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MARCH 2020



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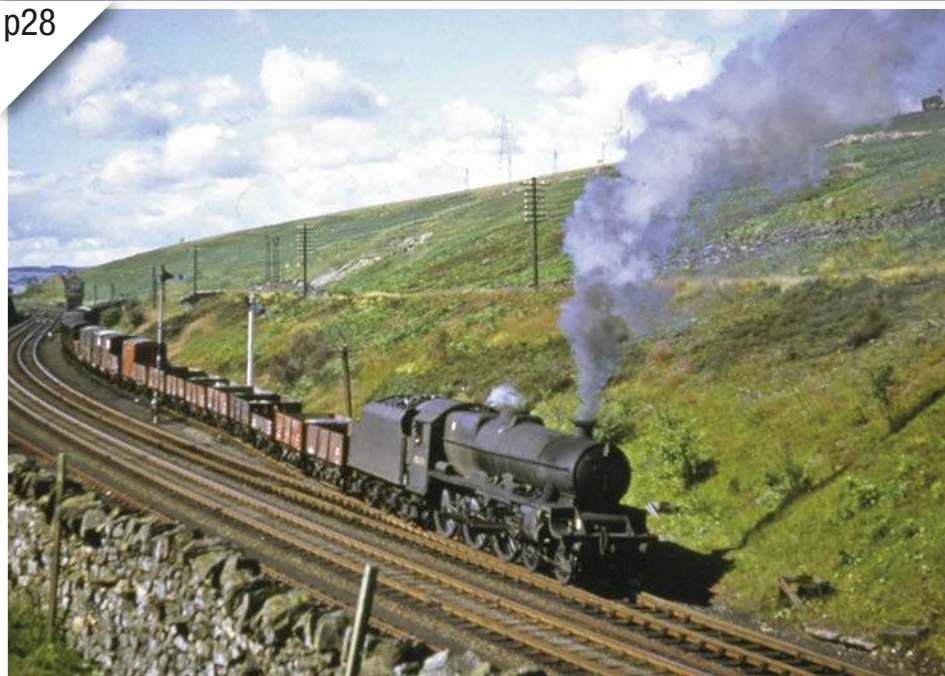


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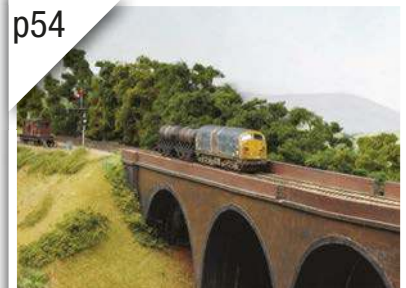
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In-depth first look

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HOW TO: MAKE YOUR LINESIDE LANDSCAPE MORE APPEALING

4 GREAT LAYOUTS:

- Hills of the North (00)
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- High Trees Junction (00)
- Campbell's Quarry (16mm)

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Deploying ingenious solutions, Mike Lynch's model railway has been an experiment in forced perspective and reduced modelling costs.

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We gave Phil Parker a Hornby Family Fun Project to build, but asked him to develop the scenery a step further from the instructions.

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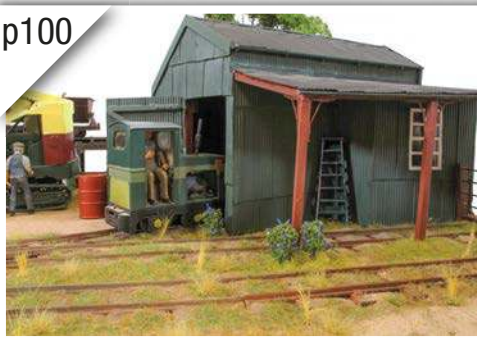
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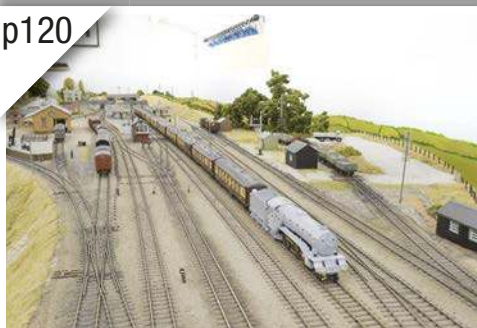
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Our beloved manufacturer of model railways has reached its centenary. Andy York reflects on landmark creations from its history.

84 HORNBY'S MOST DARING MOMENTS

Hornby has never been afraid to create innovative and unusual products. Phil Parker uncovers a few from his model cupboard...

120 FIRST LOOK: BACHMANN V2

Tony Wright casts an expert eye over one of the first engineering prototypes of the new V2, plus puts it to the test on 'Little Bytham'.

124 REVIEW: HATTONS CLASS 66

Howard Smith is full of compliments for this super-detailed new model.

126 REVIEW: LMS BRAKE VAN

Tony Wright passes his verdict on these latest 'vans to come from the Margate manufacturer.

132 NEW BOOKS

A selection of literature for your perusal, as reviewed by Tony Wright.

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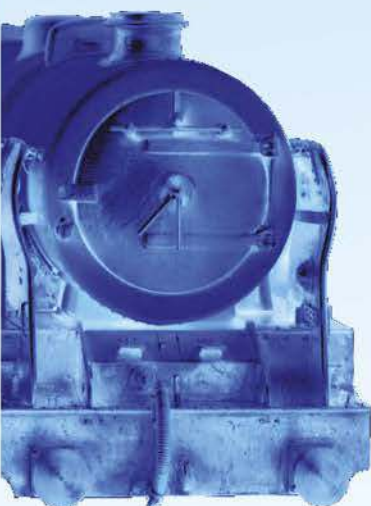
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Welcome to March

Look back through the history of our hobby and Hornby has been a part of it for as long as anyone can remember. You might still have a grandparent's tinsplate O gauge train. Maybe there is a parental Tri-ang/Hornby set in the loft but you prefer your super-detailed Merchant Navy from the turn of the century. Perhaps your children are enjoying their Paddington Junior train set. The common thread is the name on the box.

Despite being a venerable name, Hornby isn't a company that has always played things safe. In this issue, Andy York looks at some milestones in its past, while Phil Parker rummages through his collection for some of the firm's more ambitious moments. We've heard office rumours that he's pre-ordered some of them, too.

Even in the latest set of announcements, Hornby has surprised us. Very few expected an LNER W1 4-6-4 'Hush-Hush' to appear on the shelves at their local model shop, except in kit form. It's been welcomed by many, as have the newly-tooled APT and Stephenson's *Rocket*. All are iconic trains produced by an iconic company, now celebrating its centenary.

Model railways aren't just about buying things, however. In this issue, we deliver your

four-weekly dose of modelling inspiration and practical advice.

To start, Graham Nicholas has built a slice of Shap based on his father's cine films of the famous incline and a dog-eared copy of *London Midland Steam over Shap* by Derek Cross. If you've ever fancied a miniature version of this historic line, we hope you'll find his feature in this issue of use. Don't miss his thread on our forum, RMweb, 'Hills of the North - The Last Great Project', too. We pride ourselves on bringing you the best model photography and putting you in touch with the layout builders.

Dropping down a gauge from OO to N, we head south to the Devon banks for 'Blueball Summit'. It's great that we are finding more N gauge that doesn't suffer when placed under the cruel gaze of a camera lens. For some time, locomotives and rolling stock have been superb in this scale. Layouts are catching up where detail is concerned, which can only be a good thing for the future of the scale.

Talking of scale, why stick to a single one? 'High Trees Junction' doesn't. Although the railway is OO, the scenery makes use of forced perspective to make the layout appear much bigger than it really is. We love this sort of

innovation at BRM and are sure that some will be inspired to try it on their own models.

Our final feature is an update on John Campbell's 16mm scale narrow gauge layout, Campbell's Quarry, which has been extended to nearly twice its length, but it remains far smaller than the other layouts featured. Large scales can be made to work in small spaces.

