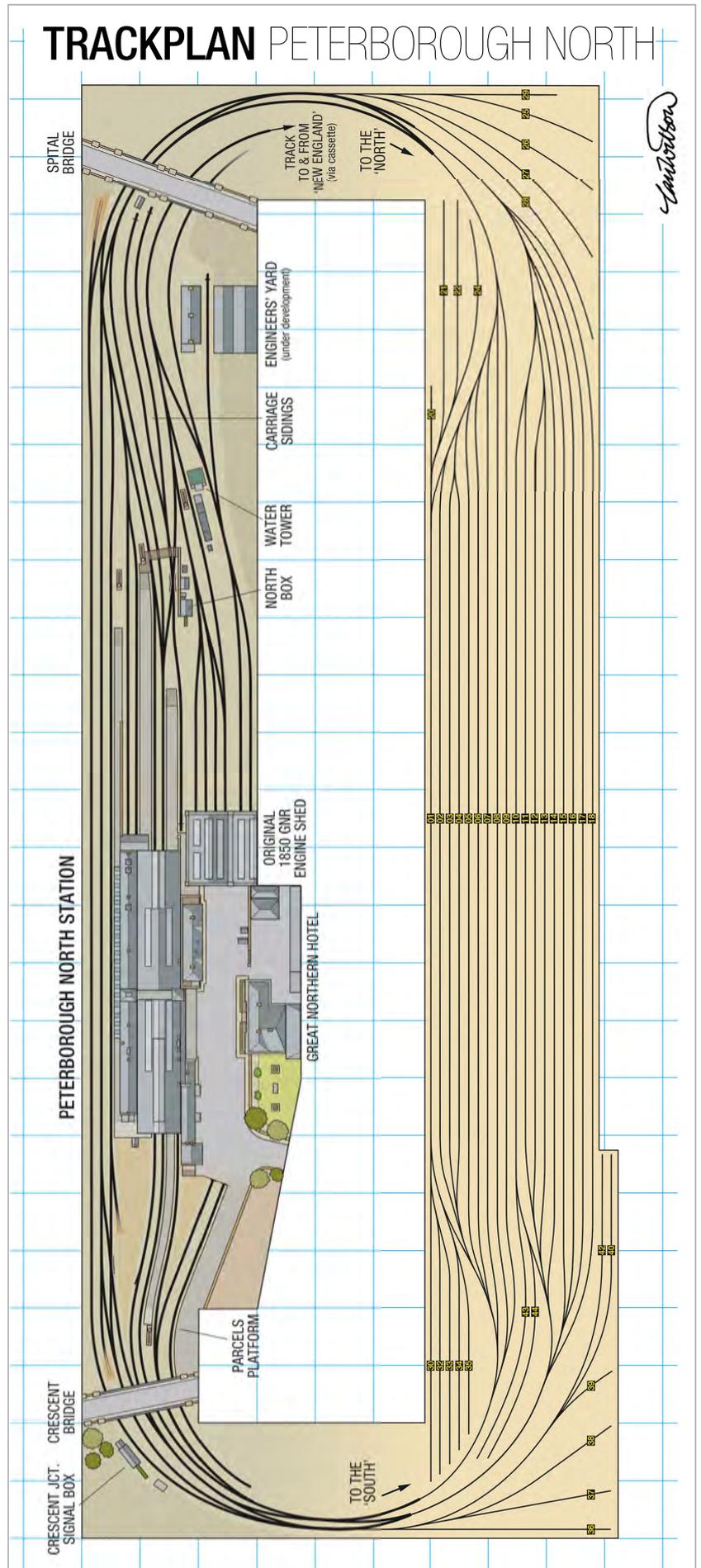
No fewer than 17 passenger trains are stored on the layout, all of which contain at least two brake coaches. So I have 34 brakes, and more in cassettes, most of the time doing nothing. That made me jump, and start some serious thinking, because by then I wanted to include yet more formations in the roster. That in turn made me, at long last, employ a bit of analytical thinking.

Before I go further, let's look at the type of coaches that were used in the days before modern fixed formations. Some of the following are essential:

- First Corridor (FK)
- First Open (FO)
- Composite Corridor (CK)
- Second Open (SO)
- Second Corridor (SK)
- Brake Second Corridor (BSK)
- Brake Second Open (BSO)
- Brake Composite Corridor (BCK)

That's just for the East Coast Main Line (ECML) in the 1950s. I've omitted Pullman cars, sleeping cars, and some more uncommon types. No non-corridor stock is included either. I should include catering vehicles too:

- Restaurant First (RF)
- Restaurant Unclassed (RU)
- Restaurant Buffet Car (RB)





To that I need to add some vehicles that were unique to the LNER, which we don't need to specify for the purposes of this article. Whatever your favoured company or region may be, catering cars may present a problem if you look only at RTR, as there are almost none available. I say 'may' because if you are limited to shorter formations, as many people are, they can be omitted.

Now comes the analytical bit. From Michael Harris's invaluable books on LNER coaches I worked out the quantities of each type built, having finally realised that it would be a good idea to reflect that in the numbers on the layout. In total, 2,605 corridor coaches were built to Gresley's design. The numbers were as follows:

- FK - 61 ■ FO - 18 ■ CK - 315 ■ SO - 524
- SK - 891 ■ BSK - 525 ■ BSO - 72 ■ BCK - 163

I've omitted two very rare types but what leapt out at me was the very small proportion of First Class coaches. I need them as I'm modelling prestige ECML expresses, but even so, what a very small percentage

ABOVE: A good example of a shortened, but convincing, Pullman Car express on Milton Keynes & District MRC's layout 'Milton Quays'. In the background is a typical five-coach passenger set formed Brake+Second+Composite+Second+Brake - in this case using Hornby Maunsell stock. ANDY YORK

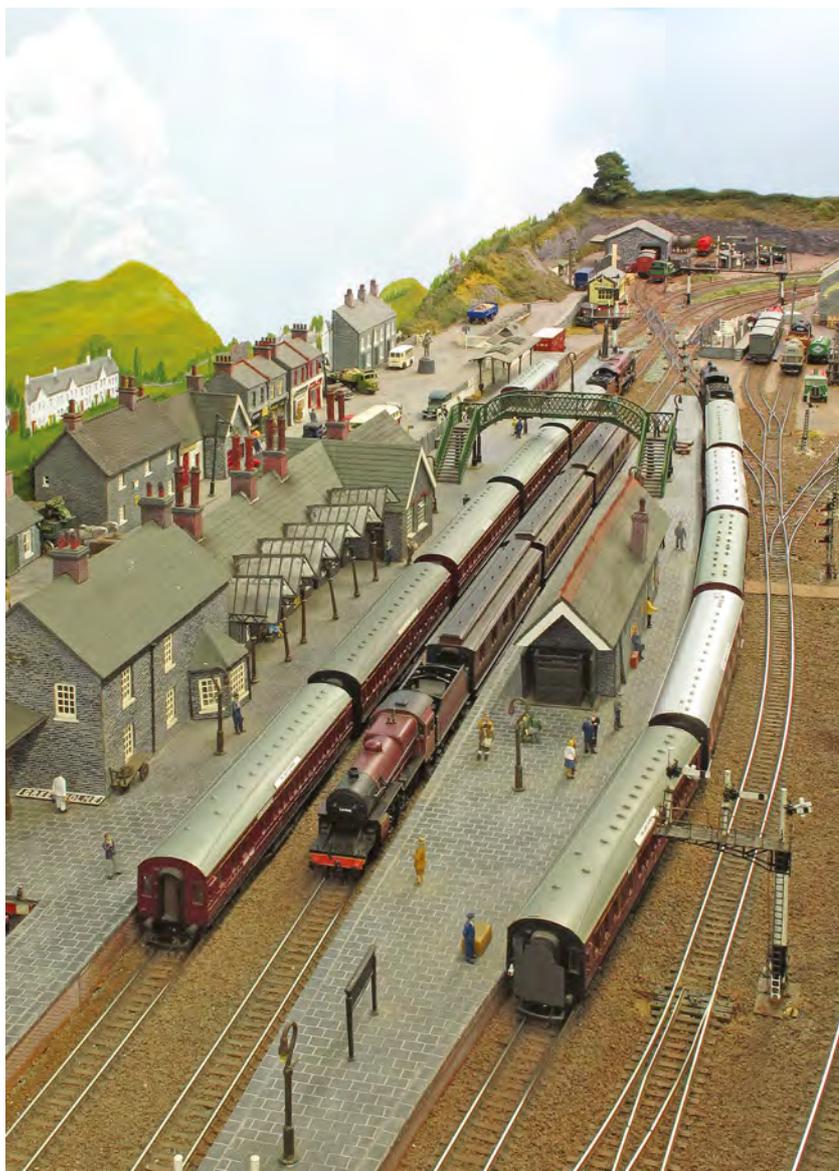
they were. May I suggest that whatever region or company, real or imaginary, you want to model, it is worth doing the same exercise? I'm confident that you'll find the figures will be very similar.

FIXED FORMATIONS

For me then, the thought of having fixed formations doing very little work became a vital consideration when it came to adding more trains. It could get impossibly expensive, so I either abandoned the idea, or did some lateral thinking.

More analysis revealed that the most common catering combination was RF/SO, and that FKs and FOs appeared in few of the trains I wanted. My decision was to try to find a solution which involved only having one of each, but could it be done?

Yet more analysis broke the trains I wanted down into four categories. As they are mainly Saturday and relief trains, they contained very little BR Mk 1 stock in the 1950s (new vehicles were still being delivered throughout the decade), so that avenue is not available. There are many SKs, not surprisingly, given the



breakdown above, but inconveniently they come in three different types, only one of which is currently available off-the-shelf. That will change shortly, as all-new Bachmann LNER and BR crimson/cream Thompson coaches are due in February/March 2017. Like it or not, they will be priced at over £50 each, so the "I'll have a dozen" approach becomes unrealistic. There must be fewer, and they must do more work to justify the investment - just like on the real railway.

Without going into too much detail, as it won't be relevant for the vast majority of readers, here is how I have achieved my stated 'Holy Grail' of getting more for less.

1. Eight off the shelf Hornby Gresley coaches. These are kept in two cassettes
2. Five end-door Gresley or Thompson coaches, either kit-built or conversions of Hornby models. I already had most of these
3. Three catering cars and one each of Gresley FK and FO
4. Seven brake coaches, including more Hornby conversions and others I already had.

ABOVE: Portion working is good way to model short main line trains with express passenger motive power, as shown here on Ronald Matthews' 'Vale of Lune' layout. The trains on the left and right are portions of the 'Lakes Express'. ANDY YORK

Elements 2-4 are kept in the spurs at the front of the fiddleyard, arranged so that they don't, so far as possible, get in each others way. From these, and two cassettes I can assemble, surprisingly quickly, the following:

- An 11-coach formation of eight all-door coaches, plus a brake at each end and one in the centre.
- A similar formation, but with a CK inside each end brake, and without the centre brake
- An eight-coach formation, five end-door Second Class vehicles, two brakes and an FK
- A ten-coach formation, five end-door seconds, two brakes, FK and RF/SO catering cars

In reality, with only a few additions I can do a lot more, so with just three Mk 1s as 'loose stock', I get three more prototypical formations. That comes to six long formations from just 25 coaches.

PORTION CONTROL

At this point I hope that not too many people are thinking "What planet is this guy on? All this talk of 11-coach trains, it's completely out of my reach".

Well, it was out of my reach too, for the first 50 years of my life, but that didn't stop me planning for it, and gradually building up the stock. But, the point I'm trying to make is that the principle can be applied to your own circumstances, whatever they may be. All that is needed is some research into your own preferences, and I'm convinced that you will do more from less too.

There is, by the way, another aspect of modelling passenger trains to which this idea is very well suited. I'm talking about cores and portions.

Core formations were used by all railway companies, and were tailored to the type of customer which particular trains would attract. A very useful example is BSK+SK+CK+SK+BSK. As we've seen, there weren't many FKs about, because not many trains would require that number of First Class seats, so one Composite in a five-coach set was usually quite sufficient.

If you can gradually acquire say, four BSKs, two CKs and a few slightly different types of SK, you can put together a number of different formations. It all adds to interest, and helps to prevent boredom creeping in.

What about portions? Well, that 11-coach train from London, or other cities, often didn't remain at that length throughout its journey. Come to think of it, it still happens in some places now with multiple units.

From my era, take 'The Yorkshire Pullman' for example. Four Pullman cars were detached at Doncaster and taken to Hull by a smaller locomotive, while the remaining seven cars continued behind a 'Pacific' to Leeds. If I didn't have the space I have now, I'd look at a stretch of secondary main line with a high enough route availability to allow the largest locomotives and make use of portions to account for the smaller trains I'd have to run. And if I couldn't find a suitable prototype, I might well make one up. Whatever I did though, from now on I'd be making sure that those expensive coaches really earned their keep. ■

SUPER EXPRESS

Over the next few years, a new fleet of Japanese-designed trains will replace the iconic Inter-City 125s on front-line services. With a new Hornby model also in development, **Ben Jones** introduces the next generation of High Speed Train.



How do you replace an icon? Forty years after the introduction of the legendary Inter-City 125s, that's the task faced by Hitachi Rail Europe. Since 1976, HSTs have been the backbone of British long-distance passenger operation. Their

dominance is about to come to an end, thanks to a new generation of high-speed trains now being built by Hitachi Rail Europe.

After many years of argument, specification changes and reviews, the Department for Transport (DfT) finally agreed a £4.5 billion deal for HST replacement trains - known as the InterCity Express Programme or IEP - in summer 2012. Agility Trains, a consortium of Japanese conglomerate Hitachi and civil engineering giant John Laing, won the right to design, finance, build and maintain two fleets of trains, totalling 122 sets (866 vehicles), to replace existing stock on the Great Western (57 sets) and East Coast Main Lines (65 sets).

For the first time, the fleet will be a mix of bi-mode trains built with 25kV AC overhead electric equipment and underfloor diesel engines and straight 25kV AC electric sets (ECML only). However, even the EMUs will feature a single diesel engine, allowing them to be shunted 'off the wires' or run at low speed to the nearest station if there's a problem with the electric supply. GWR was originally scheduled to have both bi-mode and electric sets, but it was announced in mid-2016 that all sets will now be bi-mode. Delays to Network Rail's electrification of the GWML mean that more diesel working than expected will be necessary.

Starting in 2017, the trains will gradually usurp GWR's HSTs on routes from Paddington to Bristol and South Wales and from 2018 they will be introduced on the ECML, replacing Virgin Trains East Coast (VTEC) HSTs and Class 91+Mk4 IC225 sets on trains to Yorkshire, the north-east and Scotland.

NEW TRAINS FOR BRITAIN

イギリスの新しい高速列車

● Computer generated image of the forthcoming Virgin Trains East Coast 'Azuma' Class 800/801 trains for the ECML.

● Making its public debut at King's Cross, one of the pre-series IEP sets arrives at London King's Cross for the Virgin press launch. VIRGIN TRAINS (2)



Twelve pre-series are being built at Hitachi's factory in Kasado, Japan, but the rest of the IEP order will be assembled at the company's £82m facility in Newton Aycliffe. Bodysells are being shipped in large quantities from Kasado, to be fitted out in County Durham with components from Japan, the UK and across Europe.

Designated 'Super Express Train' (SET) by Hitachi, they are based on the company's 'A-Train' concept and related to SouthEastern's Class 395 'Javelin' EMUs. They also share many components with Hitachi 'Bullet Trains' for Japanese railways. At 26 metres long, Class 800-802 cars are the first British passenger vehicles with bodysells longer than the previous 23m (75ft) 'C3' restriction. To fit within the existing 'envelope' the cars are noticeably tapered at each end.

Hornby's designers have been working with Hitachi since 2014 to develop a OO gauge model of the new train, which was revealed on November 26.

EXTRA ORDERS

GWR planned to retain a small fleet of refurbished HSTs for West Country duties, but in 2015 placed an additional £360m order for 29 uprated bi-mode Hitachi AT300 units - Class 802s - to work to Plymouth and Penzance. A further seven 9-car sets were added in August 2016, taking GWR's total fleet to 91 trains.

The AT300s trains fall outside the original IEP order but will be closely related, featuring uprated engines and larger fuel tanks to cope with sustained diesel operation over steeply graded lines in Devon and Cornwall. As Newton Aycliffe will be working at full capacity on IEP and other new train orders, GWR's AT300s will be built in Italy at the Hitachi Rail Europe - formerly AnsaldoBreda - plant in Pistoia.

Hitachi is also building AT300 sets for First Hull Trains, which confirmed a £60m order for five bi-mode five-car sets in November 2016. A further success for the AT300 concept was the order for 19 five-car sets from Transpennine Express in 2016. These bi-mode trains

TRAIN!

特急スーパー



2

VIRGIN

i GWR Class 800-802

- Great Western Railway
Class 800/0: Five-car bi-mode IEP (25kV AC/diesel)
800001-036
DTRBFO+MSO+MSO+MSO+DTSO
Built: 2013-18. Introduction in July 2017.
- Class 801/0*
Class 801/0: Nine-car bi-mode IEP (25kV AC/diesel)
801001-021
DTRBFO+MFO+MCO+MSO+MSO+MSO+MSO+MSO+DTSO
Built: 2013-18. Introduction in July 2017.
- Class 802/0: Five-car bi-mode AT300 (25kV AC/diesel)
802001-022
Built: 2017-19
- Class 802/1: Nine-car bi-mode AT300 (25kV AC/diesel)
802101-114
Built: 2017-19



will be part of a much-improved and expanded fleet for the new franchise. They will be employed on TPEx routes across the north of England and via the ECML to Edinburgh and will be able to run at up to 125mph, with a possible increase to 140mph later. Again, the initial vehicles will be built in Japan, but most will be built at Newton Aycliffe.