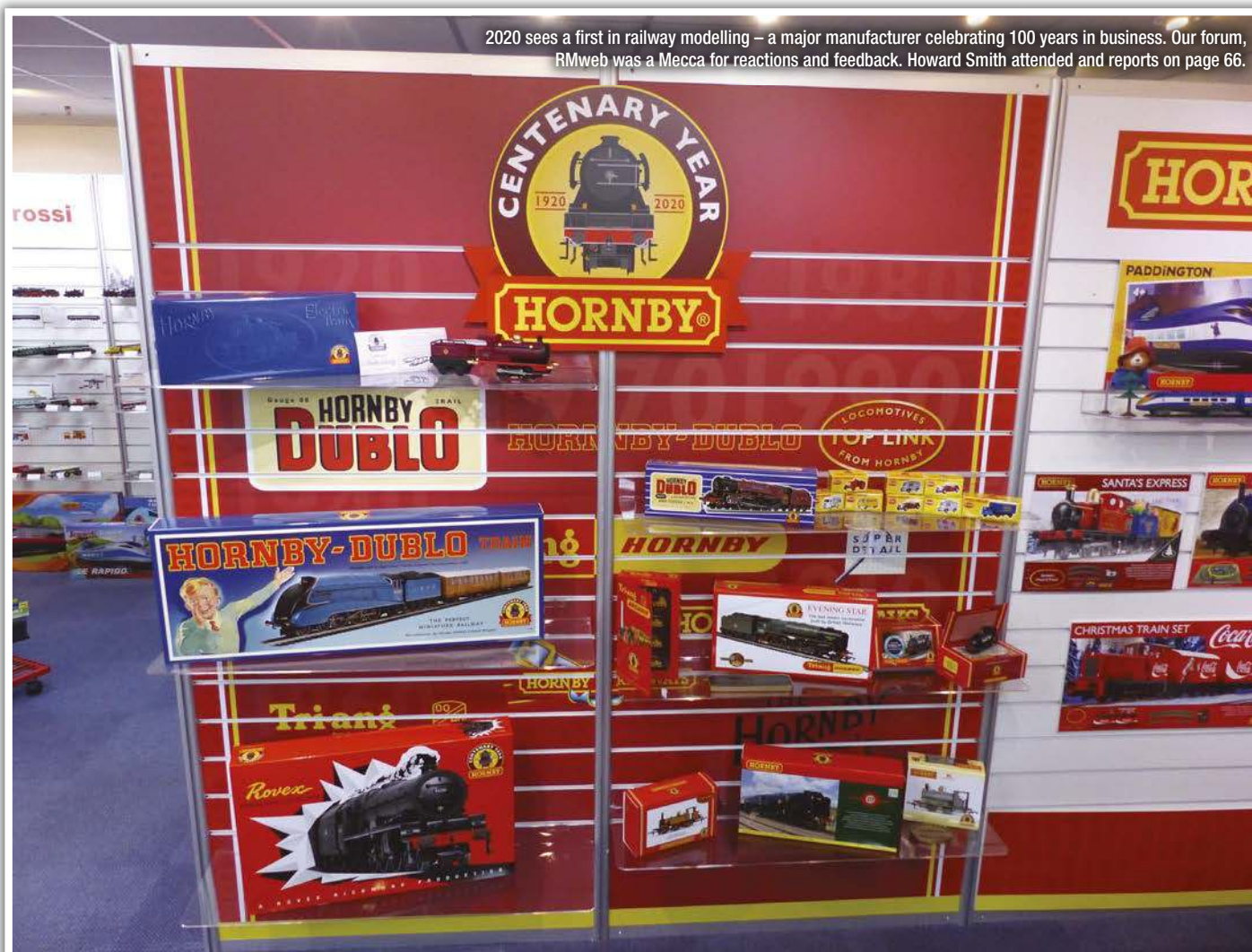
We've also been 'hard at work' building models. Phil has upgraded a Hornby Family Fun Project, giving it a different spin to that intended by the manufacturer, using techniques applicable many layout creations.

Howard Smith has commandeered the corner of our office for the latest layout project – Runcorn Salt Union. Making a mess, or a 'quality model' depending on who you ask, this month introduces the project you'll see develop over the coming months. At least you will if he cleans up after himself and doesn't get plaster in anyone's cup of tea!

On a final note – railway modelling has always been about new ideas and imagination from railway modellers and the manufacturers who support them. This has held true for a century for Hornby – long may it continue.

BRM Team

2020 sees a first in railway modelling – a major manufacturer celebrating 100 years in business. Our forum, RMweb was a Mecca for reactions and feedback. Howard Smith attended and reports on page 66.





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37-529B Bachmann OO Gauge 20 Ton Brake Van LNER Oxide Weathered