TESTING TIMES

Since the first sets arrived in the UK in March 2015, pre-series IEP trains have been undergoing testing to gain approval for use on the Network Rail system. Much of this work is taking place at the Rail Innovation and Development Centre (RIDC) near Melton Mowbray. This former BR Railway Technical Centre (RTC) test track offers 13 miles of dedicated line fit for 125mph testing between Asfordby and Edwalton, on the outskirts of Nottingham.

Away from the congested national network, engineers can check that the Class 800s and 801s comply with all necessary specifications and rules for performance, noise, braking and dozens of other factors.

However, since late-2015, sets have also been venturing onto the national network. The first runs took place overnight under complete line possessions, with sets towed to and from Peterborough by dedicated GB Railfreight 66751 *Inspiration Delivered Hitachi Rail Europe*.

In recent months, Class 800s and 801s have been running unaccompanied on diesel power to test their capabilities on both the ECML and GWML. October 2016 saw the type make its debut in Devon, with nine-car 800101 making test runs to Plymouth. Hitachi Rail Europe has leased the former Eurostar depot at North Pole in west London as its southern base for testing.

● Great Western Railway will be the first to operate IEP sets, from July 2017. A GWR green Class 800 enters Sonning Cutting. GWR

● Similar bi-mode trains have been ordered by Transpennine Express and Hull Trains for delivery in 2019. TRANSPENNINE EXPRESS

As this article was being compiled, three five-car Class 800/0 bi-mode sets (800001/002/004) and nine-car bi-mode 800101 were active on test work, the latter decorated in Virgin colours and branded 'Azuma'. Appropriately, VTEC's marketing name for its new trains is the Japanese word for 'east'. On June 30, GWR unveiled the first Class 800 - 800004 - in its latest dark green livery for a press launch. Currently, the other pre-series trains are in unbranded (or Hitachi branded) light grey with small yellow warning panels. Hornby's first releases will be a bi-mode, five-car Class 800/0 in GWR green and a limited edition pair of driving cars in Hitachi pre-series guise. Other liveries will follow later.

Pre-series trains are also being used to commission several new depots and train the maintenance staff who will be caring for them as part of the 27.5 year contract. Major new 'mother ship' depots have been built at Stoke Gifford near Bristol, and Doncaster for VTEC, TPEx and Hull Trains. Existing depots at Craigenfinny (Edinburgh), Swansea and Bounds Green and North Pole in London are being modernised to accommodate the new trains, along with depots and stabling points at other strategic locations.

Will they prove to be as successful and popular as the HSTs? Will they deliver the 'Japanese' levels of reliability their builder has promised? We'll have to wait and see, but thanks to Hornby, we'll be able to add IEP sets to our model fleet at the same time as they enter service. ■

i Virgin/TPEx/Hull Trains

- **Virgin Trains East Coast**
Class 800/1: Nine-car bi-mode IEP (25kV AC/diesel)
800101-113
DTRBFO+MFO+MCO+MSO+MSO+MSO+MSO+MSO+DTSO
Built: 2013-18. Introduction in 2018.
- Class 800/2: Five-car bi-mode IEP (25kV AC/diesel)
800201-210
DTRBFO+MSO+MSO+MSO+DTSO
Built: 2016-18. Introduction in 2018.
- Class 801/1: Five-car electric IEP (25kV AC)
801101-112
DTRBFO+MSO+MSO+MSO+DTSO
Built: 2016-18. Introduction in 2018.
- Class 801/2: Nine-car electric IEP (25kV AC)
800201-230
DTRBFO+MFO+MCO+MSO+MSO+MSO+MSO+MSO+DTSO
Built: 2017-19. Introduction in 2018.
- **Transpennine Express**
Class 802/2: Five-car bi-mode AT300 (25kV AC/diesel)
19 sets - Number series TBC.
Built: 2018-19. Introduction in December 2019
- **Hull Trains**
Class 802/2: Five-car bi-mode AT300 (25kV AC/diesel)
5 sets - Number series TBC. Introduction in 2019
Built: 2018-19

TURN TO
PAGE 97 TO
READ MORE
ABOUT HORNBY'S
OO GAUGE
CLASS 800
MODEL



3

GWR



4

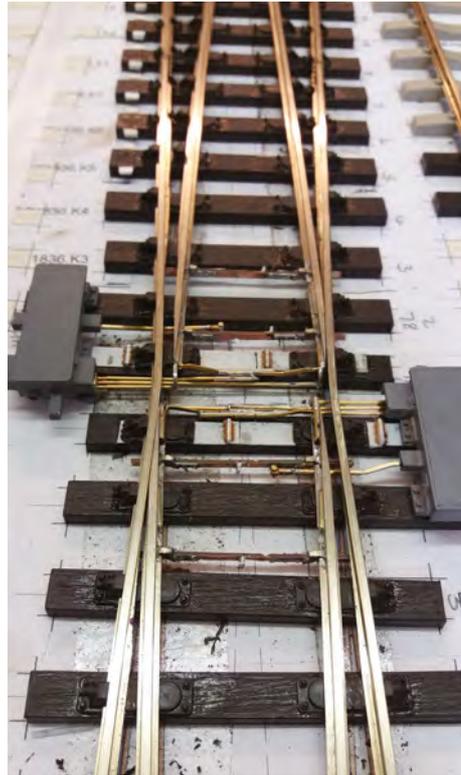
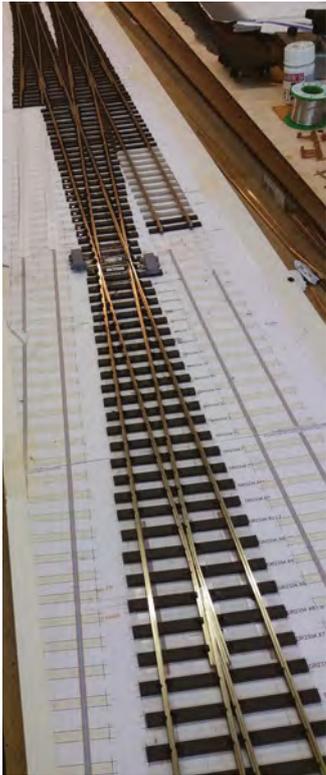
TRANSPENNINE EXPRESS

PROGRESS AND OPERATION

HEATON LODGE

Starting his new monthly column, **Simon George** brings us the latest on his 'Heaton Lodge Junction' mega-project, which is set to make its public debut in 2018.





Since my last update in the summer, the construction of 'Heaton Lodge' has fallen into a steady production line - each 4ft by 4ft 6in frame takes around four weeks to fully complete.

In a nutshell, expert track builder Norman Saunders hand-builds and ballasts the four main lines, fitting electrical droppers along the way for eventual connection to the main bus wires. Each 'cassette' is then sent to White Rose Modelworks in North Yorkshire, where the wiring is completed before fitting into the main frame complete with basic plywood scenic contours. Finally, the whole 'shebang' comes back to me for scenic treatment. Right now around 50ft of the 180ft total length has been finished in around nine months. A major milestone was the running of a first test train on the Up Fast line recently.

The real Heaton Lodge Junction, near Mirfield in West Yorkshire, went through a large scale remodelling by BR in 1970. A new double junction was created to avoid conflicting movements on the original flat crossing and is where we are now on the model.

After long conversations with Norman it was decided to go the 'whole hog' with detail, even to the lengths of scratchbuilding Westinghouse point motors from the original drawing! Interestingly the diamond crossing shown here is a switchable version, a bit like two 'Y' points positioned back-to-back. Common until the 1980s they weren't exactly 'maintenance friendly' and were generally phased out less than a decade later. Needless to say the cranks and rods all operate and even the point heaters will be fitted with the correct gas pipe feeds running back to a Calor gas cylinder located a scale 20 yards or so away. I suppose if a job is worth doing...

MAIN: Just a few of the many 'cassette' section assembled, giving some idea of the scale of the task.

ABOVE LEFT: Handbuilt switchable diamond crossing.

ABOVE RIGHT: Going the 'whole hog' with the detail on the points.

BELOW: The four track main line looking towards the junction.

Jumping the gun somewhat I've been planning the presentation and operational side of 'Heaton Lodge' given its (hopefully) planned appearances at the larger exhibitions in a couple of years time.

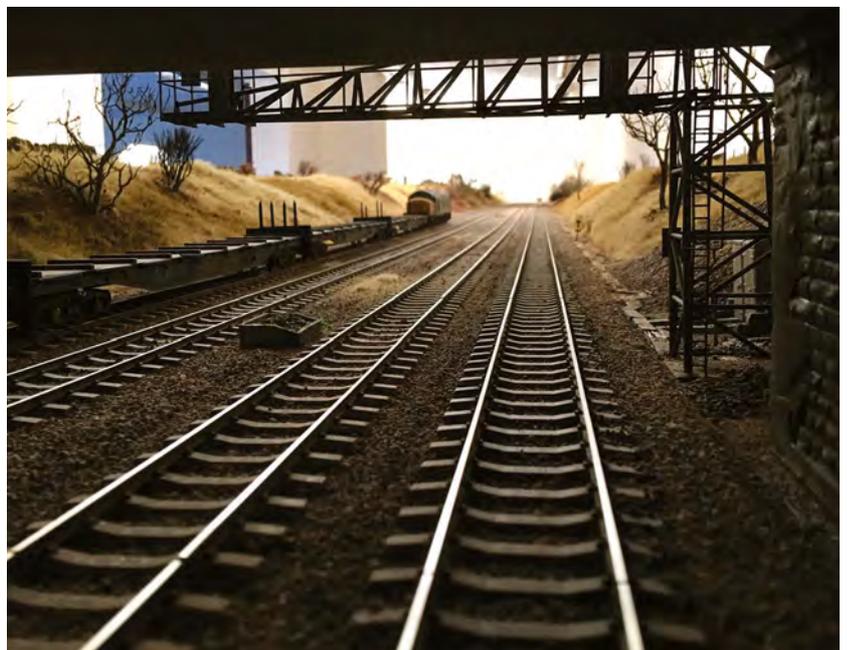
Many readers will be familiar with the large LCD type train information boards on platforms announcing arrivals and departures. 'Heaton Lodge' will be equipped with two mounted high at each end of the layout, announcing the arrival of five trains of particular interest - or special trains. Notable workings through the area from the 1980s that will initially be featured include the following:

- 5M48 Newcastle-Manchester (Red Bank) empty newspaper vans with two Class 40s and 25 vans
- 6E20 Glazebrook-Haverton Hill - 25 TEA 100t tanks and two Class 37s
- 6E13 Fiddlers Ferry-Healey Mills - two Class 56s and 50 MGR wagons
- 7E59 Wolstanton Colliery-Scunthorpe - Class 40 with 80 16t mineral wagons
- Steam charter - '9F' No. 92220 *Evening Star* with 12 Mk 1 coaches travelling via Copy Pit to Manchester.

Together with the usual local DMUs, a bucketload of mixed freights and the usual Class 45/47-hauled Liverpool-Manchester expresses I'm hoping it will be quite a sight.

In addition I'm hoping to devote an hour or so at exhibitions - as announced by the aforementioned train information boards - for interested manufacturers to showcase new releases to the public. The long, arrow straight nature of the model makes it ideal for this purpose.

It's worth pointing out that given the 1:137 incline is also built into the model, the scale 14cm rise over 180ft should really tax a westbound heavy freight. For these, my intention is to have a small number of 'growler' locomotives very heavily weighted and modified with a particular motor/gearbox combination from ABC Gears. We'll look at these in more depth next time. ■



YOU ONLY LIVE TWICE

Elderly carriages occasionally found new careers as tool or mess vans for engineers' trains. **Tony Wright** uses a new kit from Mousa Models to recall these vintage vehicles.

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Bill Bedford is well known in the model railway world for producing a variety of etches, principally for rolling stock. He's now branched out into providing complete kits cast in high-quality resin. I was sent a pair of carriages, a Great Northern Railway (GNR) Diagram 277 Brake Third (illustrated) and the Diagram 129 Composite. I will build the Composite later.

These 45ft non-gangwayed carriages were built by the GNR under the stewardship of E.F. Howlden in 1898. Typical of the time they were gas-lit and, of course, wooden-bodied. There were 12 Brake Thirds built and 54 Lavatory Composites. A year later, 36 Composite Brakes were built in the same style. They were very long-lived, seeing service on lesser routes of the LNER until after the Second World War. A few might even have survived in revenue-earning service into very early BR days.

Many were not scrapped after withdrawal, but saw further service

in engineers' trains into the 1960s. Painted matt black, they could be seen attached to a variety of engineers' wagons and breakdown cranes. It is in this guise that I chose to finish my model. Nick Campling's *Historic Carriage Drawings* (Pendragon, 1997) was a most useful source of reference, pages 94 and 95 showing scale drawings and providing information.

Various pictorial volumes were also consulted to find pictures of these carriages, particularly post-War in departmental service. It must be remembered that during their long lives, vehicles like these would probably have been rebuilt, internally and externally, particularly when in departmental service. For my period of modelling they could well have had compartments removed, seats taken out and all manner of changes to turn them into Mess Vans, Tool Vans, Staff Vans and Instruction Cars. Since the kit main body is moulded in one single piece, plus interior, I decided not to undertake any internal alterations. Thus, with the idea in mind to make one of the kits into a BR Tool Van, construction began.

Though the resin is excellent for larger castings, I'm not entirely convinced of its use for smaller, more fragile components. Two of the central bolsters for the bogies broke



into two or three pieces on removing them from the sprue. Repairs were made using .9mm brass wire, adding parts of the broken bits.

All the underframe details were supplied as resin castings too. Despite my taking great care in cutting these out, many of the parts just broke on removing them from the sprue (I have been informed I am not alone in this). As can be seen in Step 10, I replaced the inner 'V' hangers with brass and also the actuating rods. The central steps (which were taken off most of these carriages by the LNER, but not all) and trussing were so fragile that just

I think it's a cracking product, which finishes up as a fine, and unusual, model. Other than my minor criticisms, I thoroughly recommend this range.



handling them resulted in breakage. Though not prototypical (but all but invisible), I strengthened the parts with brass strip. Superglue was used for all bonding.

Cast brake rigging/blocks were supplied, but only enough for one bogie in OO and one bogie in EM or P4. Again, on removing from the sprues, parts of these just broke. I decided then not to bother with fitting any brakes.

Painting was Halfords satin black over a dusting of red primer. The roof was brush-painted using Humbrol Matt No. 67 grey. The transfers were very kindly supplied

by John Isherwood of Cambridge Custom Transfers.

The glazing supplied is designed to be fitted from the outside. Try as I might, I could not get this to work, there always being evidence of adhesive round the edges. I thus glazed the vehicle using thin Plastiglaze, fixed behind the window reveals. I admit, this gives a deep effect, but as a 'layout' coach, I don't think this matters. In engineers' service, I can't imagine that the train alarm gear would still be in place, so I omitted it.

Having said at the start, some experience in building is expected,

such is the simple design of these carriages, matched with a perfect fit of parts that I can't believe how anyone who wishes to be called a railway modeller could fail to make a success of building one.

As intimated, I think some of the more fragile components would be better supplied as brass etches or rod, but nothing I used as a substitute would be beyond even the most modest of tool kits/tool boxes.

I think it's a cracking product, which finishes up as a fine, and unusual, model. Other than my minor criticisms, I thoroughly recommend this range. ■

A good example of a vintage pre-Grouping coach still earning its keep in the BR era; in this case a former LNWR vehicle running as a mess/tool van with a breakdown crane. 'Collett Goods' 0-6-0 No. 2209 passes the giant signalbox at Shrewsbury Severn Bridge Junction in the 1950s. COLOUR-RAIL



The main components. No wheels or wheel bearings were supplied. The four sides of A4 should not be taken as step-by-step instructions, just a brief guide.



Minor flash around the window apertures was carefully removed with a craft knife and fine file. No flash must be left in the reveals, or future glazing is compromised.



Like the main body of the carriage, most of the bogies were cast in one piece. Again, great care was taken to remove any flash from the castings.



No bearings were supplied. I doubt if the intention was to just pop a wheelset into the frames, using the resin as a bearing, so I broached the holes to the correct diameter.



This made provision for Romford's shouldered pin-point bearings, which were fixed in with superglue. The individual axleboxes were glued in place later.



Both bogies made up, minus brakes at this stage. Plain disc wheels were fitted, but in earlier times these would have had Mansell wooden-centred wheels.



7

Bogies fitted, ready for initial testing. The bogies have a torsion bar form of suspension which gave just the right amount of flexibility for perfect running.



8

The fit of the body to the floor/underframe was perfect, requiring next to no cleaning up. The pivoting of the bogies was perfect and no adjustment was necessary.



9

Many resin underframe parts broke on removal from the sprue. I replaced the inner 'V' hangers and the actuating rods with brass, strengthening parts with brass strip.



10

The complete underframe, with an initial dusting of matt black. I fitted Wizard Models turned steel buffers into the cast metal shanks supplied.



11

Grab handles were supplied in lost-wax brass, beautifully-formed. Holes were drilled to accommodate them with a small bit in a pin-chuck.



12

The completed coach awaiting painting and weathering. Vacuum standpipes were supplied in lost-wax brass. No handrail knobs were provided for fixing the end rails.



13

The completed carriage, ready for service on an engineers' train. I have no idea whether the number or overall branding are absolutely dead right, but they certainly look the part to me.

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98 TRADE NEWS

103 NEW GEAR

108 NEW BOOKS

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**HORNBY UNVEILS
HITACHI CLASS
800 FOR 2017!**

97



**REVOLUTION ADDS HOA
HOPPERS
IN 'N'**

99



**HORNBY
'CROSTI' WITH
DCC SOUND**

104



PLUS

98

WISH LIST RESULTS

106

DAPOL CLASS 08 IN O

110

HORNBY BR 'S15' REVIEW

This month's **OXFORD** New Releases

1:72

1:43

Airspeed Oxford
MP425/G-AITB -
RAF Museum, Hendon
72A0001 1:72

NEW Tooling!



Aston Martin Vanquish
Coupe - Selene Bronze
AMV002 1:43



Aston Martin DB9
Coupe - Onyx Black
AMDB9002 1:43



1:76



Ford Transit LWB High
Roof - Royal Mail
76FT024 1:76



Scania Topline Horsebox -
A W Jenkinson
76SCA04HB 1:76



BMC Booking Office -
Harris Coaches
76BMC004 1:76



Mercedes Actros GSC
Flatbed Trailer - J R Adams
76MB003 1:76

NEW Tooling!



Scania Highline Nootboom 3 Axl
Semi Low Loader - Stobart Rail
76SHL01ST 1:76

NEW Tooling!



Bedford OYC Tanker -
Petroleum Board
76B0021 1:76



Burrell Showmans
Loco - No.1
76BUR005 1:76

Fowler B6 Showmans
Locomotive - King Carnival
76FB6003 1:76



Ford 400E - Maidstone
& District
76FDE014 1:76



Bedford DWB - Warstones
76OWB012 1:76



Routemaster Bus -
Blackpool Transport
76RM111 1:76



Vauxhall Friary Estate -
Swan White/Lime Yellow
76CFE006 1:76



Ford Zephyr -
Goodwood Green
76ZEP009 1:76



Mini 12756T - Bronze Yellow
76MING004 1:76



BL Princess - Tahiti Blue
76BLP004 1:76



Nissan Qashqai - Black
76NQ002 1:76

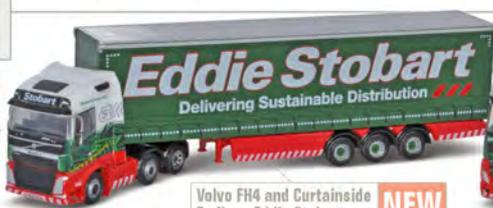


Jaguar F Type - BRG Metallic
76FTY005 1:76

1:148



Ford Transit - AA
NFT016 1:148



Volvo FH4 and Curtainside
Trailer - Eddie Stobart
NVOL4001 1:148

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HORNBY REVEALS CLASS 800 'IEP' FOR 2017



Continuing its long tradition of producing the latest streamlined high-speed trains, Hornby will release a Hitachi Class 800 bi-mode multiple unit in late-2017.

The OO gauge models will be released as the first full-size trains start to enter service with Great Western Railway (GWR) between London Paddington and Bristol. First to appear will be a GWR green five-car set containing two Driving Trailer cars and three Motor Second Open (MSO) vehicles. A limited edition pair of Driving Trailers in Hitachi Rail Europe test train livery is also expected.

No fewer than 122 IEP trains are being built to replace Inter-City 125 and Class 91+Mk 4 IC225 sets between now and 2020. GWR and Virgin Trains East Coast will take the majority of the fleet, but similar bi-mode trains have also been ordered by Hull Trains and Transpennine Express. VTEC will have a mix of bi-mode and AC electric sets, but all other trains will now be five or nine-car bi-mode EMUs with powerful underfloor diesel engines. See page 84 for more on these new trains.

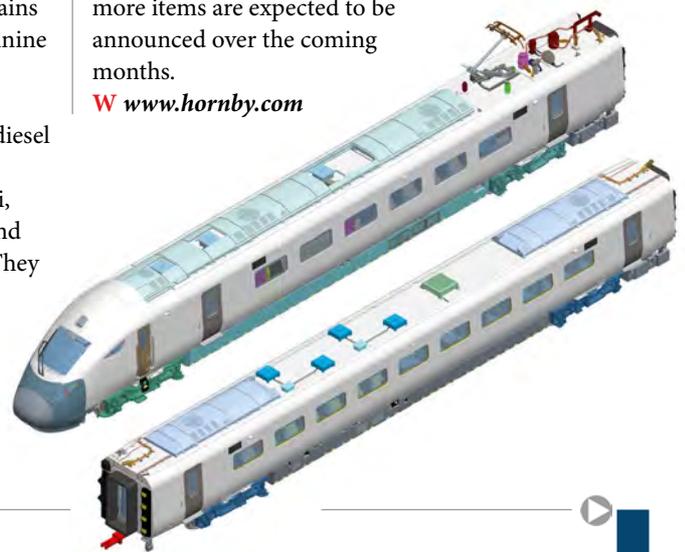
Designated 'Super Express Train' (SET) by Hitachi, they are based on the company's 'A-Train' concept and related to SouthEastern's Class 395 'Javelin' EMUs. They also share many components with Hitachi 'Bullet Trains' for Japanese railways. At 26 metres long, Class 800-802 cars are the first British passenger vehicles with bodysells longer than the previous 23m (75ft) 'C3' restriction. Hornby's designers have been working with

Hitachi since 2014 to develop a OO gauge model of the new train, which was revealed at the Warley NEC show on November 26.

Also in development is a re-engineered version of the old LNER B17 4-6-0 for the Hornby Railroad range. As with previous updates of older products, the model will feature locomotive drive, added weight for traction and an eight-pin DCC decoder interface in the tender. Decorated as LNER apple green No. 2864 *Liverpool*, the model is expected to be released in October 2017.

Also announced for 2017 are an SECR Wainwright 'H' Class 0-4-4T and BR Mk 1 Brake Second Open (BSO) and First Open (FO) coaches. Several more items are expected to be announced over the coming months.

W www.hornby.com



READ MORE...

If you'd like to read more about Hornby's Hitachi IEP models, see 'The Engine Shed' blog at www.hornby.com

BR '2MT' AND 'KING ARTHUR' TOP 2016 WISH LIST POLLS



COLOUR RAIL

BR Standard steam locomotives featured heavily again in the annual 'Wish List' results for 2016. The 2MT 2-6-0 and 2-6-2T and 3MT 2-6-0 occupied three of the top ten OO gauge places with the 78000 series 2-6-0 taking top spot, some way ahead of another mixed traffic 'Mogul' - the Maunsell 'U' class 2-6-0.

In N scale, the LSWR/SR 'King Arthur' 4-6-0 (above) led the way once again, followed by Class 117/118 three-car suburban DMUs and a Cowans Sheldon BR 75t



COLOUR RAIL

OO GAUGE TOP 10

- 1 BR 2MT 2-6-0
- 2 SR 'U' 2-6-0
- 3 GWR 'Manor'
- 4 Mk 1 TPO Vans
- 5 BR 3MT 2-6-0
- 6 USATC 'S160'
- 7 GWR '43XX'
- 8 BR 2MT 2-6-2T
- 9 Class 120 DMU
- 10 'Dreadnought' coaches (Met)

N GAUGE TOP 10

- 1 SR 'King Arthur'
- 2 Class 117 DMU
- 3 BR 75t
- Breakdown Crane
- 4 Mk 1 TPO Vans
- 5 LMS 10000/01
- 6 BR Class 120
- 7 BR Mk 2d
- 8 LMS Stanier '8F'
- 9 Class 158/159
- 10 'Lord Nelson'

breakdown crane with matching tool and staff vans.

With the OO gauge diesel market just about saturated, DMUs and electric locomotives came to the fore, although only the Swindon Class 120 made it into the top ten. Behind that were Class 156, Class 87 and Class 124 Trans-Pennine DMU.

In the OO steam categories, the 'Manor' 4-6-0, Holden 'N7' 0-6-2T and 'Big Bertha' 0-10-0 were the most requested locomotives for the GWR, LNER and LMS respectively, while BR Mk 1 Travelling Post Office vehicles and Metropolitan Railway/LT 'Dreadnought' coaches were the most popular items of coaching stock.

Churchward's '43XX', the Stanier '8F', BR Peppercorn 'K1' 2-6-0 and BR Standard 4MT 4-6-0 were the most wanted steam locomotives in their N scale categories, with the Southern also getting the 'Lord Nelson' 4-6-0 into the overall Top 10.

The 'Wish List' team reports that since the poll started in 2012, no fewer than 29 of the original Top 50 requested models have been released or announced by RTR manufacturers. To see the full table of results, go to www.rmweb.co.uk.

W www.rmweb.co.uk

HOA STONE HOPPER NEXT FOR REVOLUTION TRAINS

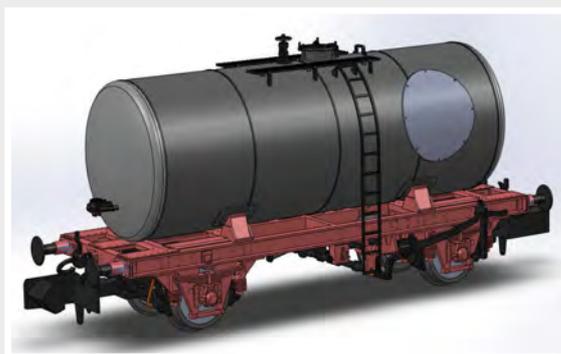
Revolution Trains has revealed its next British N scale project - a contemporary HOA bogie stone hopper.

Should it reach its funding targets, the models will be manufactured by Rapido Trains of Canada. The wagons are being developed with the full co-operation of owners VTG, Ermewa and DB Cargo.

Mike Hale of Revolution said: "This model is a natural follow-on to our TEA tankers as it uses the same type of bogies. They are widely used and will complement existing RTR models and kits. Our first modern wagon was a tanker, the next an intermodal flat; so a hopper represents a logical next step," he added.

In 2005, EWS identified a need for more aggregates hoppers and ordered 68 from Astra Rail of Romania. They feature three discharge chutes, fully enclosed and protected brake gear at the ends, and TF-25 low track force bogies.

DB's wagons are used on stone trains from the Peak District and the north-east to customers across England. They have also been used in Scotland on sand traffic. In 2016, following a significant upturn in aggregate traffic, wagon lessors VTG and Ermewa ordered a further 118 wagons. These are used by Tarmac and



Mendip Rail for traffic from the Midlands and Somerset.

HOAs will be produced in singles and triple packs in five liveries; EWS grey, Cemex grey/blue, DB Schenker, Ermewa/Tarmac grey and VTG/Mendip silver.

Guide price for single wagons is £29, including postage and packing charges.

Initially, the model will only be offered in N scale, but Revolution hopes to upscale it to OO if there is sufficient demand.

Revolution has also released the first CAD images of its forthcoming N scale 'Class B' tank wagon (see above). For more information on this wagon and Revolution's other projects, see the company's website.

W www.revolutiontrains.com



RAILWAY HONOURS WW1 HEROES

On November 11 Freightliner diesel 66418 was named *Patriot* in honour of railway workers who lost their lives in the First World War. The name recalls an LNWR steam locomotive which carried the same name, and the later locomotive which gave the LMS 'Patriot' class its nickname.

The naming ceremony, which took place at Freightliner's new maintenance facility in Crewe Basford Hall Yard. Freightliner UK Managing Director Adam Cunliffe said: "Freightliner is honoured to name this locomotive *Patriot* in commemoration of the 20,000 railwaymen who made the ultimate sacrifice."

The naming is part of an initiative entitled 'Project Railway Honour', the brainchild of Corporal Gareth Atkinson who serves in the 1st Battalion of the Mercian Regiment. Under the scheme, Dapol will produce an N scale model of 66418 *Patriot* in its current 'Powerhaul' livery. For every model sold, a donation will be made to ABF - The Soldiers' Charity, the national charity of the British Army.

"Seeing this project come to life was both an emotional and proud day for me," said Gareth



Atkinson. "Without the support shown by all parties, especially Freightliner, this project would still be just an idea."

Dapol Marketing Manager, Neil Morrill added: "It gives me great personal and professional pleasure to be involved in this project. I was privileged to represent Dapol at the ceremony, which was both dignified and moving."

Pre-orders for the limited edition models can be made at the Revolution Trains stand at Warley National Model Railway Exhibition on November 26/27 or at the PRH website.

W www.projectrailwayhonour.com

HATTON'S WEATHERED '14XXs'



➤ Hatton's Model Railways and DJModels have unveiled mock-ups of their weathered OO gauge GWR 0-4-2Ts, which are due for release in early-2017.

Following pre-production testing, a more powerful motor and extra weight have been specified to increase haulage power. The latest models are capable of hauling six bogies coaches - significantly more than the prototype would have handled in regular service.

The first two pristine versions of this exclusive Hatton's product

are expected before the end of 2016 with the rest to follow in two batches in early-2017. No fewer than 16 versions will be produced, priced at £99.00 each. See www.rmweb.co.uk for more photographs of the various weathered liveries.

Hatton's has also received the first CAD artwork for its 'Warwell' (December 2016 BRM), which will be offered in both OO and O gauge in 2018. Further information will be released as it becomes available.

W www.hattons.co.uk



FINESCALE '64XX' CHASSIS



➤ A new kit from the 2mm Scale Association offers the possibility of a working 2mm finescale locomotive within an hour.

Until recently,

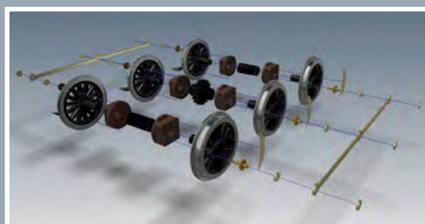
those wishing to convert N scale steam locomotives to 2mm Finescale (2FS) standards had to replace complete chassis or have the wheels turned to 2FS profile.

Following the success of a conversion kit for the Graham Farish LMS 'Jinty' 0-6-0T, the 2mm Scale Association has now produced components to convert the recent Farish GWR '64XX' 0-6-0PT. The new wheelsets can be assembled away from the model and simply dropped into the chassis once the N gauge wheels and coupling rods have been removed. The conversion is reversible and the N wheels can be reinstated at any time.

The precision-made components are available only to members of the 2mm Scale Association.

Membership details can be obtained from the website below or from; The 2mm Scale Association, 2 Fountains Road, Northallerton, North Yorkshire DL6 1QR.

W www.2mm.org.uk



TARA MINES WAGON NEXT FOR IRM



➤ Irish Railway Models has revealed that its third ready-to-run OO gauge model will be the much-requested 'Tara Mines' bogie ore wagon.

Built by CIÉ in 1977 to convey zinc and lead ore from Tara Mines near Navan, to Dublin Port for export, they are still in use today and currently represent the heaviest daily freight trains in Ireland.

The wagon will feature accurately rendered body, separately applied detail such as brake gear, close coupling mechanism and will also be designed for easy conversion to 21mm gauge. It is planned to offer the wagons in current bauxite livery initially, with multi-packs featuring allowing modellers to create prototypical rakes. Prices and a delivery dates are yet to be confirmed. Pre-orders will be taken via IRM's website and selected retailers.

W www.irishrailwaymodels.com



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1 HORNBY R3415 BR EARLY EMBLEM J15 0-6-0 NO. 65477

➤ A second batch of Hornby's lovely little Great Eastern Railway 0-6-0 is now reaching UK shops. Kindly supplied for review is long-time Cambridge (31A) resident No. 65477. Decorated in 1950s BR livery with the early emblem, the model features a solid die-cast metal locomotive body, fine cab and boiler backhead detail, an eight-pin DCC decoder socket in the tender and NEM couplers. No. 65477 was based at 1A1 from Nationalisation in 1948 until withdrawal in February 1960. A little cracker.

Price RRP £126.49
W www.hornby.com

2 BACHMANN 38-600A/602A/604 BR 20T GRAIN HOPPERS

➤ Three new versions of Bachmann's excellent 20t grain hopper are now on general sale. Two BR versions add weathered options* for unfitted (grey) and vacuum-braked (bauxite) wagons. These feature printed representations of the flaking, rust-ridden paintwork so characteristic of steel-bodied wagons in this period. The trio is completed by a pristine light grey wagon owned by Burton brewer Worthington. All feature superb decoration and will add variety and authenticity to 1960s/70s goods trains.

Price £26.50/£27.95*
W www.bachmann.co.uk

3 GRAHAM FARISH 377-765A BR BAUXITE CHV 'COVHOP' WAGON

➤ Another covered hopper from the Bachmann stable, but this time the useful 'Covhop' in N scale. This latest weathered version depicts B780799 in 1970s/1980s BR bauxite with TOPS computer code CHV, as applied from the mid-1970s. These wagons were used to carry all sorts of powered/granular products including salt and sand. The dusty, matt finish takes the edge off the factory paintwork and makes it look like a working wagon. Detail and printing is superb throughout. Recommended.

Price RRP £23.95
W www.bachmann.co.uk

4 HORNBY R3417 BR LATE CREST K1 2-6-0 NO. 62065

➤ Also out now from Hornby is another batch of Peppercorn K1 'Moguls' in BR colours. Although of LNER design, the class of 70 powerful 2-6-0s was delivered after Nationalisation, in 1949/50. Accepted into traffic at Darlington in January 1950, No. 62065 was a North Eastern Region machine. In this guise it has a York (50A) shedcode, placing it between September 1959 and withdrawal in March 1967. Period details include the inclusion of Automatic Warning System (AWS) equipment.

Price RRP £149.99
W www.hornby.com

5 BACHMANN 31-651Z MIDLAND COUNTIES RED 47973

➤ Kernow Model Rail Centre's latest exclusive OO gauge model recalls one of the more unusual Class 47 liveries. For the 150th anniversary of the Midland Counties Railway in 1989, RTC test locomotive 47973 was painted in MCR red and named *Midland Counties Railway 1839-1989*. KMRC's model includes etched metal 'plates and is limited to 512 pieces. They can be supplied DCC Ready, decoder-fitted (£169.99) or with DCC sound fitted for £249.99.

Price From £149.95
W www.kernowmodelrailcentre.com

6 IRISH MODEL RAILWAYS 'BUBBLE' CEMENT TANK

➤ Irish Model Railways has unveiled prototypes of its second ready-to-run OO wagon. Between 1964 and 1972, 150 two-axle tanks - better known as 'bubbles' - were built at CIÉ's Inchicore Works in Dublin for Irish Cement traffic. They remained in use until 2009. IMR is offering them in four packs of three, all with different running numbers, in the later IE Ivory livery. Small alterations are now being made to the model before it goes into production. Delivery is expected around Easter 2017.

Price €125.00 per pack
W www.irishrailwaymodels.com

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the crowd.
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follow you.