£17.57 Regular Price £31.96

In stock

45% OFF



44-0056 Scenecraft OO Gauge Dutch Barn

£18.17 Regular Price £27.95

In stock

35% OFF

Item No	Description	RRP	TMC Price	Discount
38-005D	BR HSA Hopper BR Bauxite (TOPS) [W]	£25.95	£15.57	-40%
38-105	PNA Open Wagon 3-Pack 5-Rib Railtrack [W]	£59.96	£38.97	-35%
38-132B	BR YGA 'Seacow' Bogie Hopper EWS	£49.97	£27.48	-45%
38-190B	BR 10T Insulated Van BR Ice Blue	£20.95	£13.62	-35%
38-243	MBA Bogie Open Wagon With Buffers EWS [W]	£49.97	£29.98	-40%
38-329A	LNER 13T Steel Open Wagon (Smooth Sides) Wooden Door LNER	£23.95	£15.57	-35%
38-330	LNER 13T Steel Open Wagon (Smooth Sides) Wooden Door BR	£23.95	£15.57	-35%
38-331	LNER 13T Steel Open Wagon With Chain Pockets LNER Bauxite	£23.95	£15.57	-35%
38-404A	SR 25T 'Pill Box' Brake Van BR Departmental Olive Green [W]	£33.97	£16.98	-50%
38-550A	Midland Railway 20T Brake Van With Duckets BR Grey (Early)	£29.95	£14.98	-50%
38-553A	Midland Railway 20T Brake Van Without Duckets LMS Bauxite	£29.95	£14.98	-50%
38-554	MR 20T Brake Van Without Duckets Midland Railway Grey	£29.95	£16.47	-45%
38-603	BR 20T Grain Hopper 'Bass Charrington' Red	£27.95	£15.37	-45%
38-604	BR 20T Grain Hopper 'Worthington' Grey	£27.95	£15.37	-45%
39-002	BR Mk2A BFK 2-Coach Pack 'HST Barrier Vehicle' BR Blue	£89.98	£53.99	-40%
39-003	BR Mk1 BSK & SK 2-Coach Pack BR Blue & Grey (NSE) [PF] [W]	£99.95	£64.97	-35%
39-004	BR Mk1 BSK & SK 2-Coach Pack BR Blue & Grey (ScRail) [PF] [W]	£99.95	£64.97	-35%
39-026E	BR Mk1 SK Second Corridor BR Maroon	£47.97	£23.99	-50%
39-050D	BR Mk1 TSO Tourist Second Open BR Blue & Grey	£47.95	£28.77	-40%
39-052E	BR Mk1 TSO Tourist Second Open BR Crimson & Cream	£47.95	£28.77	-40%
39-056A	BR Mk1 TSO Tourist Second Open BR Regional Railways [PF] [W]	£57.95	£34.77	-40%
39-075C	BR Mk1 BSK Brake Second Corridor BR Blue & Grey	£47.97	£23.99	-50%
39-082B	BR Mk1 BSK Brake Second Corridor BR Network SouthEast (Orig)	£47.97	£23.99	-50%
39-100C	BR Mk1 RU Restaurant Unclassified BR Blue & Grey	£47.97	£26.38	-45%
39-125C	BR Mk1 CK Composite Corridor BR Blue & Grey	£47.97	£23.99	-50%
39-126C	BR Mk1 CK Composite Corridor BR Maroon	£47.97	£23.99	-50%
39-150D	BR Mk1 FK First Corridor BR Blue & Grey	£47.97	£23.99	-50%
39-152B	BR Mk1 FK First Corridor BR Crimson & Cream	£47.97	£23.99	-50%
39-176D	BR Mk1 BG Brake Gangwayed BR Maroon	£47.97	£23.99	-50%
39-177C	BR Mk1 BG Brake Gangwayed BR Crimson & Cream	£47.97	£23.99	-50%
39-186	BR Mk1 BG Brake Gangwayed Departmental Olive Green [W]	£52.96	£23.83	-55%
39-187	BR Mk1 BG Brake Gangwayed BR Blue	£47.97	£23.99	-50%
39-225A	BR Mk1 BCK Brake Composite Corridor BR Blue & Grey	£47.97	£23.99	-50%
39-226C	BR Mk1 BCK Brake Composite Corridor BR Maroon	£47.97	£23.99	-50%
39-242	BR Mk1 FO First Open BR Blue & Grey	£47.97	£23.99	-50%
39-250A	BR Mk1 RFO Restaurant First Open BR Blue & Grey	£47.97	£23.99	-50%
39-251D	BR Mk1 RFO Restaurant First Open BR Maroon	£47.97	£23.99	-50%
39-264A	BR Mk1 RMB Restaurant Miniature Buffet BR Blue & Grey	£47.97	£23.99	-50%
39-274	BR Mk1 GUV General Utility Van BR Blue & Grey (IC Motorail)	£47.97	£23.99	-50%
39-292	BR Mk1 Pullman PFP First Parlour 'Pearl' Umber & Cream	£74.95	£48.72	-35%
39-310C	BR Mk1 Pullman PSP Second Parlour '350' Umber & Cream	£74.97	£37.49	-50%
39-312	BR Mk1 Pullman FO First Open (Ex-2nd Parlour) BR Blue & Grey	£74.97	£37.49	-50%
39-361A	BR Mk2A TSO Tourist Second Open BR Blue & Grey (InterCity)	£47.97	£26.38	-45%
39-364	BR Mk2A TSO Tourist Second Open BR Regional Railways [PF,W]	£67.95	£44.17	-35%
39-412A	BR Mk2A BFK Brake First Corridor BR Network SouthEast (Orig)	£47.97	£26.38	-45%
39-413	BR Mk2A BFK Brake First Corridor BR Regional Railways [PF,W]	£67.95	£44.17	-35%
39-502A	BR Mk1 SLSTP Sleeper Second BR Maroon	£47.97	£28.78	-40%
39-503A	BR Mk1 SLSTP Sleeper Second BR Blue & Grey (IC Sleeper)	£47.97	£28.78	-40%
39-528A	SR CCT Covered Carriage Truck BR Blue [W]	£41.95	£25.17	-40%
39-578	GWR Hawksworth Auto-Trailer BR Crimson & Cream	£74.95	£44.97	-40%
39-579	GWR Hawksworth Auto-Trailer BR Maroon	£74.95	£44.97	-40%
39-580	GWR Hawksworth Auto-Trailer BR (WR) Chocolate & Cream	£74.95	£44.97	-40%
44-0014	Post War Platform Shelter	£19.96	£8.98	-55%
44-0017	Double Track Rail over Road Bridge	£49.97	£22.49	-55%
44-0043	Waiting Room and Ladies	£32.96	£14.83	-55%
44-0044	Concrete footbridge	£44.95	£24.72	-45%
44-0049	Incline Winding House	£25.95	£15.57	-40%
44-0050	Coal Drop	£59.96	£26.98	-55%
44-0056	Dutch Barn	£27.95	£18.17	-35%

Hill Farm, Beck Hole, Whitby, YO22 5LF

OFFERS - OFFERS - OFFERS

WHILE STOCKS LAST



370-425 Graham Farish
N Gauge Midland Pullman Train Pack-
Was £399.95 **NOW £279.97**



371-651A Graham Farish
N Gauge Class 57/0 57008 'Freightliner
Explorer' Freightliner Green - Weathered
Was £144.95 **NOW £94.22**



372-030 Graham Farish
N Gauge GWR 4073 5044 'Earl of Dun-
raven' GWR Lined Green (Shirtbutton)
Was £139.95 **NOW £90.97**



372-031 Graham Farish
N Gauge GWR 4073 5041 'Tiverton
Castle' BR Lined Green (Early Emblem)
Was £139.95 **NOW £90.97**



372-629 Graham Farish
N Gauge LMS Ivatt 2MT 46460 BR Lined
Black (Early Emblem) - Weathered
Was £144.95 **NOW £94.22**



372-980 Graham Farish
N Gauge Class 24/0 97201 'Experiment'
BR RTC (Original) - Weathered
Was £139.95 **NOW £90.97**

Item No	Description	RRP	TMC Price	Discount
371-651A	Class 57/0 57008 'Freightliner Explorer'	£144.95	£94.22	-35%
372-030	GWR 'Castle' 5044 'Earl of Dunraven'	£139.95	£90.97	-35%
372-031	GWR 'Castle' 5041 'Tiverton Castle' BR Lined Green (EE)	£139.95	£90.97	-35%
372-629	LMS Ivatt 2MT 46460 BR Lined Black (Early Emblem) [W]	£144.95	£94.22	-35%
372-980	Class 24/0 97201 'Experiment' BR RTC (Original) [W]	£139.95	£90.97	-35%
373-362A	BR Mk1 Horse Box BR (SR) Green	£24.95	£16.22	-35%
373-975B	POA Mineral Wagon 'Tiger' Grey [W]	£19.95	£11.97	-40%
373-976B	POA Mineral Wagon 'ARC Tiger' Yellow [W]	£19.95	£11.97	-40%
374-135	BR Mk1 GUV General Utility Van BR Departmental Sat...	£39.95	£23.97	-40%
374-167	BR Mk1 FK First Corridor BR Regional Railways	£39.95	£23.97	-40%
374-191	BR Mk1 BCK Brake Composite Corridor BR Departmental	£39.95	£25.97	-35%
374-193	BR Mk1 BSK Brake Second Corridor BR Network Sout...	£39.95	£23.97	-40%
374-194	BR Mk1 BSK Brake Second Corridor BR Regional Rail...	£39.95	£23.97	-40%
374-610	GWR Hawksworth Auto-Trailer BR Crimson & Cream	£39.95	£23.97	-40%
374-611	GWR Hawksworth Auto-Trailer BR Maroon	£39.95	£23.97	-40%
374-612	GWR Hawksworth Auto-Trailer BR Crimson	£39.95	£23.97	-40%
374-925A	BR Mk1 SLSTP Sleeper Second BR Maroon	£39.95	£23.97	-40%
377-031	5 Plank Wagon Steel Floor 'ICI' (Lime) Ltd.' Grey [WL]	£18.95	£11.37	-40%
377-032	5 Plank Wagon Steel Floor 'Helwith Bridge Road Ston...	£18.95	£11.37	-40%
377-062	5 Plank Wagon Wooden Floor LNER Grey [WL]	£18.95	£11.37	-40%
377-103	JGA Bogie Hopper 'VTG' Grey [W]	£36.95	£24.02	-35%
377-206A	8 Plank Wagon Coke Rails BR P No. (Ex-PO) 'Suncole...	£22.95	£13.77	-40%
377-207	8 Plank Wagon Coke Rails Refurbished BR P No. (Ex-...	£22.95	£14.92	-35%
377-379	GWR 20T 'Toad' Brake Van BR Departmental Yellow	£24.95	£14.97	-40%
377-957	LNER 13T Steel Open With Smooth Sides Wooden D...	£17.95	£10.77	-40%
377-975A	LNER 12T Ventilated Van Planked Ends LNER Bauxite	£18.95	£11.37	-40%
377-976A	LNER 12T Ventilated Van Planked Ends BR Bauxite (E...	£18.95	£12.32	-35%

www.themodelcentre.com

THIS MONTH AT

Compiled between 13th December 2019 and 9th January 2020

Hattons
• MODEL RAILWAYS •

Latest News



Hornby Large Prairie Samples

Hornby have revealed painted sample of their forthcoming GWR 51xx/61xx locos with BR black versions due in stock by January.