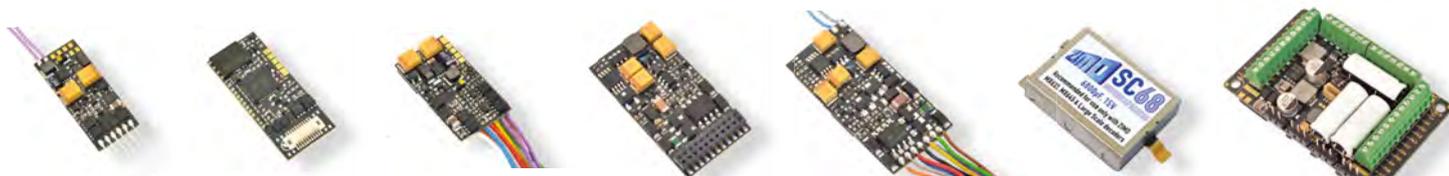


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Cube 1W

LS 26x20x08
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3D optimised 1W

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LS 50x15x14
Twin speaker 2W

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Twin speaker 2W



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08447 725052

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www.coastaldcc.co.uk

01473 710946

Mr Soundguy

www.mrsoundguy.co.uk

01983 531443

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1 YORK MODELMAKING N GAUGE LASER CUT SLEEPERS

Perfect for adding as wagon loads, piled in sidings or creating partially lifted track, York Modelmaking is producing packs of loose laser-cut sleepers. Available in packs of 100 or 500 in plastic or wood. See its website for further information.

Price £8.50 (100) £15.00 (500)

W www.yorkmodelmaking.co.uk

2 NORTHUMBRIAN PAINTING SERVICE ORF-06/07/08 DIESEL DRIVERS

This newcomer to the model railway figures market has produced a number of cast whitmetal figures in scales from N to G gauge. Figures are sold unpainted with prices starting at £1.50. The company also offers a figure painting service and layout scenery - see its website for individual pricing.

Price £5.00, £3.00 (seated drivers)

T 07780 113 844

W www.paintinghistory.co.uk

3 BRIMAL COMPONENTS 16 SOUND EFFECT GENERATOR FOR DC LAYOUTS

Now available to pre-order from Brimal Components is the Scenic Sound Generator. Add up to 16 custom sounds to your layout or use its pre-loaded selection of locomotive and environmental sounds from its micro SD card. Use in conjunction with small speakers (sold separately) or larger speakers via its 3.5mm stereo plug and add atmosphere to your layout.

Price £179.99

T 01429 297277

W www.brimal.co.uk

4 TOMYTEC HM-01 CHASSIS

Imported from Japan by Mosskito Narrow Gauge, the Tomytec HM-01 is a four-wheel motorised N gauge unit with a van-shaped plastic body originally designed to be decorated with a pen. Clip-on rectangular sideframes, and a choice of hook and bar couplings or standard N gauge hook units are included. Units are available from the below website, or by searching for 'Plaza-Japan' on eBay.

Price £35.00-£40.00

W www.narrowplanet.myshopify.com

5 GAUGEMASTER BPDCC80 DCC AUTOFROG THREE-PACK

For users of electrofrog points on DCC layouts, Gaugemaster has developed an electronic switch that automatically changes frog polarity. Simply connect two terminals to your track, the third to your frog and the Autofrog automatically detects the incoming polarity of wheels, switching the frog polarity to match. Also available individually.

Price £5.50, £14.50 (three-pack)

W www.gaugemaster.com

6 DCC CONCEPTS H-DML-SRBRO SR/BR OIL STATION/YARD LAMPS

For adding around layout stations, car parks or goods yards, this three-pack of accurately detailed working lamps have a power and illumination controller included. Supplied in the pack are three short and three long extension bases to accommodate a variety of locations.

Price £19.95

W www.gaugemaster.com



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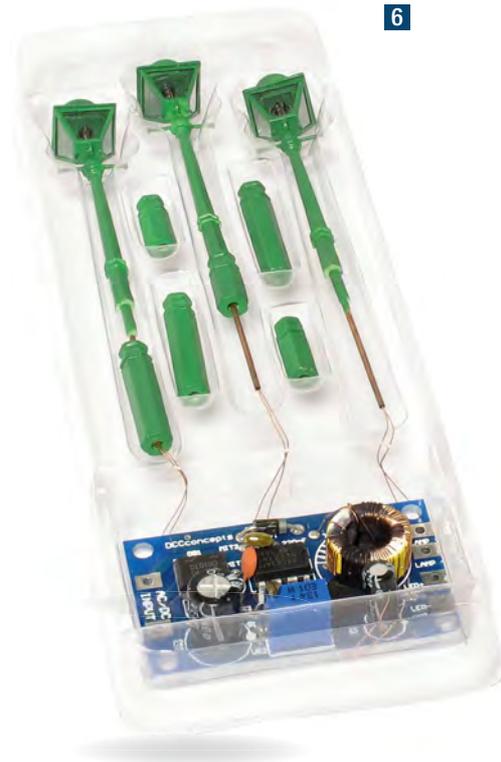
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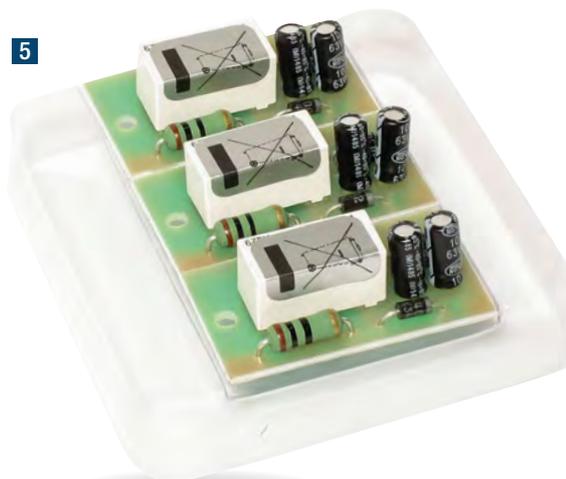
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HORNBY RAILROAD 'CROSTI' WITH TTS SOUND

Hornby's TTS system provides a budget route into DCC sound. As **Ben Jones** finds out, when fitted to a Railroad model it's even more cost effective.



As part of its drive to improve the efficiency of steam traction, British Railways built ten Standard 9F 2-10-0s with experimental Franco-Crosti boilers in 1955. Pioneered in Italy in the 1930s, the concept uses hot exhaust gases to pre-heat the water supply for the boiler. The feedwater heater is essentially a second boiler, giving the locomotives a very distinctive appearance.

BR Nos. 92020-029 were delivered with the distinctive side exhaust arrangement and feedwater heater drum under the boiler between the frames. Other features included the additional stepboards and handrail on the right-hand side of the cab and a standard chimney with blanking plate inside (it was only used when lighting up).

Unfortunately, BR found that Nos. 92020-029 didn't deliver the expected improvements and were more complicated to maintain than conventional 9Fs, as well as unpleasant for footplate crews. All were allocated to the London Midland Region at Wellingborough (15A) and employed on heavy coal and ironstone drags on the Midland Main Line. As a quirky subject for kit-builders and kit-bashers, the 'Crostis' retained a high enough profile to eventually start figuring in 'wish list' polls.

Hornby's model was released in 2015 as one of the first all-new models dedicated to the Railroad range. With an RRP of £119.99 and decent levels of detail it blurred



the lines between Railroad and the 'red box' range. Now Hornby has taken the 'Crosti' a step further by adding Twin Track Sound (TTS) and DCC.

Early emblem black No. 92025 is Hornby's chosen subject, delivered in (almost) original form with all the Franco-Crosti trimmings and the additional smoke deflector added by BR in an attempt to keep exhaust from the side chimney out of the cab. This locomotive was delivered to Wellingborough in June 1955, stored in April 1959 and rebuilt in 1960, finally being withdrawn from Birkenhead in November 1967.

It's fair to say that although the model features some separately fitted detail, such as wire handrails, a tender ladder and turned brass safety valves, it is clear that it

FACT FILE

| MODEL Hornby Railroad R3396TTS BR early emblem black Franco-Crosti 9F 2-10-0 No. 92025
| PRICE RRP £154.99
| AVAILABILITY Hornby Stockists
| WORDS Ben Jones
| PHOTOGRAPHY Tony Wright



was designed to keep within a tight budget. The need to negotiate 'train set' curves means that it's a scale 15in to broad across the cylinders. That said, it's far from being a poor model; it conveys the ungainly appearance of the prototype effectively, overall shape and detail is good and details such as the external pipework are crisply moulded. Don't let the Railroad box put you off - this is a credible model that also offers lots of potential for super-detailing.

If you're looking for a cheaper way into DCC sound, this 9F (and the expanding range of TTS models) is certainly worth a look. There are more advanced sound decoders on the market, but for many modellers this will be more than satisfactory. The two-cylinder sound is effective but only works on DCC. A downward-facing, 28mm diameter round speaker is fitted in the tender.

A total of 15 functions includes background steam/exhaust/coasting (F1), four different whistles, wheel slip, coal shovelling, injectors, blower on/off and even the fireman's breakfast sizzling. A comprehensive instruction sheet is provided to guide you through the many sound and decoder functions.

Kindly supplied by Hornby, our sample performed well on test and operated faultlessly with an NCE PowerCab controller on Peco Code 75 track. Haulage power wasn't up to the exceptional standards of the Bachmann 9F, but No. 92025 ran smoothly and quietly straight from the box and comfortably hauled a 30 wagon train on level track.

With an RRP of £154.99 it's around £100 less than most sound-fitted British OO models and pitched at a similar price to many 'mute' medium and large steam locomotives. For comparison, a Bachmann DCC Ready, weathered 9F is £164.95 while a Hornby 'red box' LNER B1 4-6-0 without DCC or sound is £159.95.

Although the full-size locomotives weren't a success, they've benefitted from our enthusiasm for unusual subjects. The addition of TTS sound has given Hornby's model an extra dimension at a price that should appeal to a wide audience. Highly recommended. ■



LIKE THIS? TRY THESE...

Locomotives: Hornby R3385TTS BR 'Black Five', R3460TTS BR 4F, R3288 BR 9F *Evening Star*, Bachmann 32-858 BR 9F

Wagons: Hornby R6731-35 BR coke wagons, R6725/82 BR 21t hoppers, Bachmann BR 16t mineral wagons, Bachmann/Hornby BR 27t ore tipplers and 5/7-plank ex-PO coal wagons

datafile

BASICS

Manufacturer: Hornby Hobbies
Catalogue Ref: R3396TTS BR early emblem No. 92025
RRP: £154.99
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 4 (1948-56)
Company/Operator: BR
Region: London Midland Region
Weight: 439g
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 371mm (R1)
Couplings: Detachable NEM couplers
Accessories: None

ELECTRICAL/MECHANICAL

Power System: 12V DC/16V AC DCC
Motor: Three-pole motor
DCC Provision: TTS sound fitted. Speaker in tender
Decoder size: 27mm x 14mm x 5mm
Functions: 18 (15 sounds)
Pick-ups: Brass wiper collectors to all driving and tender wheels
Lighting: None
Drive System: Gears to rear driving axle
Flywheel: Yes
Traction tyres: No

SERVICING

Body Removal: Two screws under chassis
Lubrication: See instructions
Packaging: Polystyrene tray within card outer
Instructions: Diagram sheet for maintenance & DCC operation
Spares/warranty: Contact Hornby 01843 233500

VITAL STATISTICS

Dimension	1:1	Scale	Model
Length (over buffers)	66ft 2in	264.6mm	269mm
Height	13ft 1in	52mm	52mm
Width (over cylinders)	8ft 10¼in	35mm	39.7mm
Wheel diameter (driving)	5ft 0in	20mm	20.1mm
Wheel diameter (leading)	3ft 0in	12mm	12.2mm
Wheel diameter (tender)	3ft 3½in	13mm	13.2mm
Wheel Back-to-Backs	-	-	14.3mm





Dapol's eagerly-awaited O gauge Class 08 shunter has finally arrived. DCC sound fitted models are 'hot on the heels' of the first batch and due shortly. Kindly supplied by Dapol for review is 08202 in post-1973 BR blue

with five-digit TOPS numbers and double arrow logos in the standard position on the engine room doors. It is one of six liveries produced, the others being D3045 in late-1960s BR blue, D3219 in BR green with late crest, small 'D' prefix 3043 in BR green with late crest, 13282 in BR green with the early emblem and 13240 in original black with the 1950s early emblem. All carry a very respectable RRP of £199.95.



The model depicts early batches of Class 08s, this one built by British Railways at Derby Works in 1956. In this guise, the shunter is largely suitable for the period from 1974 when it lost its 'D' number, D3272, until 1989 when the locomotive was withdrawn by British Rail. The prototype survives in

FACT FILE

MODEL Dapol 7D-008
-006D BR blue Class 08
0-6-0DE 08202
PRICE RRP £199.95
AVAILABILITY Dapol stockists
WORDS Howard Smith
PHOTOGRAPHS Tony Wright

preservation having spent time in industrial service with The Potter Group at Ely.

Once out of its attractive box and packaging, scrutiny begins - starting with its bodywork shape. Dapol has 'nailed it'. I didn't resort instantly to photographs as you would if something looks amiss. The model is unmistakably a Class 08 and all major dimensions are accurate. Panel detail is exceptionally good with plenty of relief; all hinges, latches and rivets are to the correct depth without compromise. Painted in a standard colour it's harder to appreciate, but weathering and washes will really bring this model to life, enhancing the intricate door hinges and liberally applied rivets, betraying the pre-war LMS origins of this design.

A clever bonnet design gives easy access to the internals to fit a decoder and/or speaker without the need of a screwdriver. It's a far cry from previous 7mm scale models of this class from other manufacturers, whether RTR brass or kit-built. Inside this compartment, there's ample room for a 35mm speaker and any other auxiliary equipment you might wish to fit, such as a smoke generator.

The locomotive correctly has early-style wooden cab doors over the later one piece two-handle steel design. Dapol has gone to great lengths to hinge the doors, offering modellers the option to pose them open or closed; ideal for small layout cameos. Inside, the cab interior and control desk are beautifully detailed with handbrake wheel, dual control levers, pipework, seats and impressions of the gauges.

The model sports a vertical air-operated whistle rather than horizontal trumpet horn. Nothing offends particularly with the bodywork, although if you look really closely, the fuel tank inspection plates are slightly overscale and the front-facing cab windows a touch too narrow - I doubt it's worth the hassle of altering them.

LEFT An attractive front aspect. From lamp brackets to brackets left behind from its removed ladder, numerous grab rails and rivets, there's no denying that Dapol has put the hours into creating a fine model.

DAPOL O GAUGE CLASS 08

A grab handle is omitted on the first front panel above the front steps - there should be three not two, but that is an easy addition.

I particularly like the detail on both bufferbeams and the level of separately applied underframe pipework is impressive. The brake rigging and vacuum pipes look slightly malnourished and the front footsteps lack the elliptical cut-outs, but again, these are a quick fix. Guard irons are omitted; a wise omission if it keeps the price down, as they're hardly visible. Making replacements from scrap brass or plastic is a quick job.

The model falls some way short in the livery application though; it's beautifully applied, but incorrect for this particular locomotive. Some BR blue Class 08s had yellow bufferbeams, some had coupling rods painted red, but neither were carried by this locomotive during its career. The Eastleigh (EH) allocation sticker is correct as 08202 was based in the Hampshire town for around 20 years, but there's no photographic evidence to suggest it ever had a black cab roof, red coupling rods or a black radiator surround stripe rather than the standard yellow. Nor do photographs of 08202 in the 1970s and 1980s show its bufferbeams painted yellow. Running plate tops are also incorrectly painted black rather than BR blue - possibly mistaken for the significant level of dirt accumulated in this area and never cleaned.

Whilst most of the previous fixes are simple, to correct the livery errors will require excellent airbrushing skills to match Dapol's paint finish - perhaps a step too far for the average modeller? Other liveries appear to have similar avoidable faults that detract from otherwise excellent models at an attractive price. Without labouring the point, there's no shortage of photographic evidence to assist when researching livery detail on '08s' - nor is there a lack of knowledgeable people willing to assist companies in getting the decoration right.

Below the waistline, the locomotive's characteristic outside frames, moulded axleboxes and springs lack a little depth, not by much, but it's noticeable. To achieve the correct width of the coupling rods, Dapol has resorted to adding 1.5mm thick brass washers behind



LIKE THIS? TRY THESE...

- Dapol 12t vent vans,
- Lionheart BR 16t mineral wagon,
- Heljan VAA van, OAA open wagon,
- IWB bogie van/IGA bogie flat

ABOVE Gently squeezing the bonnet roof sides above the handrails allows a section of roof to be removed. You can appreciate the space still left inside the model to fit a decoder or smoke unit.

BELOW An open cab door gives allows a peek at the cab interior. Its hard to appreciate the cab detail under normal viewing conditions, but that changes when the cab light is on.

the rod cranks, pushing them further outwards into a more correct position. It disguises the first problem, but as they're left unpainted it creates another - they stand out. Chemically blackening them or painting is a quick fix and will improve appearance considerably.

Performance of this sample was superbly smooth from the box without a period of running in. Its five pole motor and low gearing works to its advantage, making it drive much like the prototype - shunting was simple, but revealed the overly soft springing of the buffers.

Front and rear white/red shunting lights only work on DCC. DC users get only white markers and the cab light can be isolated via a switch on the chassis. A re-wire will be required to make the shunting lights work on DC control. Its worth noting that with a 21-pin DCC decoder installed, the cab light is activated by F5 - a sophisticated decoder with five output functions or more will be required to operate this feature. On DC the cab light only works when the model is in motion.

Being a little more pedantic, photographs show 08202 in the late-1970s with Oleo hydraulic buffers at the front and in 1984 it had Oleo buffers front and rear. If you're looking for accuracy, it'll pay to research photographs or perhaps re-number the model to better suit a different locomotive.