www.hattons.co.uk/tmah57



Heljan GWR Railcar Samples

Updated engineering samples have been showcased by Heljan along with further information regarding livery and running numbers.

www.hattons.co.uk/tmah58



Hornby Princess Royal Samples

The latest painted sample for Hornbys forthcoming LMS Princess Royal have been showcased, more images are available online.

www.hattons.co.uk/tmah59



HO Gauge Shinkansen 0 Series

One of the world's most iconic high speed trains can now be part of your collection with this impressive HO Gauge model from Zoukei Mura.

www.hattons.co.uk/tmah60



Dapol N Gauge Class 67s

The latest versions of their incredibly popular Dapol Class 67 are now in stock and available to order in a range of contemporary liveries. See more online.

www.hattons.co.uk/tmah61



Hornby 2020 Announcements

The range has been announced with hundreds of new additions covering new toolings as well as new liveries of popular models. See more online.

www.hattons.co.uk/tmah62

Top 5 Best Sellers



Golden Valley OO
GC2020 - £49.50



Hornby OO
R6915 - £22.50



Hornby OO
R6913 - £22.50



Key Publishing Any
KeyLiveriesVol1 - £7.99



Hornby OO
R3803TTS - £122.50

Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk



2020 Range Announcement - see details at www.hattons.co.uk/hornby2020

LMS Princess Royal 4-6-2

Pre-order from £171. DCC-fitted £184.50
Due in Stock February 2020



R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

LNER W1 'Hush-Hush' 4-6-4

Pre-order for £180
Due in Stock January 2021



R3840 10000 in LNER battleship grey
R3841 10000 'British Enterprise' in LNER battleship grey
R3842 10000 in LNER apple green
R3843 10000 in LNER Garter blue - rebuilt
R3844 60700 in BR green with early emblem - rebuilt

LNER Thompson Class A2/2 & A2/3

Pre-order for £180
Due in Stock December 2020



Class A2/2
R3830 60501 'Cock o' the North' in BR green with early emblem
R3831 60505 'Thane of Fife' in BR green with late crest
Class A2/3
R3832 500 'Edward Thompson' in LNER apple green
R3833 514 'Chamossaire' in LNER apple green
R3834 60512 'Steady Aim' in BR green with early emblem
R3835 60523 'Sun Castle' in BR green with late crest

Standard Class 2MT 2-6-0 78xxx

Pre-order for £162
Due in Stock January 2021



R3836 78047 in BR black with late crest
R3838 78010 in BR black with early emblem
R3839 78000 in BR unlined green with late crest

Class 91

Pre-order for £153
Due in Stock December 2020



R3890 91002 'Durham Cathedral' in Intercity Swallow livery
R3891 91118 'The Fusiliers' in LNER livery
R3892 91111 'For the Fallen' in Virgin Trains East Coast livery
R3893 91117 'Cancer Research UK' in GNER livery

Class 370 APT-P

Pre-order from £356
Due in Stock December 2020



R3873 370003 & 370004 - 5-car pack - £437
R3874 370001 & 370002 - 7-car pack - £356
R3948 Non-Driving Motor 49004 (powered) - £99

Additional coach packs also available.
Codes between R40011 and R40014.

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge & OO Gauge

Streamlined Battle of Britain/ West Country 4-6-2 in N Gauge

Pre-order from £169.96
Due in Stock: March 2020



2S-034-001 "Fighter Command" in SR malachite green
2S-034-002 34066 "Spitfire" in BR green with late crest
2S-034-003 34110 "66 Squadron" in BR green with early emblem
2S-034-004 21C113 "Okehampton" in SR malachite green
2S-034-005 34030 "Watersmeet" in BR green with late crest

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £115.56
Due in Stock: TBC



4S-041-001 5109 in GWR green with Great Western lettering
4S-041-002 6126 in GWR green with Great Western lettering
4S-041-003 5108 in GWR green with shirtbutton emblem
4S-041-004 5150 in GWR green with GWR lettering
4S-041-005 5190 in BR black with BRITISH RAILWAYS lettering
4S-041-006 4134 in BR lined green with early emblem
4S-041-007 6167 in BR lined green with late crest

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: June 2020



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £131.71
Due in Stock: August 2020



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class 66

Pre-order from £276.25
Due in Stock: March 2021



7D-066-001 66001 in EWS red and gold
7D-066-002 66504 in Freightliner 'Powerhaul' livery
7D-066-003 66709 "Sorrento" in GBRf / MSC livery
7D-066-004 66421 in DRS plain blue
7D-066-005 66789 "British Rail 1948 - 1997" in BR large logo blue with GBRf branding
7D-066-006 66783 "The Flying Dustman" in Biffa red with GBRf branding

BR Mark 1 coaches

Pre-order for £169.15
Due in Stock: February to March 2020



BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.

All codes start 7P-001-XXX

Tel: 0151 733 3655

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

Genesis 4 & 6 Wheel Coaches

Due in stock: from Q1 2021

Produced by: *Hattons*
ORIGINALS

Order yours online:

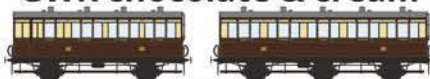
www.hattons.co.uk/genesis

Project Genesis faithfully represents the trains of the Era 2 & 3 period and brings modellers the opportunity to run a detailed train of coaches in liveries not normally seen in ready-to-run form.

We are producing 6 body styles between the 4 and 6 wheel coaches. These will be used to represent a lot of different coaches when allied to the painting and printing we are applying to them.

The individual styling has been made to include the most common features from some of the most widespread and longest lasting coaches to help make them recognisable to customers.

GWR chocolate & cream



H4-4BT-101A	4 wheel brake 3rd 203 - £30/£36
H4-4BT-101B	4 wheel brake 3rd 197 - £30/£36
H4-4F-101	4 wheel 1st 165 - £30/£36
H4-4C12-101	4 wheel composite 96 - £30/£36
H4-4T-101A	4 wheel 3rd 394 - £30/£36
H4-4T-101B	4 wheel 3rd 306 - £30/£36
H4-6BT-101A	6 wheel brake 3rd 154 - £30/£36
H4-6BT-101B	6 wheel brake 3rd 148 - £30/£36
H4-6C123-101	6 wheel tri-composite 84 - £30/£36
H4-6T-101A	6 wheel 3rd 526 - £30/£36
H4-6T-101B	6 wheel 3rd 539 - £30/£36
H4-6S-101	6 wheel 2nd 105 - £30/£36
H4-6CL-101	6 wheel composite lavatory (1st/3rd) 42 - £30/£36
H4-6FB-101	6 wheel full brake
H4-46Pack-101	Pack of 4 coaches (4BT, 4T, 6C123, 6BT) - £110/£135

GNR lined teak



H4-4BT-201A	4 wheel brake 3rd 56 - £30/£36
H4-4BT-201B	4 wheel brake 3rd 79 - £30/£36
H4-4F-201	4 wheel 1st 235 - £30/£36
H4-4T-201A	4 wheel 3rd 1432 - £30/£36
H4-4T-201B	4 wheel 3rd 1645 - £30/£36
H4-6BT-201A	6 wheel brake 3rd 135 - £30/£36
H4-6BT-201B	6 wheel brake 3rd 145 - £30/£36
H4-6T-201A	6 wheel 3rd 2694 - £30/£36
H4-6T-201B	6 wheel 3rd 3275 - £30/£36
H4-6C13-201	6 wheel composite 93 - £30/£36
H4-6F-201	6 wheel 1st 2040 - £30/£36
H4-6CL-201	6 wheel composite lavatory 864 - £30/£36
H4-6FB-201	6 wheel full brake - £30/£36
H4-46Pack-201	Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - £110/£135

LNWR Plum & spilt milk



H4-4BT-301A	4 wheel brake 3rd 6925 - £30/£36
H4-4BT-301B	4 wheel brake 3rd 7342 - £30/£36
H4-4F-301	4 wheel 1st 4568 - £30/£36
H4-4C13-301	4 wheel composite 3654 - £30/£36
H4-4T-301A	4 wheel 3rd 896 - £30/£36
H4-4T-301B	4 wheel 3rd 731 - £30/£36
H4-6BT-301A	6 wheel brake 7523 3rd - £30/£36
H4-6BT-301B	6 wheel brake 7005 3rd - £30/£36
H4-6C123-301	6 wheel tri-composite 4004 - £30/£36
H4-6T-301A	6 wheel 1987 3rd - £30/£36
H4-6T-301B	6 wheel 1892 3rd - £30/£36
H4-6F-301	6 wheel 1st 4690 - £30/£36
H4-6CL-301	6 wheel composite lavatory 4020 - £30/£36
H4-6FB-301	6 wheel full brake - £30/£36
H4-46Pack-301	Pack of 4 coaches (4BT, 4T, 6C123, 6T) - £110/£135

SECR Crimson Lake



H4-4BT-401A	4 wheel brake 3rd 3069 - £30/£36
H4-4BT-401B	4 wheel brake 3rd 3058 - £30/£36
H4-4F-401	4 wheel 1st 1041 - £30/£36
H4-4C12-401	4 wheel composite 2062 - £30/£36
H4-4T-401A	4 wheel 3rd 3361 - £30/£36
H4-4T-401B	4 wheel 3rd 3262 - £30/£36
H4-6BT-401A	6 wheel brake 3rd 6525 - £30/£36
H4-6BT-401B	6 wheel brake 3rd 6536 - £30/£36
H4-6T-401A	6 wheel 3rd 2956 - £30/£36
H4-6T-401B	6 wheel 3rd 2960 - £30/£36
H4-6F-401	6 wheel 1st 1015 - £30/£36
H4-6FB-401	6 wheel full brake - £30/£36
H4-46Pack-401	Pack of 4 coaches (4BT, 4C12, 6T, 6BT) - £110/£135

LMS crimson (Midland style)



H4-6BT-501A	6 wheel brake 3rd 6523 - £30/£36
H4-6BT-501B	6 wheel brake 3rd 6498 - £30/£36
H4-4X6CL-501	ex 6 wheel composite lavatory 9531 - £30/£36
H4-6T-501A	6 wheel 3rd 5705 - £30/£36
H4-6T-501B	6 wheel 3rd 5054 - £30/£36
H4-6FB-501	6 wheel full brake - £30/£36
H4-46Pack-501	Pack of 4 coaches (6BT, 4X6CL, 6T, 6T) - £110/£135

LNER pre-war brown



H4-6BT-601A	6 wheel brake 3rd 4118 - £30/£36
H4-6BT-601B	6 wheel brake 3rd 4122 - £30/£36
H4-6CL-601	6 wheel composite lavatory 486 - £30/£36
H4-6T-601A	6 wheel 3rd 42956 - £30/£36
H4-6T-601B	6 wheel 3rd 43008 - £30/£36
H4-6FB-601	6 wheel full brake - £30/£36
H4-46Pack-601	Pack of 4 coaches (6BT, 6CL, 6T, 6BT) - £110/£135

SR olive green



H4-4BT-701A	4 wheel brake 3rd 3654 - £30/£36
H4-4BT-701B	4 wheel brake 3rd 3594 - £30/£36
H4-4C13-701	4 wheel composite 5750 - £30/£36
H4-4T-701A	4 wheel 3rd 1501 - £30/£36
H4-4T-701B	4 wheel 3rd 1717 - £30/£36
H4-6BT-701A	6 wheel brake 3rd 3602 - £30/£36
H4-6BT-701B	6 wheel brake 3rd 3615 - £30/£36
H4-6CL-701	6 wheel composite lavatory 5790 - £30/£36
H4-6T-701A	6 wheel 3rd 1524 - £30/£36
H4-6T-701B	6 wheel 3rd 1770 - £30/£36
H4-6FB-701	6 wheel full brake - £30/£36
H4-46Pack-701	Pack of 4 coaches (4BT, 4T, 6C13, 6BT) - £110/£135

LBSCR umber



H4-4BT-1601A	4 wheel brake 3rd - £30/£36
H4-4BT-1601B	4 wheel brake 3rd - £30/£36
H4-4C13-1601	4 wheel composite - £30/£36
H4-4F-1601	4 wheel 1st - £30/£36
H4-4T-1601A	4 wheel 3rd - £30/£36
H4-4T-1601B	4 wheel 3rd - £30/£36
H4-6BT-1601A	6 wheel brake 3rd - £30/£36
H4-6BT-1601B	6 wheel brake 3rd - £30/£36
H4-6CL-1601	6 wheel composite lavatory - £30/£36
H4-6F-1601	6 wheel 1st - £30/£36
H4-6FB-1601	6 wheel full brake - £30/£36
H4-6T-1601A	6 wheel 3rd - £30/£36
H4-6T-1601B	6 wheel 3rd - £30/£36
H4-46Pack-1601	Pack of 4 coaches (4BT, 6CL, 4T, 6BT) - £110/£135

Explore the full range and read more at: www.hattons.co.uk/genesis

Single unlit/lit coach: £30/£36

Pack of four unlit/lit coaches: £110/£135

UK P&P £4 per order

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OO Gauge (1:76 Scale)

Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14' 1863 Caledonian Railway lined blue (Hat) £99
H4-AB14-001 Andrew Barclay 0-4-0ST 14' 2047 '705' BR black early emblem (Hat) £99



H4-AB14-002 Andrew Barclay 0-4-0ST 14' 2047 '705' in GWR green shirbutton roundel (Hat) £99
H4-AB14-006 Andrew Barclay 0-4-0ST 14' 2069 'Little Barford' in Action Lane Power Station blue wasp stripes (Hat) £99
H4-AB14-003 Andrew Barclay 0-4-0ST 14' 2134 'Coronation' lined green (Hat) £99



H4-AB16-002 Andrew Barclay 0-4-0ST 16' 2043 'No 6' in NCB green (Hat) £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16' 2226 'Katie' in lined maroon (Hat) (RRP £99) £89
R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor) £149



266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker (Hat) NEW £212



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hat) NEW £212



266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker (Hat) NEW £212



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hat) NEW £212



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hat) NEW £212



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hat) NEW £212



266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hat) NEW £212



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hat) NEW £212



1300 Class 1361 0-6-0ST 1361 in GWR photographic grey - Limited edition of 250 (Hat) £135.96



R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor) £63

R3728 Class 21 L&Y 'Pug' 0-4-0ST 51207 in BR black early emblem (Hor) £63
OR760G010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf) £102
R3459TTS Class 2P Fowler 4-4-0 40626 in BR black early emblem - TTS sound fitted (Hor) £154.50
4780 Class 47xx 2-6-0 'Night Owl' 4704 GWR green shirbutton emblem (Hat) £154
4782 Class 47xx 2-6-0 'Night Owl' 4707 GWR green post-war GW lettering (Hat) £154



R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range (Hor) NEW £99



R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 (Hor) NEW £157.50



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor) £153



R3408 Class 6000 King 4-6-0 6016 'King Edward V' GWR Green shirbutton emblem (Hor) £155



R3410 Class 6000 King 4-6-0 6025 'King Henry III' in BR Blue early emblem (Hor) £155



R3558 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' BR green late crest (Hor) £144



R3638 Class 7P6 Streamlined West Country 4-6-2 34019 'Bideford' in BR green late crest (Hor) £166.50