Livery errors aside, it's a great model with lots to commend it, especially at this price point. If any of the little detail niggles bother you, or you wish to personalise it by renumbering and weathering to create a more workaday effect, it's an attractive candidate for a great winter project - something I'll be doing shortly. For the money, this is a great model. Increased import prices will shortly apply so my advice is to grab a genuine bargain while you can. ■



1 **NARROW GAUGE IN THE ARRAS SECTOR BEFORE, DURING & AFTER THE FIRST WORLD WAR**, MARTIN & JOAN FAREBOROUGH, PEN AND SWORD, ISBN 1473821185

➤ A detailed look at the contribution made by 600mm gauge railways during the First World War and post, throughout reconstruction of the landscape. The book also accounts for The Second World War until closure of the lines and evidence of their existence that can be retraced today. Illustrated with detailed maps and B&W photographs.

Price £30.00

W www.pen-and-sword.co.uk

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➤ David's comprehensive guide covers all modelling aspects of creating a waterfront, accompanied by practical examples helping modellers to reproduce scenes. Illustrated in colour with prototype and model photographs that are of use to railway rather than naval modellers.

Price £18.99

W www.crowood.com

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➤ Based on the author's doctoral research and drawing on original sources and contemporary newspapers, this book documents the earliest days of railway excursions from the 1840s to 1860s. Focussing on working class passengers, it tells a tale of 'trippers' clinging to open wagons, rather than the middle class consulting their Bradshaw's guides.

Price £25.00

W www.pen-and-sword.co.uk

4 **THE LIVERPOOL & MANCHESTER RAILWAY**, ANTHONY DAWSON, AMBERLEY, ISBN 9781445661889

➤ Tracing the history of the world's first inter-city railway, this book enlightens the reader on the experience of railway travel in the 1830s. With over 100 illustrations and early drawings, many photographs of former railway buildings still stood to the present day are included too.

Price £14.99

W www.amberley-books.com

5 **THE RAILWAYS, NATION, NETWORK AND PEOPLE**, SIMON BRADLEY, ISBN 9781846682131

➤ Starting with a first-hand account of how the author became a railway enthusiast at a young age, he takes the reader on a journey charting the impact of the railways of Britain on the lives of its people. From their creation to the present day, the architecture, engineering and social impact, this book is a recommended read for enthusiasts and non-enthusiasts alike.

Price £9.99

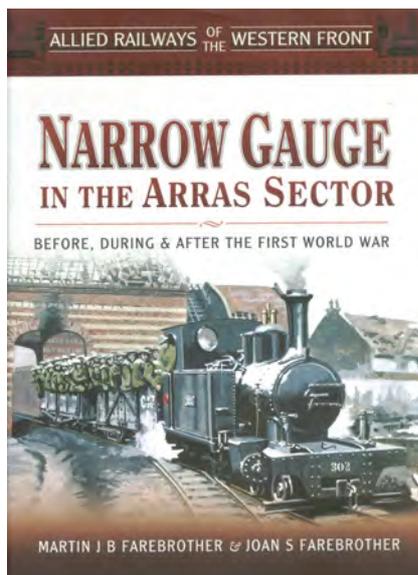
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6 **THE RAILWAY: BRITISH TRACK SINCE 1804**, ANDREW DOW, ISBN 9781473822573

➤ A books for modellers and those interested in the permanent way. A thorough history of track development, from the earliest tramroads to the present day, all illustrated by scale drawings, diagrams and clear photography. A must for modellers looking to add extra authenticity to their layout.

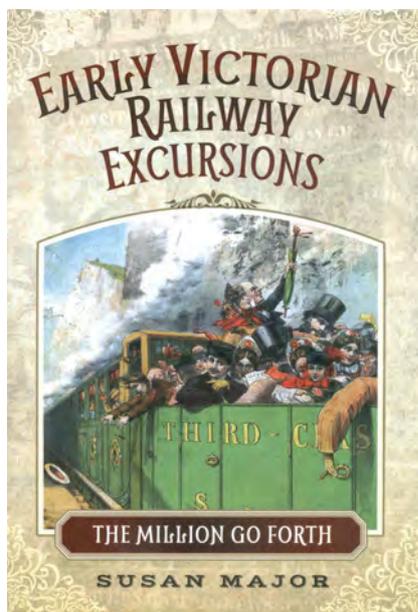
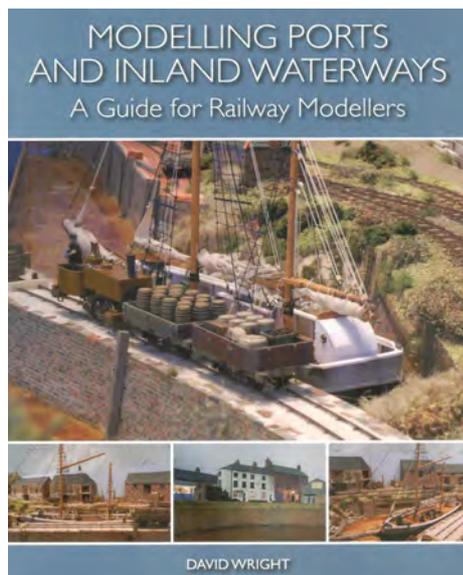
Price £40.00

W www.pen-and-sword.co.uk



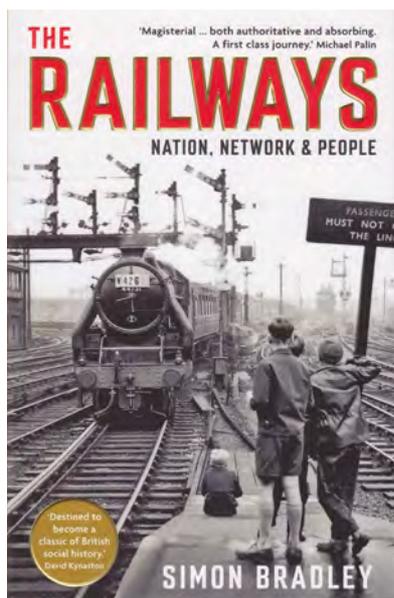
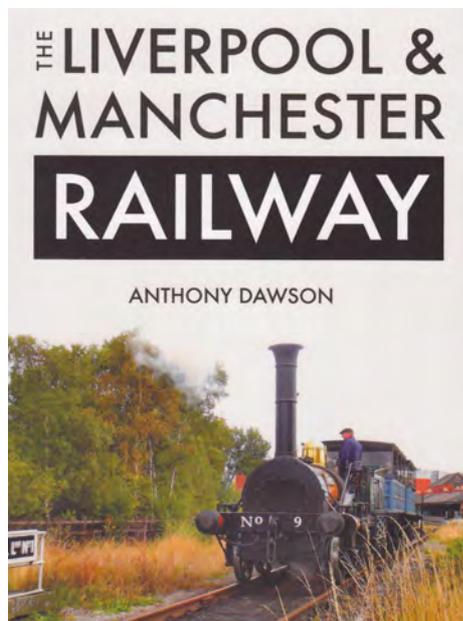
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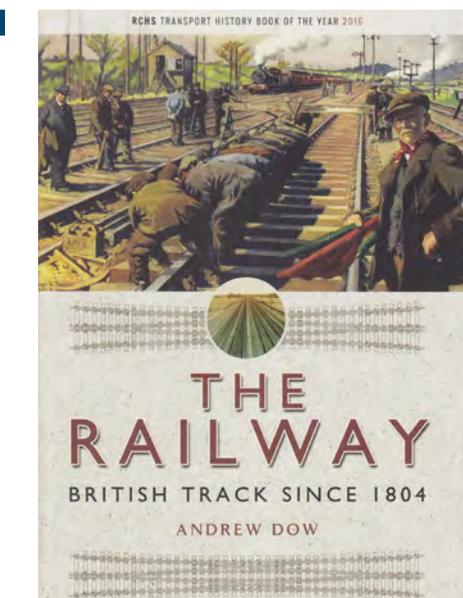
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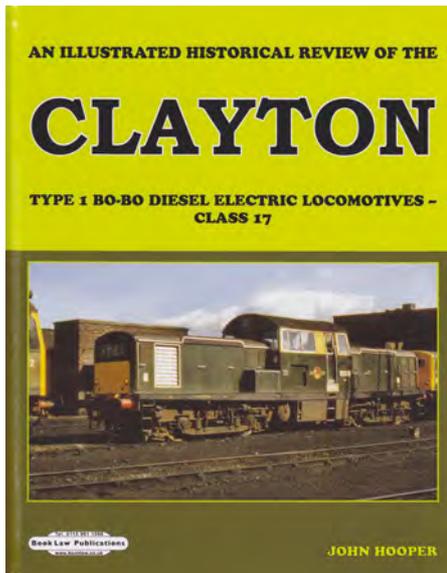
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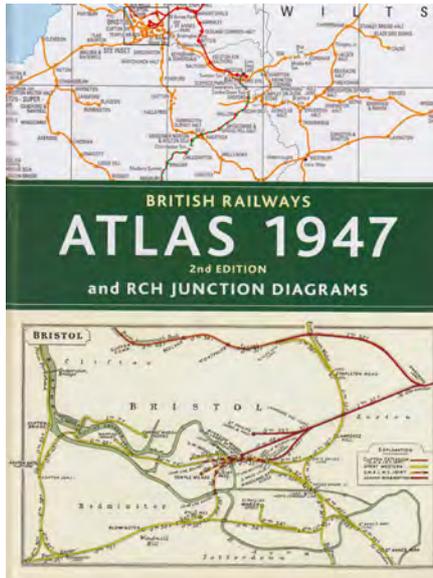
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7 AN ILLUSTRATED HISTORICAL REVIEW OF THE CLAYTONS, JOHN HOOPER, BOOK LAW PUBLICATIONS, ISBN 9781909625648

➤ The story of one of the least successful classes of BR diesel locomotives is told in this hardback. From the first quote by Clayton Equipment Co. in May of 1962 until withdrawal of the last machine by British Rail in 1971. Diagrams, and numerous photographs of cab interior and bodywork exterior will be of use to modellers. Impressive and comprehensive.

Price £26.99

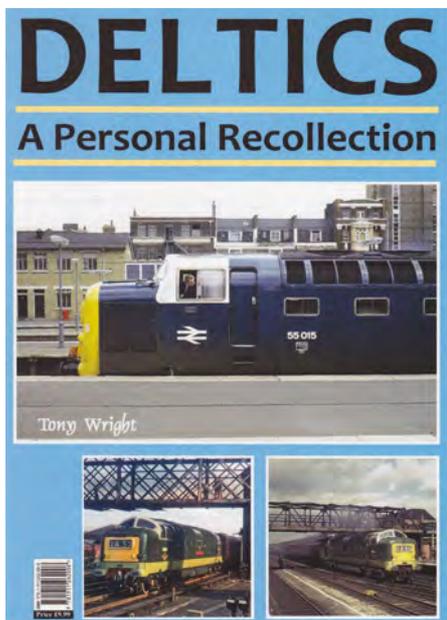
W www.booklaw.co.uk

8 BRITISH RAILWAYS ATLAS 1947 AND RCH JUNCTION DIAGRAMS 2nd EDITION, IAN ALLAN, ISBN 9780711038578

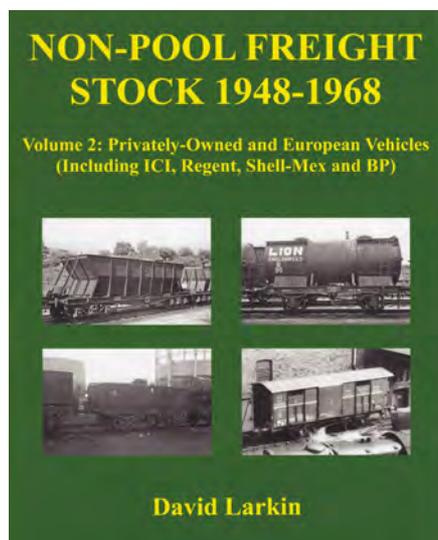
➤ A snapshot of Britain's railways before Nationalisation in 1948, this hardback by Ian Allan is a reprint of a book from 1947. Now included are RCH junction diagrams for interesting locations or complex junctions. Its new size allows clearer reading of the maps for reference. Ideal for layout planning or retracing routes.

Price £30.00

W www.ianallanpublishing.co.uk



9



10

9 DELTICS - A PERSONAL RECOLLECTION, TONY WRIGHT, IRWELL PRESS, ISBN 9781911262008

➤ Despite being a self-confessed LNER steam addict, Tony Wright through his lens, witnessed the 'Deltics' at their peak on a regular basis. In this book he publishes his photographs amongst others, offering informative captions to the reader. For BR blue East Coast diesel fans and modellers alike, this book will stir memories of the 22 machines and their distinctive Napier engine sound.

Price £9.99

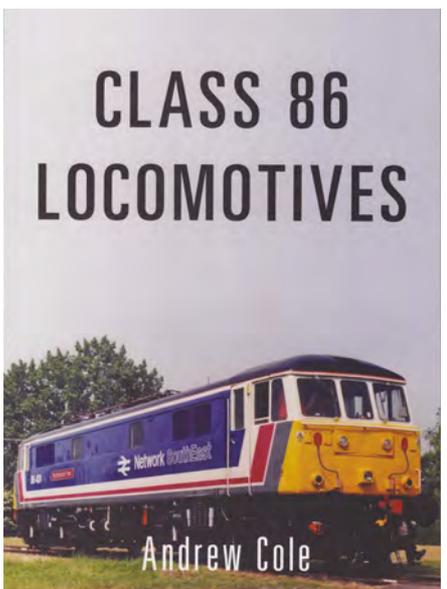
W www.irwellpress.com

10 NON-POOL FREIGHT STOCK 1948-1968 VOLUME 2, DAVID LARKIN, KESTREL, ISBN 9781905505418

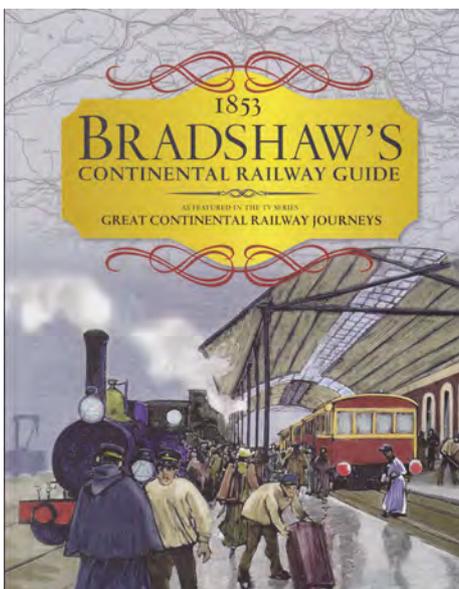
➤ Volume 2 of series by wagon authority David Larkin continues with a collection of rare non-pool freight stock used on the steam era of British Railways. As he states, research has been difficult, but for modellers looking to add more unusual wagons to their rakes, particularly ferry wagon stock from mainland Europe, this book provides great inspiration.

Price £16.00

W www.kestrelrailwaybooks.co.uk



11



12

11 CLASS 86 LOCOMOTIVES, ANDREW COLE, AMBERLEY, ISBN 9781846682131

➤ Built for the West Coast Main Line in 1965, the Class AL6, later becoming Class 86 under TOPS have dwindled in numbers considerably to the present day. This book looks back at the class and the many standard and more unusual liveries they have carried.

Price £14.99

W www.amberley-books.com

12 1853 BRADSHAW'S CONTINENTAL RAILWAY GUIDE, HARPER COLLINS, ISBN 9780008201272

➤ The success of the television series *Great Continental Railway Journeys* has no doubt influenced the reprinting of this guide by Bradshaw to rail travel in 1853. Full of interesting facts of the period and humorous adverts, it's an interesting read.

Price £20.00

W www.harpercollins.co.uk

HORNBY MAUNSELL 'S15' RETURNS



A new batch of 'S15s' gives us the opportunity to assess Hornby's model of this sturdy Maunsell 4-6-0. The company's 'King Arthur' is widely regarded as one of the best models it has ever produced, so we had high

hopes for its smaller-wheeled, mixed traffic cousin. But firstly, a little background information on the prototype.

A development of the hugely successful 'King Arthurs', the original 'S15s' were introduced in 1920 by the London & South Western Railway (LSWR) to a Robert Urie design. When the Southern Railway (SR) identified a further requirement for powerful locomotives to haul goods trains, especially to and from Southampton Docks, Chief Mechanical Engineer R.E.L. Maunsell chose to build a slightly modified version of the Urie 'S15'. In total, 25 locomotives were built, 15 in 1927/28 and a further ten in 1936 (an order delayed from 1931 due to the economic depression). Robust and powerful, they were popular with crews and operators, who valued their ability to haul heavy goods and, when required, passenger trains. They were particularly useful on summer Saturdays when the SR locomotive fleet was stretched to the limit by holiday traffic, or when ocean liner traffic warranted numerous additional trains to or from Southampton.

Under BR they were given a '6F' power classification, putting them ahead of more famous mixed traffic types such as the Stanier 'Black Five' and Thompson 'B1'. Despite the introduction of BR Standard types on the Southern Region from the mid-1950s, the reliable and versatile Maunsell 'S15s' soldiered on until ousted by BRCW Type 3 diesels (Class 33s) between 1962 and

FACT FILE

- | **MODEL** Hornby R3413 BR late crest black Maunsell 'S15' 4-6-0 No. 30831
- | **PRICE** RRP £154.99
- | **AVAILABILITY** Hornby Stockists
- | **WORDS** Ben Jones
- | **PHOTOGRAPHY** Tony Wright

1965. The last trio (Nos. 30837-839) were withdrawn in September 1965.

The subject of Hornby's latest edition is No. 30831 in BR black with the post-1956 late crest, Salisbury (72B) shedplate and a flared-top eight-wheel 5,000gal tender - all correct for this locomotive. No. 30831 was a Salisbury resident throughout its BR career and avoided the complicated series of tender swaps that affected many of its sisters in the late-1920s.