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (Hor) (RRP £204.99) £144



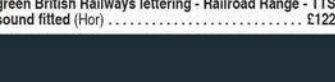
R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) (RRP £204.99) £144



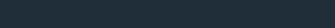
R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 'Nederland Line' in BR green early emblem (Hor) (RRP £185.99) £171



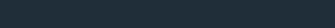
R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 'Princess Alexandra' in LMS coronation blue (Hor) £184



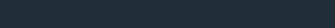
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor) £112.50



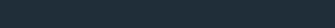
R3086 Class A1 4-6-2 4472 'Flying Scotsman' LNER apple green - Railroad Range (Hor) £94



R3736 Class A1 4-6-2 4472 'Flying Scotsman' in LNER green (Hor) £189



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green - TTS sound fitted - Railroad range (Hor) £114



R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor) £122.50



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor) £81



R3627 Class A3 4-6-2 60103 'Flying Scotsman' in BR express passenger blue (Hor) £162



R3371 Class A4 4-6-2 4468 'Mallard' in LNER garter blue - Railroad range (Hor) £94



R3737 Class A4 4-6-2 60022 'Mallard' in BR blue early emblem (Hor) NEW £162



R3522 Class A4 4-6-2 60020 'Miss Bevoer' BR green early emblem (Hor) £149



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor) £153



R3588 Class B17 4-6-0 2864 'Liverpool' in LNER green - Railroad Range (Hor) £81



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem (Hor) (RRP £139.99) £99



R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99) £99



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted (Hor) (RRP £194.99) £139.50



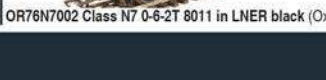
R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) £124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99) £124



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £98



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98



R3729 Class O1 2-8-0 6359 in LNER black (Hor) NEW £99



R3730 Class O1 2-8-0 63806 in BR black early emblem (Hor) NEW £99



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER green - Railroad range (Hor) £89



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor) £99.99



R3631 SECR H Class 0-4-0T 31285 in BR black early emblem (Hor) £117



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



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



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) £99



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



32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) £164.50



R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor) £225



R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) £175



OR76B00M01 Railgun Pack railgun 'Boche Buster' and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf) £153



R3577 4-wheel Sentinel 0-4-0 'Graham' in red (Hor) £64



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hat) (RRP £139) £94



2915 Class 07 shunter 07009 in BR blue - weathered (Hat) £127.46



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hat) £118.96



1721 Class 17 'Clayton' D6502 in BR green small yellow panels (Hat) £118.96



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R3661 Class 31 D5509 in BR green (Hor) £153



R3746 Class 31/1 31102 in BR blue (Hor) £157.50



R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) £157.50
 3418 Class 33D D6518 in BR green full yellow ends (Hel) £118.96



3437 Class 33D D6558 in BR blue (Hel) £118.96
 3337 Class 33D 33206 in Railfreight Distribution sector grey (Hel) £101.15
 32-381L Class 37/4 37419 DB Schenker red - Ltd Ed for Trans4U (Bac) £139.95



R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor) £72
 R3758 Class 47/7 47799 "Prince Henry" EWS Royal Train claret - Railroad range (Hor) £72
 32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) £145



4D-003-015 Class 52 'Western' D1034 "Western Dragon" in BR maroon small yellow panels (Dap) £129.15
 4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap) £129.15
 4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chrome blue small yellow panels (Dap) £129.15



R3760 Class 59 59003 "Yeoman Highlander" in GBRF Europorte - Railroad range (Hor) £76.50



R3605TTS Class 60 60044 "Dowload" in DB Schenker red - TTS sound fitted (Hor) £184.50

NEW



R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor) **NEW** £144
 R3659 Class 67 67027 "Chatterbox" in Colas Rail Freight (Hor) £144



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71



4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) £131.71
 31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £164.50



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (Dap) (RRP £146.22) **BARGAIN** £91



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £84



R3707 Ruston 48DS "Queen Anne" in Longmorn Distillery match wagon (Hor) **NEW** £72



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon (Hor) £72



R3706 Ruston 48DS Army 802 in War Department green match wagon (Hor) **NEW** £72

Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor) **NEW** £270



H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (Hat) (RRP £129.90) **BARGAIN** £69.50



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) £135

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) **BARGAIN** £229



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor) £261

Electric locos



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160
 R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor) £153
 R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) £144
 R3740 Class 92 92023 in Caledonian Sleeper (Hor) £76.50
 R3741 Class 92 92043 in GBRF (Hor) £76.50

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in "GWR 150" chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack coaching stock maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-009-009 Class 121 single car DMU 'Bubblecar' 97723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79



4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels (Dap) £123.25



4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25

NEW



R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor) **NEW** £112.50

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



R3699 Class 2-HIL 2-car EMU in BR green (Hor) **NEW** £126



R3700 Class 401 2-BIL 2-car EMU in SR green (Hor) **NEW** £126

Track Maintenance vehicles

R6897 76 ton Covans and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor) £58.50



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £84

Train sets - analogue



R1176 Class 373 'Eurostar' starter train set (Hor) £126
 R1214 East Coast Express Train Set (Hor) £157.50
 R1286 Hornby Family Fun Project - Extension pack 1 (Hor) £117
 R1287 Hornby Family Fun Project - Extension pack 2 (Hor) £108



R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor) £180



R1248 Santa's Express - Christmas starter train set (Hor) £49.50
 R1242 Saturday Special Plus train set LNER B17 4-6-0 in BR green and 4 Mk1 coaches - Hornby Signature Collection (Hor) £324

NEW



R1230 Starter train set - "GWR High Speed Train" (Hor) **NEW** £108



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) £180



R1233 The Coca-Cola Christmas Train Set (Hor) £72

R1243 The Welshman train set GWR King and four Collett coaches - Hornby Signature Collection (Hor) £351

Prices valid until 26/02/20

All prices correct
when going to press.
Errors excepted.

Coaches



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £10



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER grey (Hor) £49.50
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal (Hor) £49.50



R4904 K type Pullman 'New Century Bar' in Pullman umber and cream (Hor) £53.50
R4796A Maunsell corridor brake third S3794S in BR crimson and cream (Hor) (RRP £48.99) **BARGAIN** £30



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £12



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) £37
R4935 Mk1 BSK brake second corridor 99723 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4934 Mk1 SK second corridor 99716 in Hogwarts Railways maroon - Harry Potter range (Hor) £37
R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4624 Mk2E BSO brake second open M9501 in BR blue & grey - Railroad range (Hor) (RRP £25.99) **BARGAIN** £12
R4668B Mk4 TSO second open 12425 East Coast (Hor) (RRP £28.49) **BARGAIN** £14

Wagons



K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) £99.99



37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £18
H4-BH-004 Ballast snow plough (ex Class 40) ZZA ADB965579 in BR yellow 'Stratford Sheik' (Hel) £43
4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite (Dap) £25.46



OR76BOOM03 BL 14 inch howitzer railgun 'Boche Buster' (Oxf) £51
R6830 BR 20 Ton Coko Hopper Wagons - Three Wagon Pack (Hor) £63.50



R6909 ex-LMS D2068 20 ton brake van M731456 in BR bauxite (Hor) **NEW** £21
R6909A ex-LMS D2068 20 ton brake van M731792 BR bauxite (Hor) **NEW** £21

NEW



R6913A ex-LSWR 24 ton brake van 55009 in SR brown red ends (Hor) **NEW** £22.50
R6915A ex-LSWR 24 ton brake van S55032 in BR grey (Hor) **NEW** £22.50
R6915 ex-LSWR 24 ton brake van S55040 in BR grey (Hor) **NEW** £22.50
R6927 KFA Intermodal wagon Touax Maritime and Hyundai containers (Hor) £56

NEW



R6907 LMS D1919 20 ton brake van 730176 in LMS grey (Hor) **NEW** £21
R6907A LMS D1919 20 ton brake van 730473 in LMS grey (Hor) **NEW** £21
R6911A LSWR 20 ton brake van 5359 LSWR bauxite red ends (Hor) **NEW** £22.50