Like the 'Arthur' it's immediately obvious that Hornby's 'S15' is a quality piece of kit. It might not have the ornate passenger livery or stirring Arthurian names of its passenger counterpart, but in terms of looks, detail and quality it is just as good. With those 5ft 7in driving wheels sitting below the running plate, the model really captures the powerful, workmanlike character of the prototype. The classic Maunsell 'face' is convincing; there's no doubting the family resemblance to the 'King Arthur' and 'Schools'. Quality features include the beautifully shaped chimney with capuchon, finely shaped external pipework, separate items such as toolboxes, reversing lever, AWS equipment boxes, slender smoke deflectors and wire handrails. There's also extensive rivet detail around the smokebox, a superb boiler backhead/footplate, complete with printed gauge glasses and an impressive rendition of the 5,000gal tender.

Printing on to the matt-satin black base is excellent throughout with cabside numbers in the correct typeface/weight and colour and a multi-coloured BR crest. A bit of judicious weathering would give the hardworking look more typical of the class in BR service during the 1950s and first half of the 1960s.

Also available now are Southern Railway black No. 827 with Bulleid style 'Sunshine' lettering and a

LIKE THIS? TRY THESE...

- Locomotives:** Hornby R3456 BR 'King Arthur', R3412 BR S15, R3420 BR 700 Class, R3468 'Battle of Britain' 4-6-2
- Wagons:** BR goods wagons, Dapol BR Banana Vans, Hornby Maunsell coaches
- Book:** *Southern Urie & Maunsell 2-cylinder 4-6-0s*, David Maidment, Pen & Sword Press, £30.00, ISBN 1 473 8525 36





flared eight-wheel tender (R3411) and BR early emblem No. 30842 with a straight-sided bogie tender (R3412).

An eight-pin DCC decoder socket is located in the tender. From the underside, it's obvious that this tender is also designed to accept a sound decoder and speaker although there's no DCC Sound version from Hornby yet. NEM coupler pockets are provided front and rear and the connection between locomotive and tender is a metal drawbar with two coupling positions. Electrical current is collected by wiper pick-ups on all but the two front bogie axles.

No. 30831 gave a good account of itself on test, easily hauling a 30-wagon fitted goods on level track and looking perfectly at home on a train of eight Maunsell/Bulleid coaches. Performance on Peco Code 75 track was faultless, even over complicated pointwork.

Overall, I was impressed by the 'S15' and delighted that we were finally able to catch up with it. Southern Railway/Region modellers in OO gauge are well-blessed with attractive RTR passenger classes nowadays but this model brings a welcome mixed traffic type to the fleet, ideal for all those fitted goods, banana van trains, ocean liner specials or holiday reliefs. Recommended. ■



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**Squires will be exhibiting at the following shows in 2017 –
Diary updated as bookings are confirmed.**

Dec 10 TONBRIDGE Garden of England Model Fest, The Angel Centre, Tonbridge, Kent, **TN9 1SF.** 10-5

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10-5, Sun 1-4.30 **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 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS35 8QZ.** Sunday 10 - 4pm

Jan 22 GUILDFORD Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD.** Sun 10 - 5 www.astolatmrc.co.uk

Jan 28/29 KENDAL M/R Exhibition Leisure Cen, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5

Feb 4/5 ALTON FebEx 2017, Alton Model Railway Group Exhibition, Eggars School, Anstey Rd, Alton, Hants **GU34 4EQ** Sat 10-5, Sun 10-4

Feb 11 NEWBURY MODEL RAIL SHOW - St. Bartholomews School, Andover Rd, Newbury, Berks **RG14 6JP** 10 - 4.30pm. 13 Layouts - Plenty of Free Parking, Close to Newbury Railway Station

Feb 18 TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, **TN9 1SF.** Sat 10-5pm. www.tonbridgemrc.com

Feb 19 MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, **M22 1QW** 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*

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!! :-)

Please please please help us! If you would like to assemble an order for collection at Glasgow, which we are very happy to do, please help us and place your order at least a week before the show :-)

Mar 4 KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB.** Sat 10 - 4.00.

Mar 4/5 PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, 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 *FREE Parking*

Mar 11/12 BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Sat 10-5, Sun 10-4.

Mar 11/12 KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5

Mar 18/19 NOTTINGHAM East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Road, Bilborough, Nottingham NG8 4PB. Sat 9.30-5.30, Sun 10-5

Mar 25/26 PENRITH M/Rail Show, Rheged Centre, Redhills, Penrith, Cumbria, **CA11 0DQ** Sat 10-5.30, Sun 10-4. Organised by Border Railway Society; Carlisle & Dist O Gauge Group & Rheged.

Apr 8 NORWICH Model Railway Exh, Helledon High School, Norwich **NG6 5SB.** Sat 10-4.30pm

April 8/9 CORSHAM Trainwest 2017 Model Railway Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 *Modern NEW Venue - FREE Parking*

April 15/16/17 YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York **YO23 1EX** Sat/Sun 10-5, Mon 10-4.30 **Advance tickets now available from Squires** T&C Apply. Coming to York Show? Why not try Sunday? or Monday? The Show is less busy - see more of the layouts and a lot easier to get to our stand!! :-)

Plenty of FREE parking

April 22 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10-4.30

April 22/23 HORSHAM Crawley MRS M/Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, **RH12 1SR.** Sat 10-5, Sun 10-4.30. *Plenty of FREE Parking*

APRIL 28-30 THE 49TH BRISTOL MODEL RAILWAY EXHIBITION, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB.** Friday 1pm - 7pm, Saturday 10 - 6.30pm, Sunday 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday?? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-)

Plenty of FREE Parking

May 6 READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ.** Sat 10 - 4.30

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*

June 3 DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD.** Sat 10 - 4.00.

June 3/4 DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY.** Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant

June 3/4 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

June 10/11 GLASGOW, O Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE** Sat 10 - 4 Sun 11 - 4 *Free Parking, Close to Railway Stations*

June 24/25 PERTH Model Railway Exh, Dewars Ice Rink, Perth, **PH2 0TH** Sat 10-5.30, Sun 10-5

Aug 5/6 SOUTHWOLD Waveney Valley Model Railway Exh, St Felix School, Southwold, **IP18 6SD** Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking**

Aug 12 BEXHILL, Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex **TN40 1SE** Sat 10 - 5pm. *Plenty of FREE Car Parking on site*

Oct 7/8 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon - reserve your copy now. Exhibition Invitations always welcomed.

VIRGIN EAST COAST '43s' WITH SOUND



Hornby has rapidly expanded the range of locomotives it offers with 'Twin Track Sound' (TTS) over the last couple of years. Latest to benefit are its Class 43 Inter-City 125 power cars, now available in contemporary

Virgin Trains East Coast livery. Introduced in March 2015, this attractive red and white colour scheme now adorns the whole VTEC IC125 and IC225 fleet, replacing East Coast's grey/pink scheme.

Containing two power cars, both fitted with TTS decoders and speakers, the pack features VTEC 43311 (powered, see below) and 43314 (dummy) in modernised, MTU-powered condition. Like the

FACT FILE

- I **MODEL** Hornby R3390TTS Virgin Trains East Coast Class 43 HST power cars 43311/314
- I **PRICE** RRP £279.99
- I **AVAILABILITY** Hornby Stockists
- I **WORDS** Ben Jones
- I **PHOTOGRAPHS** Tony Wright

NRM40 pack produced for Locomotion Models (see **BRM** November 2017), this is most obvious on the roofs, where the models have the current twin cooling fan arrangement, but without the once-standard exhaust baffle fitted since the early years of the HSTs.

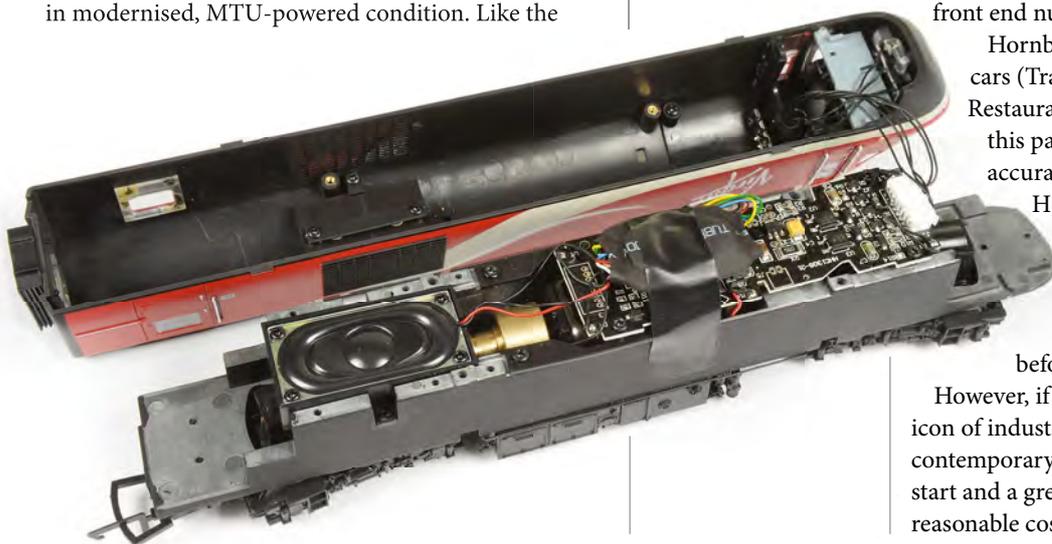
As a regular traveller on the East Coast Main Line, making every effort to pick trains diagrammed for HSTs, I was particularly interested to hear how accurate Hornby's MTU4000 engine sounds were. Using an NCE PowerCab DCC system, I was able to run through the entire repertoire of the TTS decoders and found the sounds good - if not quite up to the highest standards now being achieved by DCC sound specialists. However, that comment must be qualified by saying that this pack costs only £30 more than the 'DCC Ready' R3403 Inter-City 125 40th Anniversary power cars and around the same as a single sound-fitted Bachmann diesel locomotive. So, in that sense, this pack offers far better value for money.

As is standard, the TTS decoder offers DCC users 18 spot sound functions (25 sound functions in total) and on/off control of lighting features. Within that, there are various horn sound options, the ability to notch the engines up or down (F5/F6) or return them to idling (F7) or go into 'Thrash' mode (F8) as well as various supporting sounds including the compressor, fans, cab door slam, AWS and Driver Safety Device (DSD) sounds, fire bell test (F22), windscreen wipers and even the Guard to Driver buzzer (F24). A full list is provided on the comprehensive instruction sheet supplied. There's also a useful sheet offering advice on setting up the two decoders in consist mode and driving tips to help users achieve more realistic operation. A 40mm by 20mm diameter speaker is fitted in each PC, mounted facing upwards with sound exiting through the exhaust ports.

Application of the complex swoops and stripes that characterise the livery is crisp and convincing. Smaller details such as the Brush re-engineering worksplate and front end numbers are also neatly applied.

Hornby has also released five Mk 3 trailer cars (Trailer Guards Second, 2 x Trailer Second, Restaurant Buffet Car, Trailer First) to match this pack, allowing a reasonable, if not entirely accurate representation of a current VTEC 2+9 HST to be assembled. Sadly, the company's Mk 3s don't match the standard of these superb power cars, nor do they have NEM couplers to allow close-coupling of fixed sets and it's likely to be some time before better models become available.

However, if you're looking to model this 40-year-old icon of industrial design in one of its most attractive contemporary liveries, these power cars provide a good start and a great way to add sound to your layout at a reasonable cost. ■





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EVENTS

TRAIN & TOY FAIRS

DECEMBER 8

SRP Toy Fairs - Midhurst

Bepton Road, Midhurst, West Sussex GU29 9HG

Opening Times:

Sunday 1000 - 1400

Prices: Adult £2.00

Child Free

T: 0773 9998012

DECEMBER 10

Jim Corr Toy & Train Fair

- Gateshead Neilson Road,

Gateshead, NE10 0EF

Opening Times:

Saturday 1000 - 1500

Prices: Adult £3.00 Senior £2.00

Child £2.00

T: 07504035955

Toy & Train Fair -

Chester (new venue)

Plas Newton Lane, Chester, Cheshire CH2 1PR

Opening Times:

Saturday 1030 - 1430

Prices: £2.00

T: 01270 652773

Tony Oakes

CONTACT US

DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brm.ag/brmevents

WEBSITE

Enter your event on our website at www.world-of-railways.co.uk

Closing date for the February issue is November 29

 Suitable for disabled visitors.

DECEMBER 11

SRP Train & Toy Fair - Dartford

Heath Lane, Dartford, Kent DA1 2LY

Opening Times:

Sunday 1000 - 1400

Prices: £2.00

T: 0773 9998012

DECEMBER 14

Townsend Toy & Train Fair

- Burton-on-Trent

St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB

Opening Times:

1830 - 2030

Prices: £2.00

T: 07951 072790

Joe Lock Toy & Train Fair -

Selsdon Upper Selsdon Road,

Selsdon, Croydon, London, Greater London CR2 8DD

Opening Times:

1830 - 2030

Prices: £1.00

T: 07866 641215

DECEMBER 15

Joe Lock Toy & Train Fair

- Theydon Bois

Coppice Row, Theydon Bois, Epping, Essex CM16 7ER

Opening Times:

1900 - 2100

Prices: £1.00

T: 07866 641215

DECEMBER 17

SRP Train & Toy Fair - Hawkinge

Heron Forstal Avenue, Hawkinge, Folkestone, Kent CT18 7FP

Opening Times:

Saturday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

DECEMBER 18

SRP Train & Toy Fair - Orpington

Station Road, Orpington, Kent BR6 8PR

Opening Times:

Sunday 100 - 1400

Prices: £2.00 Adult

T: 0773 9998012

DECEMBER 27

SRP Toy Fairs - Worthing

Forest Road, Worthing, West Sussex BN14 9HS

Opening Times:

Tuesday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

Model Events, Locomotion

- Year End Toy Fair

Soho Street, Shildon, Co Durham DL4 1PQ

Opening Times:

Tuesday 1000 - 1700

T: 01535 642367

DECEMBER 28

SRP Toy Fairs - Bexhill-on-Sea

Gunters Lane Bexhill-on-Sea

E.Sussex TN39 4ED

Opening Times:

Wed 1000 - 1400

T: 0773 9998012

Barry Stockton Fairs - Haydock

Park Racecourse Exhibition Centre WA12 0HQ

Opening Times:

Saturday 1030 - 1400

Prices: Adult £2.00

Child £0.50

T: 0151 334 3362

DECEMBER 29

SRP Toy Fairs - Rayleigh

Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ

Opening Times:

Thursday 1000 - 1400

Prices: £2.00 Adult

T: 0773 9998012

Toy & Train Fair - Evesham Abbey

Road, Evesham, Worcs WR11 4SU

Opening Times:

Thursday 1030 - 1400

Prices: Adult £2.00

Concession £2.00

T: 01270 652773 Tony Oakes

DECEMBER 31

Barry Stockton Fairs - Manchester

(New) Trafford Way, Manchester, Lancashire M17 8DD

Opening Times:

Saturday 1030 - 1400

Prices: Adult £2.00 Child £0.50

T: 0151 334 3362

JANUARY 1

Toy & Train Fair - Bridgnorth

High Town, Bridgnorth, Shropshire WV16 4ER

Opening Times:

Sunday 1030 - 1500

Prices: Adult £2.00

Concession £2.00

Family £4.00

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J & J Toy Fairs - East Midlands

Newark & Notts Showground, Winthorpe, Newark, Nottinghamshire NG24 2NY

Opening Times:

Sunday 1000 - 1430

Prices: Adult £3.50 Senior £2.50

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SRP Toy Fairs - Colchester

School Road Langham, Colchester, Essex CO4 5PA

Opening Times:

Sunday 1000 - 1400

Prices: Adult £2.00 Child Free

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JANUARY 7

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Heron Forstal Avenue, Hawkinge, Folkestone, Kent CT18 7FP

Opening Times:

Saturday 1000 - 1400

Prices: Adult £2.00 Child Free

T: 0773 9998012

JANUARY 8

Ray Heard Newton Abbott Racecourse Train & Toy Fair

Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF

Opening Times:

Sunday 1000 - 1530

T: 01823 480097

JANUARY 11

Joe Lock Toy & Train Fair -

Selsdon Upper Selsdon Road,

Selsdon, Croydon, London, Greater London CR2 8DD

Opening Times:

1830 - 2030

Prices: £1.00

T: 07866 641215

JANUARY 21

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Opening Times:

1000 - 1630

Prices: £3.50 Adult Under 14s Free

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FEBRUARY 24 - 26

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Saturday 1000 - 1800

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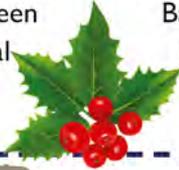
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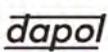


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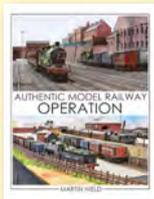
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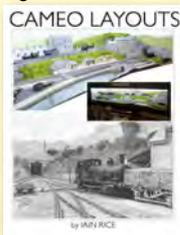
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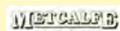


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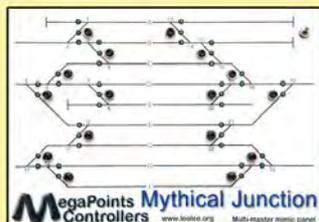
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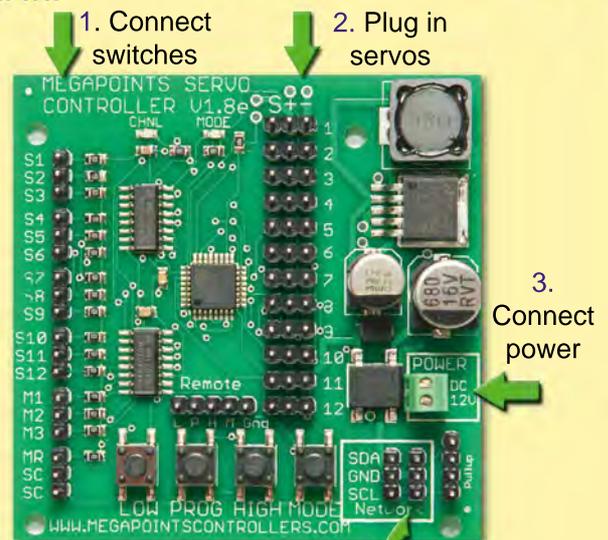