NEW



R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends (Hor) **NEW** £22.50

NEW



R6934 LWB Box Van in Coca-Cola® (Hor) **NEW** £13.49



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118



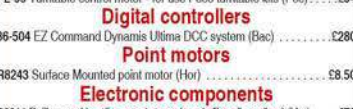
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126
H4-RHTT-002 Rail Head Treatment Train 'Water' wagon 3 water modules and jetting modules (Hat) £118
H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) £59

NEW



R6933 Tank Wagon in Coca-Cola® (Hor) **NEW** £11.69

NEW



OR76W006C Warwell wagon 50t in wartime green Sherman tank 95537 (Oxf) **NEW** £38

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PL-55 Turntable control motor - for use Peco turntable kits (Pec) £54

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36-504 EZ Command Dynamics Ultima DCC system (Bac) £280

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R8243 Insulated Mounted point motor (Hor) £9.50

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R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £76

Lighting equipment

CLT Standard Coach Lighting Strips - Cool White (Tra) £17

DML-LLBSL Working brakevan and train tail lamps - LMS / BR style - dual colour red and white - pack of 6 (DCC) **NEW** £22

Accessories

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Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2

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20KADDEE NEM302 Kadee coupling - Extra-Long (11.68mm) - Pack of four (Kad) £5

19KADDEE NEM302 Kadee coupling - Long (10.76mm) - Pack of four (Kad) £5

Wheel sets

R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) £14.50

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PO320 Mainline station booking hall - card kit (Met) £21

PO325 Platform kit in stone - card kit (Met) £21

R8009 Station terminus building pack (Hor) £42.50

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210



R083 Pack of 6 Buffer Stop (Hor) £10
R083 Single (Hor) £2

Signals

DCC-GS R2 2-aspect Red/Green ground signal - Pack of 12 (DCC) (RRP £79.96) **BARGAIN** £51

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.21

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R0008 Grand suspension bridge (Hor) £34



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

People - civil



36-407 1950s train crew - pack of six (Bac) £8.50

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor) £2.50

R605 Circle of 8 (Hor) £18

R607 2nd radius double curve track (8 make a circle) (Hor) £2.50

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

ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18

R6262 Double 4th radius curve (8 make a circle) (Hor) £3.20



R070 Electrically Operated Turntable (Hor) £64
R8221 Extension Pack A. Contains 1 x R8072, 1 x R600, 2 x R601, 1 x R606, 1 x R083 (Hor) £15

R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £26

R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50

R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £41.50

R8225 Extension Pack E. Contains 1 x R8073, 2 x R600, 1 x R601, 2 x R607, 1 x R606, 1 x R083 (Hor) £17.50

R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R083 (Hor) £24.50

R8074 Left hand curved point (Hor) £14

R8077 Left hand Express point (Hor) £14.50

R8072 Left Hand Standard Point (Hor) £9.50

R803 Long Straight - 670mm (Hor) £4

R8075 Right hand curved point (Hor) £14

R8073 Right Hand Standard Point (Hor) £9.50

ST-245 Setrack curved double radius left handed point insulating (Pec) £14.50

ST-244 Setrack curved double radius right handed point insulating (Pec) £14.50

ST-241 Setrack No.2 radius left handed point insulating (Pec) £9.50

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

ST-204 Box of 24 (Pec) £82



ST-100 Setrack Starter Track Set - Second Radius (Pec) £58

R610 Short Straight (Hor) £120

R621 Single 970mm length of flexible track (Hor) £120

R621 Pack of 24 (Hor) £66

R600 Standard Straight (Hor) £1.50

R600 Box of 24 (Hor) £34

R8076 Y Point (Hor) £10

Track - Code 100 Streamline

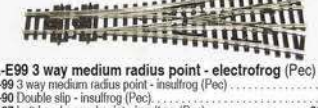


SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3

SL-102 Pack of 25 (Pec) £70



SL-E99 3 way medium radius point - electrofrog (Pec) £27

SL-99 3 way medium radius point - insulfrog (Pec) £27

SL-90 Double slip - insulfrog (Pec) £33

SL-87 Left hand curved point - insulfrog (Pec) £12.50

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

SL-96 Left hand medium point - insulfrog (Pec) £10.50

SL-92 Left hand small point - insulfrog (Pec) £9.50

SL-E86 Right hand curved point - electrofrog (Pec) £12.50

SL-86 Right hand curved point - insulfrog (Pec) £12.50

SL-E88 Right hand large point - electrofrog (Pec) £12

SL-88 Right hand large point - insulfrog (Pec) £12

SL-95 Right hand medium point - insulfrog (Pec) £10.50

SL-91 Right hand small point - insulfrog (Pec) £9.50

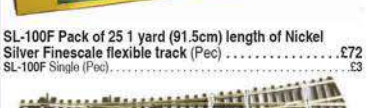
Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver builthead rail flexible track (Pec) £4

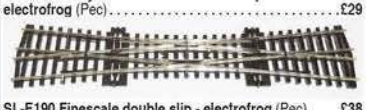
SL-108F Box of 25 (Pec) £38

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30

SL-102F Pack of 25 (Pec) £82



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



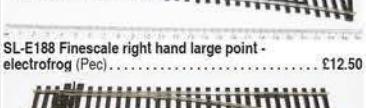
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



SL-E190 Finescale double slip - electrofrog (Pec) £38



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50
SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10

Buses



UK6515 ADL Enviro400 MMC - 'Metroliner' (Nor) £51



UK6513 ADL Enviro400 MMC - 'Stagecoach South' (Nor) £51
NEW UK6511 ADL Enviro400 MMC - 'Stagecoach West Scotland' (Nor) £51



76PD2008 Leyland PD2/12 A1 Service (Oxf) **NEW** £18.50
76WFL003 Weymann Fantare (Leyland) Southdown (Oxf) £16

Cars

76ZEP012 Ford Zephyr Black (Oxf) **NEW** £5

Hattons

MODEL RAILWAYS

Opening Hours
Store: 09:00 - 17:00 Mon - Sun
0151 733 3655
 07:30 - 18:00 Mon - Sat
 09:00 - 17:00 Sun

Commercial vehicles

NEW



76CIT005 Citroen H Catering Van Fish & Chips (Oxf) **NEW** £7

NEW



76SHP008 Leyland Sherpa Van Manweb Electricity (Oxf) **NEW** £6

NEW



76MM061 Morris 1000 Post Office Telephones Yellow (Oxf) **NEW** £5

Military ground vehicles

NEW



76RL007 Land Rover Lightweight Canvas RAF Police (Oxf) **NEW** £5.50

NEW



76TAC007 TACR2 Royal Navy Rnas Yeovilton (Oxf) **NEW** £10

Tools

SL-43 Loco Lift and storage unit (Pec) £13

N Gauge Steam locos

2S-010-007D Class 49xx 'Hall' 4-6-0 4970 'Stokely Hall' in GWR green Great Western lettering - Digital fitted (Dap) £149.88
 2S-007-010D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100
 2S-007-011 Class 57xx Pannier 0-6-0 6746 GWR green shirburn emblem (Dap) £74



2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) £124.38



2S-008-009 Class A4 4-6-2 4490 'Empire of India' in LNER garter blue valances (Dap) £124



2S-020-001 Class B17 4-6-0 2864 'Liverpool' in LNER wartime black (Dap) £108

Diesel locos

2D-012-008D Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap) £151.39
 2D-013-000D Class 27/1 27106 in BR blue. DCC Fitted (Dap) £134.32



2D-002-003 Class 50 50037 'Illustrious' in original Network SouthEast (Dap) £123.21



2D-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) £148.71



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue (Dap) £123.21



2D-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) £148.71



2D-002-000 Class 50 D406 in BR blue - unrefurbished (Dap) £123.21



2D-002-000D Class 50 D406 BR blue - unrefurbished - DCC fitted (Dap) £148.71



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) £194.64



2D-010-008 Class 67 67006 'Royal Sovereign' in Royal Train claret DB logos (Dap) **NEW** £108.76