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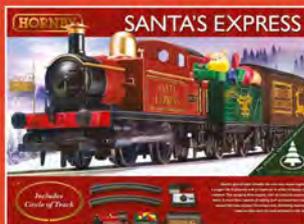
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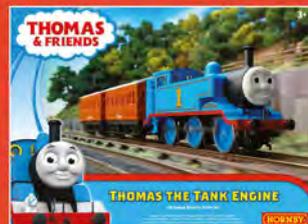
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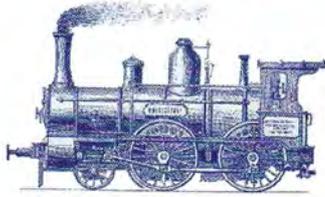




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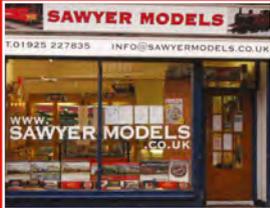


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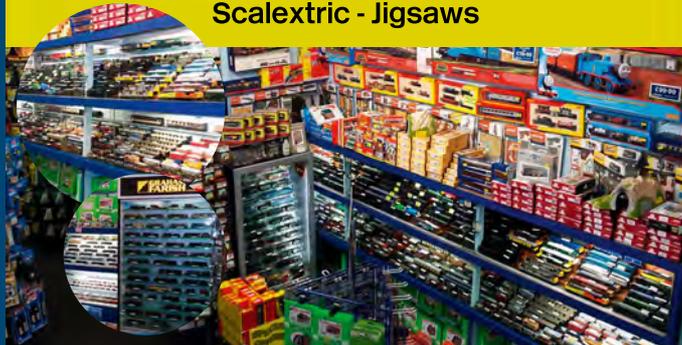
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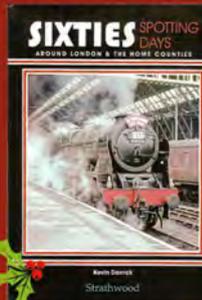
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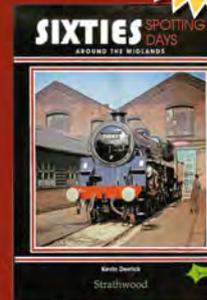
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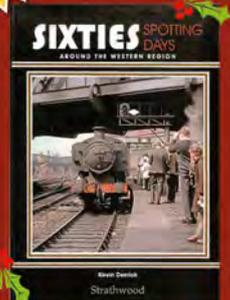
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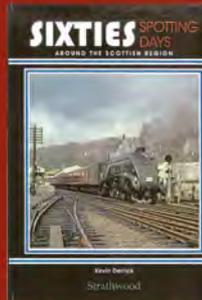
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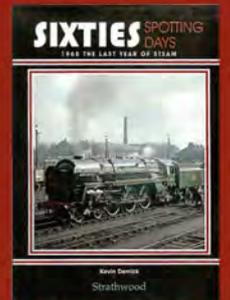
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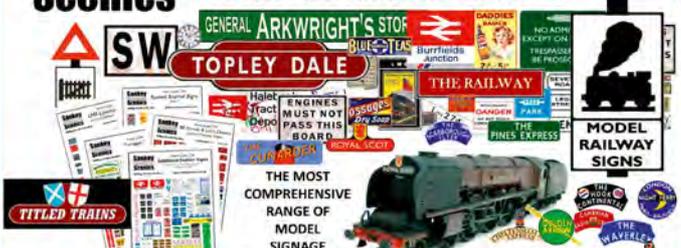


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4Ground Ltd.....119	Gee Dee Ltd.....134	Millenium Models.....152	Strawberry Line Railway.....152
A C Models.....126	Geoff Gamble Books.....152	Model Junction (Bury).....143	Street Level Models.....142
ACC+ESS Protocab.....120	Gfb Designs (Sig-Na Trak).....133	Model Railway Developments.....152	Sunningwell Command Control Ltd.....152
Addlestone Models.....151	Ghost-Signs.....139	Model Railway Solutions.....136	Taunton Controls Ltd.....138
Agr Model Railway Store.....126	Golden Valley Hobbies Ltd.....134	Model Scenery Supplies.....143	The 4D Modelshop.....115
Alphagraphix.....142	Graeme Simmonds.....136	Modelmania.....136	The Airbrush Company.....24
Anoraks Anonymous.....132	Graphic Air Systems.....135	Modula Layouts.....136	The Gas Cupboard.....137
Aspire Gifts & Models.....138	Grimy Times.....133	Monk Bar Model Shop Ltd.....130	The Hereford Model Centre.....127
Bachmann Europe Plc.....2	H. & A. Models.....143	Morley Controllers Ltd.....131	The Hobby Box Ltd.....150
Barry Jones.....142	Harburn Hobbies.....141	Morris Models.....137	The Hobby Goblin.....151
Barry Stockton Fairs.....114	Haslington Models.....143	Nelevation.....129	The Hobby Shop.....137
Bill Hudson Transport Books.....152	Hatton's.....14-21,148-149 & 164	Nigel Bird Books.....151	The Lancashire & Yorkshire Railway Soc.....125
Blackwells Of Hawkwell.....143	Horley Book & Model Shop.....143	Northumbrian Painting Services.....139	The Locomod.....125
Block Signalling.....140	Howard Scenic Supplies.....152	Olivia's Trains & Models.....131	The Locomod.....125
Bournemouth Model Railway Centre.....132	In The Greenwood Laser.....130	Online Models Ltd.....124	The Model Railway Club.....151
Branchlines.....143	Isinglass Models.....152	Oxford Diecast Ltd.....96	The Model Shop (Exeter).....142
Brimal.co.uk.....140	Items Mail Order Ltd.....143	P & D Marsh.....142	The Model Tree Shop.....126
Brunel Model Railways.....132	Jack the Station Cat Ltd.....150	Paignton Model Shop.....142	Tmc Custom Finish Locomotives.....116 & 117
C & M Models.....126	Jackson Media.....143	Parkside Dundas.....151	Tony Oakes.....114
Cheltenham Model Centre.....121	Jacksons Models.....142	Pems Butler.....139	Topp Trains.....150
Church Street Models.....135	Joe Lock.....114	Pennine Models.....113 & 119	Townstreet.....137
Cm3 models.....141	John Dufield.....151	Peters Spares Model Railways Ltd.....128	Train Terrain.....142
Connoisseur Models.....152	Julie & John Webb.....113	Petite Properties Ltd.....128	Train Times Model Shop.....142
Crafty Hobbies.....143	Just-Tracks.....130	Phoenix Precision Paints.....150	Trains 4U.....139
Dapol Ltd.....163	Kernow Model Rail Centre Ltd.....125	Platform Models Ltd.....136	Trains And Planes Ltd.....123
Db Models.....120	Ks Laser Designs Ltd.....122	Pooleys Puffers.....150	Trainstop.....133
Dcc Concepts Pty Ltd.....6 & 94	Langley Miniature Models.....130	Quality Cork Supplies.....136	Tri-Angman.....143
DCC Fitting Ltd.....137	Little Loco Company Ltd.....140	Rails Of Sheffield.....144 To 146	Trident Trains Model Shop.....142
Deluxe Materials Ltd.....123	Locomotion.....24	Ray Heard.....114	Tutbury Models.....142
Derek's Transport Books.....143	London Transport Museum.....138	Redcar Models & Hobbies.....142	Union Mills Models.....123
DJ Models.....135	Lord And Butler.....134	Rhuddlan Models.....142	Upstairs Downstairs.....143
Durham Trains Of Stanley.....152	Macs Model Railroading.....141	Ron Lines.....136	Waddell's Models.....142
E.M.A Model Supplies Ltd.....135	Mad About Trains.....134	Roxey Mouldings.....152	Waltons Of Altrincham.....152
Ellis Clark Trains.....154	Mal's Models.....143	Roxley Models.....128	Warners House Adverts.....113 & 153
Emivio Engineering.....118	Mankim Models.....151	Sawyer Models.....129	Warwick & Warwick.....3
Expo Drills And Tools.....10 & 11	Marway Models & Hobbies.....150	Scale Model Scenery Ltd.....136	Wellborough Trains & Models.....139
Express Models.....135	Megapoint Controllers.....124	Scalescenes.com.....136	White Rose Modelworks.....133
Finescalebrass (UK) Ltd.....122	Meridian Models.....141	Skytrex (2013) Ltd.....54	Wild Swan Books.....121
Flair - Rail.....134	Meridienne Exhibitions Ltd.....115	South Eastern Finecast.....137	York Modelmaking And Display Ltd.....138
Foursight Publications Ltd.....48, 49 & 102	Metcalfe Models & Toys Ltd.....8 & 9	South West Digital.....129	You Choos.....121
Fox Transfers Ltd.....132	Mid Hants Railway.....134	Sports & Model Shop.....142	
Galactic Models.....134	Middleton Press.....150	Squires Model & Craft Tools.....63 & 111	
Gateshead Toy Fair.....114	Midland Scale Regulator.....142	SRP Fairs.....114	
Gaugemaster Com.....12 & 13	Mike Pett.....138	Steam And Things.....142	

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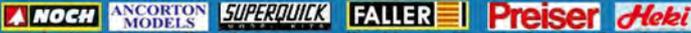
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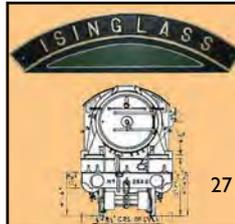
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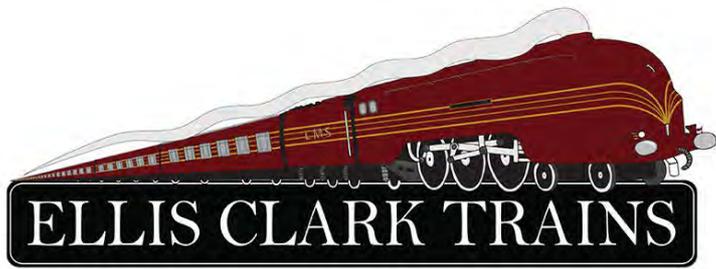
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WANSBECK ROAD

Mick Simpson's 2mm finescale layout recreates BR scenes towards the end of steam in his native North East.

Wansbeck Road is Mick Simpson's attempt to create a railway scene from the 1950s and 1960s as he remembers it. The name Wansbeck is associated with a number of locations around the North of England, but in the context of the layout it has no connection with any of them.

The station represents a colliery village terminus with attendant terraced rows of housing, a shop, public house and school. A factory has been added to the scene for more interest.

Looking at the layout from left to right, a colliery railway is carried across the station entrance on a single span girdler bridge. The rearmost siding leads to the coal drops, behind which are the houses. An ancillary timber-built railway building nestles at the rear of the goods yard adjacent to the boundary wall over which the 'Colliery Engine' public house can be seen. To the front of the layout the station has a main platform with bay siding mainly used to store vans used to race pigeons.

Mick hand-built the track using a mixture of plastic sleepers for the main track section and copper-clad sleepers with chair plates for the points. Plastic sleepers are available to members of the 2mm Scale Association. Point mechanisms are handmade too, operated manually using brass rods.

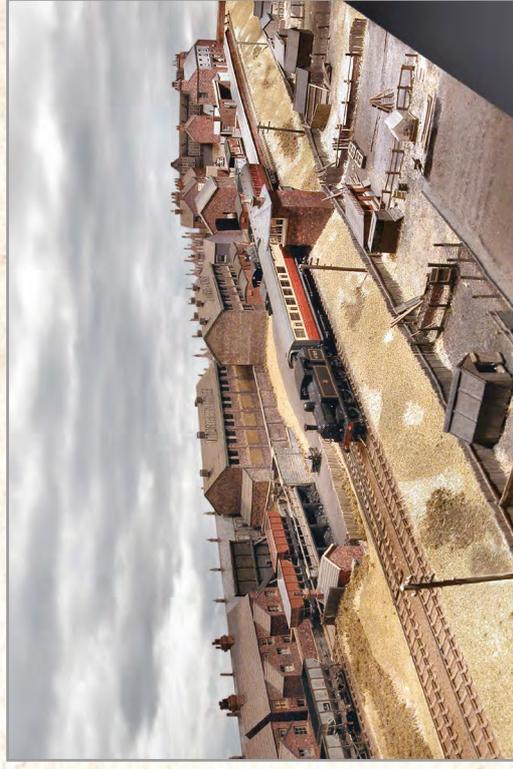
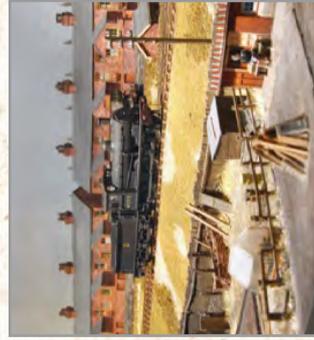
The buildings are mainly built from plastic sheet, but during its build, Mick changed to use card, paper and balsa wood more often. He finds these products more user-friendly and the glues used to bond them safer.

An attempt to portray a late autumn/winter scene was tried and for this Mick used a straw grass coloured flock from Heki for much of the surface area. The backscene relied heavily on the use of photographs of buildings near where he lived, scanned into a computer and reproduced on a long card backing.

Most rolling stock items on the layout are scratchbuilt or have an element of scratchbuilding to them. Rolling stock has relied heavily on 2mm Scale Association kits, but some commercial items fitted with a replacement chassis. ■

FACT FILE

- SCALE/GAUGE 2mm, 1ft scale, 9.42mm gauge 2FS
- SIZE 7ft by 18in (including fiddleyard)
- ERA/REGION 1950s/60s, BR North Eastern Region
- CONTROL 12V DC analogue
- LAYOUT TYPE Fiddleyard to terminus
- PHOTOGRAPHS Tony Wright



PROS

- Forward planning has made future expansion possible without too much work
- Compact layout makes setup at shows simple
- The 2mm Scale Association has made the scale more accessible by releasing useful kits

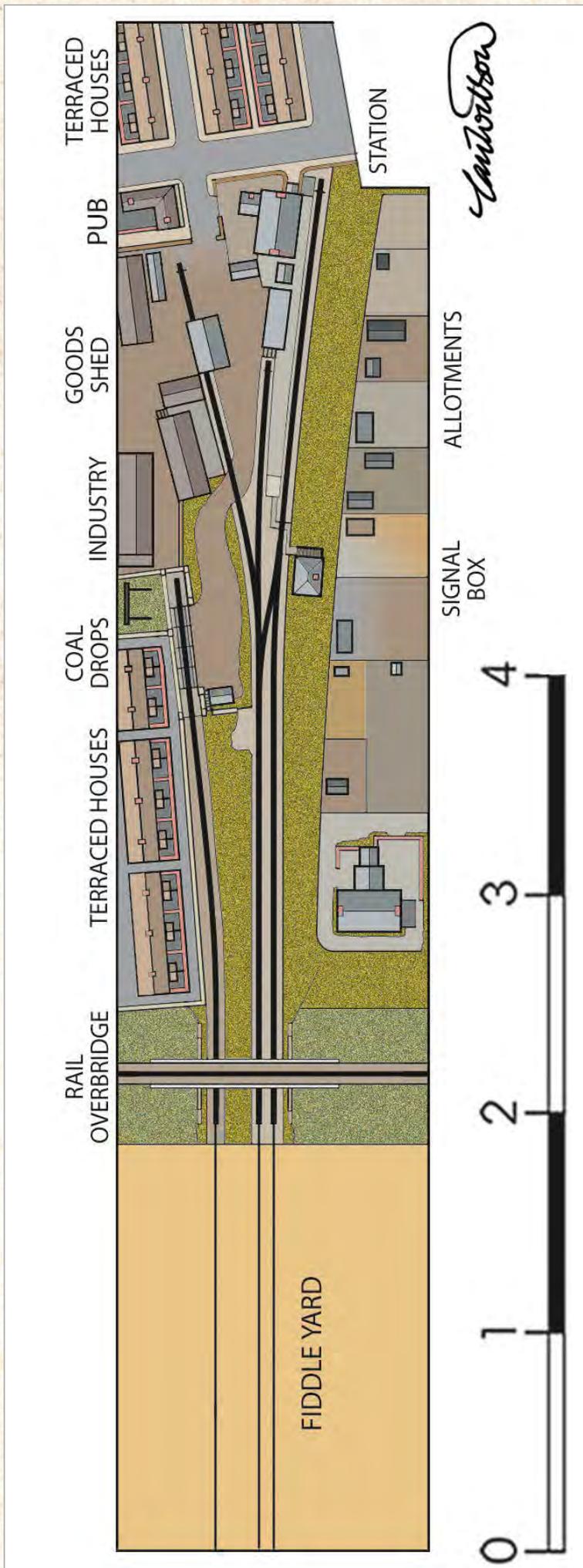
CONS

- All stock must be modified from N gauge to suit the finer tolerances and wider track gauge
- More time is spent on track than a standard N gauge layout

At the station end of the layout a nine inch board was included. This allowed Mick to run the last few millimetres of track over the baseboard joint to the buffer stop and attach another full-size board should the station become a 'through' instead of a terminus.

WANNSBECK ROAD

ERA **4** GAUGE **2FS** SIZE **S** CONTROL **DC**



SMALL LAYOUT | BR NORTH EASTERN REGION 1950s/60s | 2mm Finescale



CLECKLEWYKE

Ian Everett's exhibition layout forms a theatrical stage with tall and varied vernacular buildings - all built to P4 standards.

A trip to Clecklewyke inspired Ian Everett to make a model of this atmospheric location. The confined setting with railway framed by high stone walls, canal below and stone buildings above would, he felt, make an excellent diorama. He could recreate the stretch from the canal to the footbridge in 4mm:1ft scale in just 4ft. The height from the valley floor to the tall buildings would make an interesting and characterful composition too.

Coming from the flat East Riding, he had been fascinated by railways to its west with tightly-packed, highly industrial valley bottoms and its wild moorland looming above.

The rough stonework was made from Wills Finecast plastic sheets, Milliput filler being used to remove traces of the pentagonal stones which his friend claimed would never be seen. To make the model consistent, the choice of colours was restricted and photographs of the cream/gold stone mortar covered in black soot were taken from which he could work.

Creating the LNWR buildings involved using a mixture of kits with some scratch building. The signalbox was created using a Prototype Models kit supported on brass angle sections. The wooden station buildings were simple and robust LNWR structures, as described in Jack Nelson's book *LNWR Portrayed* and were created from plastic sheet.

Ian found great satisfaction in creating a well-running chassis, so opted to move to P4. His track layout being of a simple design, just two turnouts would be required and could test his modelling skills. Ian's initial ambition to build the layout in a year didn't quite go to plan - the project was completed eight years later.

He was inspired by Chris Pendleton's layout 'North Shields' and its fiddleyard design, but his theatrical stage scene idea came from a conversation with Iain Rice. He felt that the layout would appear more realistic if presented at eye-level with built-in lighting and a proscenium arch. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 18.83mm standard P4
- SIZE 4ft by 18in (plus fiddleyard)
- ERA/REGION 1950s West Riding
- CONTROL 12V DC analogue
- LAYOUT TYPE Fiddleyard to fiddleyard
- PHOTOGRAPHS Tony Wright



PROS

- Varied and interesting architecture forms a natural realistic backscene
- Ambitions are realistic as a first layout in the scale
- Many RTR locomotives can be re-wheeled to P4 with little extra effort

CONS

- Train length and variety of rolling stock is hampered by storage space off-scene
- A small fully-enclosed layout makes operation from the rear or sides impossible - from the front you're in the way of spectators

Ian's fiddleyard design uses cassettes made from strip wood and aluminium angle. His layout is like a stage, set between two 'wings' made from stock boxes. Set vertically, these hold trains in cassettes on shelves, whilst acting as side screens.

CLECKLEMYKE

ERA

4

GAUGE

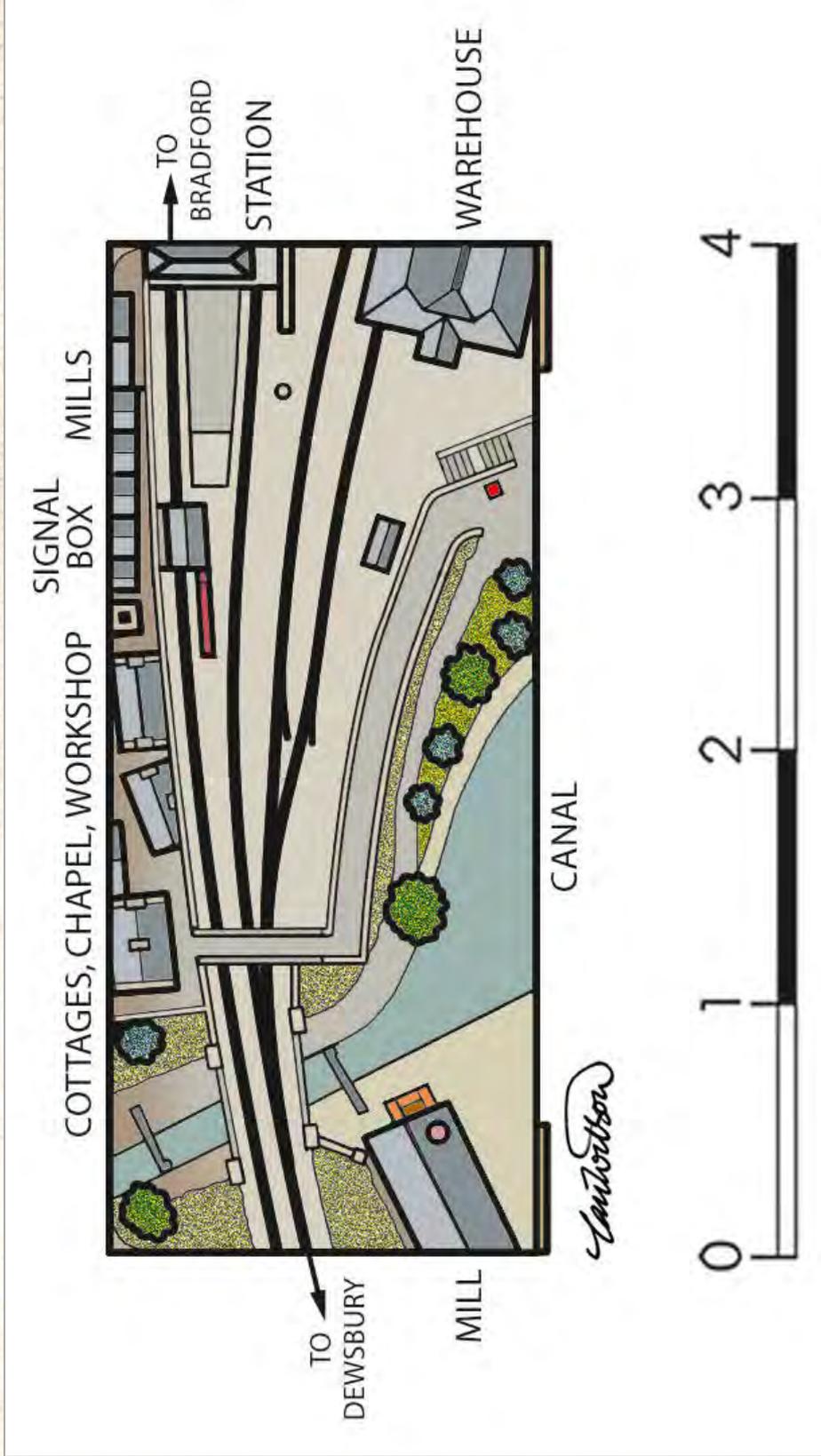
P4

SIZE

S

CONTROL

DC



SMALL LAYOUT | BR EASTERN REGION 1950s | P4 Gauge



MEDIUM LAYOUT | BRITISH RAIL 1975-82 | OO gauge

SEAFORD

As a child of the 1970s, **Tim Farmer** wanted his layout to include as much BR blue diesel action as possible, despite limited garage space.

Tim grew up during the late-1970s, the heyday of the BR blue period. He wanted to build a layout that allowed him to run the multitude of locomotive classes and wide variety of rolling stock seen at that time. 'Seaford' was his first effort, taking ten years before he felt it was complete. He opted for Digital Command Control (DCC) from the start, knowing little about it and even now only uses the basic functionality to give flexible operation without complicated wiring and panels.

The layout is housed in a converted garage, so ten-coach trains aren't an option. It was important for him to have a layout that would be interesting to operate, focusing on his main interest of wagonload freight. He squeezed in as many freight yards and sidings as he could sensibly accommodate, along with a terminus station and a dockside branch.

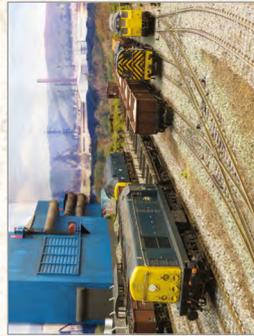
The compromise made is in the length of trains - express passenger sets consist of four to five coaches with coal trains of around ten wagons. He admits a 'Deltic' looks daft on 'load four' but until he buys a mansion it'll have to do.

'Seaford' is a fictional town in no particular part of the country and the layout is intended to be as regionally neutral as possible allowing him to rotate locomotives as he pleases - he can run Scottish locomotives one day, Western Region classes the next.

Buildings are a mixture of kits and scratchbuilt. The scratchbuilt buildings are of a freelance design although sometimes based loosely on photographs of real buildings. Sproston goods depot was built with 4mm card, balsa wood and brick paper and the attached canopy was constructed from Plastruct girders. The low relief steelworks was purchased as a plastic card kit of parts with instructions which he found went together very well. Tim has also made use of Bachmann Scenecraft buildings, Knightwing, Ratio and products from Noch. 'Seaford' can be operated by one person, with enough movements to occupy two operators if required. ■

FACT FILE

- SCALE/GAUGE 4mm, 1ft scale, 16.5mm gauge OO
- SIZE 1ft by 12ft
- ERA/REGION BR 1975-82
- CONTROL Lenz LH100 DCC
- LAYOUT TYPE Horseshoe layout
- PHOTOGRAPHS Tim Farmer



PROS

- Maximising the use of RTP buildings and products
- Trackplan is ideal for short trip workings between yards
- Ideal trackplan for those who enjoy shunting sidings or with a collection of small industrial locomotives

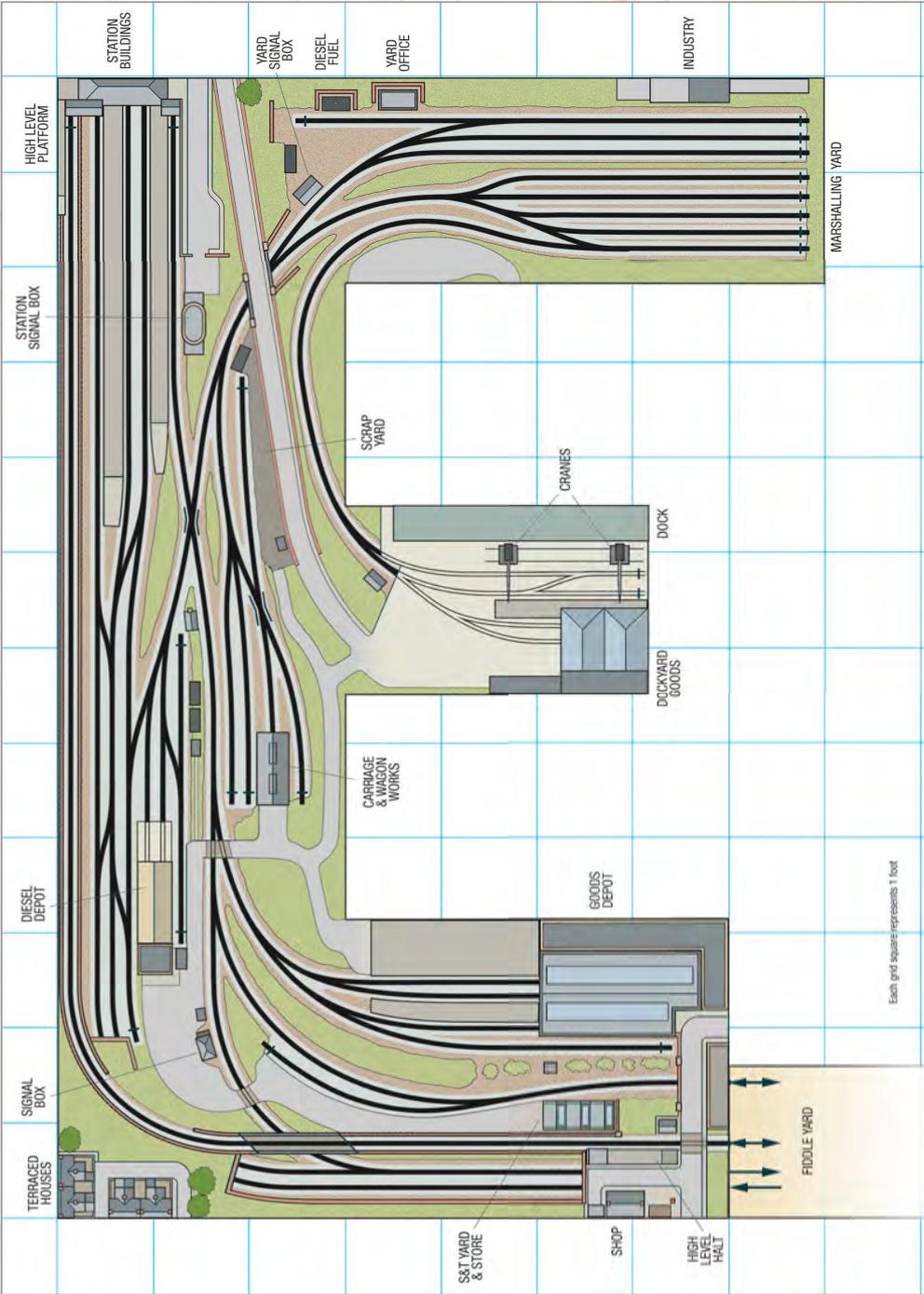
CONS

- Length of trains is hampered by storage space in sidings
- Layout trackplan isn't suitable if you prefer to see trains passing through a landscape

Tim's primary interest is in freight operations of the period. His layout allows him to run an array of main line freights and local trip workings as well as long-distance and local passenger trains.

SEAFORD

ERA **7** GAUGE **OO** SIZE **M** CONTROL **DOC**



MEDIUM LAYOUT | BRITISH RAIL 1975-82 | OO gauge



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TAIL LAMP

Expensive new tooling can take years to truly cover its costs but, as Industry Insider asks, how much longer can we keep burning through viable subjects for RTR models?



While sorting out the study the other weekend I came across my old collection of Tri-ang and Hornby catalogues from the early-1960s through to the time when my fancies took me in the direction of beer and girls. Always looking for an excuse for a cup of tea and a dose of nostalgia, I settled down to flick through the pages of the slightly dog-eared publications and reminisce about days gone by. As I went through each catalogue it struck me how few pages there were in each. I know memory can sometimes play tricks on us but I honestly thought that there was much more in them than there actually was. I remember spending many hours looking at each page fantasising about which models I would buy if money was no object.

Having brought myself back to reality, I considered more carefully what each page had to offer. It struck me that when it came to the locomotive pages there was just one each of a particular class and not the multiple selections we enjoy today. So why was it that in those supposedly halcyon days, the selection of models was a fraction of what can be seen and obtained today?

One answer is that the world is a different place and the market has changed. Back in the day Tri-ang/Hornby considered that they principally made toys that were good enough to be bought by model enthusiasts. Their general habit of producing one specific livery per locomotive each year was probably based on the volume sales that could be generated from just one model. Add an alternative and I suspect that the production costs would have increased but quantities would then have been split between the two models. In other words they could generate more profit from one model rather than having their setup costs doubled but not their sales. Besides, in those days modellers were more patient and happy to either repaint the model themselves or wait until the livery they wanted was produced.

How things have changed. Looking through the last full-size

Hornby catalogue and the equivalent Bachmann publication it seems that manufacturers try and cover the key bases of interest in the first year, releasing up to four variants in the first batch. As a matter of simple economics this should ensure that they recoup the tooling costs in as short a time as possible.

I can certainly see the sense of such actions, but such logic leads me to make the following observations. Firstly, the increase in variants is simply so that the tooling can be paid for in the first year of release. Secondly, and linked to point one, I wonder if the release of so many variants in one hit reduces the production quantity of each compared to the amount if, say, only two models were released in the first year?

Thirdly, and perhaps more worrying, is that rather than the life expectancy of a new locomotive being three years when two variants are released per year, such a deluge of models in the first year must surely limit sales in future years or even mean that there's no demand for a second production run.

I appreciate that there will be exceptions, for example the DJModels Hunslet 'Austerity' - even though the number of variants promised by DJM and others in the first year is mindboggling - but I wonder if the same will be said in the second year of Hornby's new 'Merchant Navy' or either of the two Class 71s being produced.

So what of the future? Do the manufacturers continue to burn through the available subject matter knowing that they will have to continually invest in prematurely obsolete new tooling year-on-year or do they reduce the number of variants in each run and increase the cost of each model to counter the lower gross volumes sold? Your guess is as good as mine but what I do know is that it cannot continue for much longer as the gene pool of suitable subject matter is rapidly diminishing. ■



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 4D-022-002/D/S - Class 68 Defiant 68005 DRS / DCC / DCC & Sound



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 4D-022-006/D/S - Class 68 Valiant 68007 Scotrail / DCC / DCC & Sound

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 4D-022-004/D/S - Class 68 Chiltern 68014 / DCC / DCC & Sound



4F-013-025 - Gunpowder Van - Rugby Cement 16



4F-013-026 - Gunpowder Van - Rugby Cement 16 Weathered



4F-018-015 - Salt Van - ICI 27



4F-018-016 - Salt Van - ICI 27 Weathered



4F-038-110 - 20T Steel Mineral - Margam 157



4F-038-111 - 20T Steel Mineral - Margam 157 Weathered



4F-071-136 - 7 Plank - Gresford Wrexham 225



4F-071-137 - 7 Plank - Gresford Wrexham 225 Weathered

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- 2S-011-002 - A10 Flying Scotsman 103 Wartime Black NE
- 2S-011-002D - A10 Flying Scotsman 103 Wartime Black NE DCC
- 2S-011-003 - A3 Flying Scotsman 60103 BR Express Blue Early Crest
- 2S-011-003D - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
- 2S-011-004 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
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- 2S-011-005 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted
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2F-034-031 - 21T Hopper - Pilkington 1974



2F-034-032 - 21T Hopper - Pilkington 1974 Weathered



2F-071-038 - 7 Plank - W O Naval Stores 336



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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	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£186.96 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£119.43 - 134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99	Sep 2014							
Hatton's King	hattons.co.uk/king	£169 - £179	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50 - £76	Nov 2015							
Class 1366	hattons.co.uk/1361	£124	Nov 2013							
Class 47xx "Night Owl"	hattons.co.uk/47xx	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 1361, Class 07 shunter- view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class B12 Holden	hattons.co.uk/B12	£123	Nov 2015							
10T Cattle Wagon	hattons.co.uk/horcat	£18	Nov 2015							
W4 Peckett 0-4-0	hattons.co.uk/peckett	£70	Oct 2015							
Merchant Navy	hattons.co.uk/mn	£144 - £162	Mar 2015							
H Class 0-4-4T	hattons.co.uk/hclass	TBC	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	TBC	Oct 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	hattons.co.uk/oxdg	£95	Jan 2016							
Mk3 Coach	hattons.co.uk/oxmk3	£29	Jan 2016							
Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Hatton's ICI hopper	hattons.co.uk/ici	£24 - £25	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.

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