2D-010-010 Class 67 67021 Belmont British Pullman under and cream (Dap) **NEW** £108.76



2D-010-009 Class 67 67027 'Charlotte' in Colas Rail Freight (Dap) **NEW** £108.76



2D-010-011 Class 67 67029 'Royal Diamond' in DB silver DB logos (Dap) **NEW** £108.76



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89

DMUs

ND118DD Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales - DCC fitted (Dap) £144.50



GM2920101 Replacement cleaning pad for Gaugemaster track cleaning wagon (Gau) **NEW** £4.50

Coaches

2P-012-800 Pack of three Meusnell coaches - Set 396 - brake third, brake third and compartment third in BR crimson and cream (Dap) £71

Wagons

NR-P484 5 plank open wagon 'Burtt' Gloucester Beethve. Manufacturer (Pec) **NEW** £9

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pec) £1.70

SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-12 No.1 radius double curve (Pec) £1.70

ST-300 Starter Track Set (Pec) £49

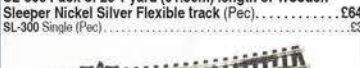
Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3

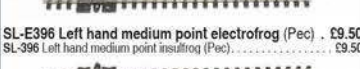
SL-302 Pack of 25 (Pec) £64



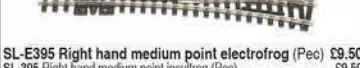
SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64



SL-300 Single (Pec) £3



SL-E396 Left hand medium point electrofrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50

Track - Code 55 Finescale



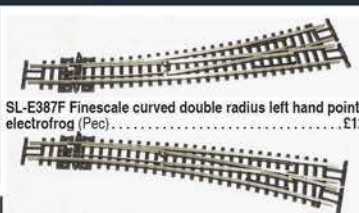
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3

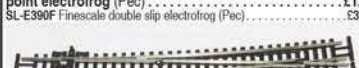
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

SL-302F Pack of 30 (Pec) £91

SL-E399F 3-way finescale turnout (Pec) £28



SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £12

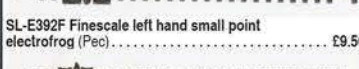


SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £12

SL-E390F Finescale double slip electrofrog (Pec) £38



SL-E389F Finescale left hand large point electrofrog (Pec) £12



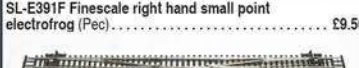
SL-U396F Finescale left hand medium point unitrog (Pec) £10.50



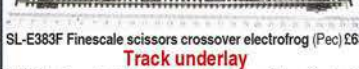
SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) £12



SL-U395F Finescale right hand medium point unitrog (Pec) £10.50



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50



SL-E383F Finescale scissors crossover electrofrog (Pec) £63



GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £24



NMW6002 Bristol MW6G Hants & Dorset (Oxf) **NEW** £7.50



NGG003 Green Goddess RAF (Oxf) **NEW** £6



NMA004 Mercedes Ambulance Scottish Ambulance Service (Oxf) **NEW** £6



9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved (Hel) £186.96



9952 Lynton & Barnstaple 2-6-2T 761 'Taw' in Southern Railway green (Hel) (RRP £189.95) **BARGAIN** £149.50



9960 Lynton & Barnstaple 2-6-2T 188 'Low' Southern Railway green (Hel) £186.96



GR-900 4 wheel closed goods van 'Colman's Mustard' (Pec) £17



ST-406 Setrack 009 left-hand point - insulfrog (Pec) £10



ST-405 Setrack 009 right-hand point - insulfrog (Pec) £10



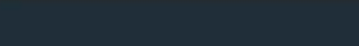
SL-400 1 yard length of 009 narrow gauge flexible track worn wooden sleepers (Pec) £3.50



SL-400 Box of 25 (Pec) £83

SL-E492 Left hand point electrofrog (Pec) £9.50

SL-E491 Right hand point electrofrog (Pec) £9.50



7S-005-004 Class 0F Sentinel 4wVB 7160 in LMS black (Dap) **NEW** £148.75

7S-005-004D Class 0F Sentinel 4wVB 7160 LMS black - DCC fitted (Dap) £174.25

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NEW



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) **NEW** £148.75
7S-005-005D Class Y3 Sentinel 4wVB 68164 in BR black early emblem - DCC fitted (Dap) **NEW** £174.25

NEW



7S-005-002 Class Y3 Sentinel 4wVB No.39 in BR departmental black (Dap) **NEW** £148.75

NEW



7S-005-007 Sentinel 4wVB 14 'Maude' in National Coal Board (Dap) **NEW** £148.75
7S-005-007D Sentinel 4wVB 14 'Maude' in National Coal Board - DCC fitted (Dap) **NEW** £174.25

NEW



7S-005-006 Sentinel 4wVB 2 'Isebrook' in GWR light green (Dap) **NEW** £148.75
7S-005-006D Sentinel 4wVB 2 'Isebrook' GWR light green - DCC fitted (Dap) **NEW** £174.25

Diesel locos

2590 Class 05 shunter BR green no yellow ends (Hel) (RRP £395) **BARGAIN** £295

NEW



7D-008-017 Class 08 shunter 08709 in EWS red and gold (Dap) **NEW** £191.25



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25
7D-008-009 Class 08 shunter D3002 BR green late crest and wisp ships (Dap) £191.25
7D-008-017U Class 08 shunter EWS red and gold - unnumbered (Dap) **NEW** £191.25
7D-008-015U Class 08 shunter Railfreight Triple grey - unnumbered (Dap) £191.25



2006 Class 20 in BR blue full yellow ends. 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) £549



2007 Class 20 in BR Railfreight grey full yellow ends. 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25



3750 Class 37/4 37401 'Mary Queen of Scots' in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549



3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) £509.15
3742 Class 37/4 in InterCity Mainline - unnumbered (Hel) £509.15
3744 Class 37/4 in Regional Railways - unnumbered (Hel) £509.15



4205 Class 42 Warship 829 'Magpie' in BR blue (Hel) (RRP £699) **BARGAIN** £495



4204 Class 42 Warship D866 'Zebra' in BR blue (Hel) (RRP £699) **BARGAIN** £510



4024 Class 50 50007 'Sir Edward Elgar' in GWR green (Hel) **NEW** £594.15



4026 Class 50 50008 'Thunderer' in BR Laura blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) **NEW** £594.15



4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) **NEW** £594.15



4025 Class 50 50149 'Defiance' in BR Railfreight general sector triple grey (Hel) **NEW** £594.15



4020 Class 50 in BR blue - unnumbered (Hel) **NEW** £594.15



4022 Class 50 in original Network Southeast - unnumbered (Hel) **NEW** £594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel) **NEW** £594.15



5506 Class 55 'Deltic' D9001 'St Paddy' in BR green full yellow ends - weathered (Hel) £509.15
5503 Class 55 'Deltic' in BR green small yellow panels - unnumbered (Hel) £509.15

DMUs

8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) (RRP £599) **BARGAIN** £295

Train sets - analogue

GM7000102 'The Didcot Survivor' - premium O gauge starter train set (Gau) £595

Coaches



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) £170
7P-004-008 GWR Diagram 'N' 59' Autocoach W37W BR crimson and cream (Dap) £170
4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325) **BARGAIN** £147
4951 Mk1 FK first corridor in BR maroon - unnumbered (Hel) £169.50

Wagons

7F-200-001 20 ton standard brake van CAO B951771 in BR grey (Dap) £87.96
7F-046-002 HAA MGR coal hopper 355202 in Railfreight red cradle (Dap) (RRP £56.95) **BARGAIN** £46.71



7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle (Dap) £46.71

Signals

7L-001-001 Signal - motorised, GWR home - square post (Dap) £47.56



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50
SL-E790BH Double slip (8 degrees angle) Electrofrog (Pec) £85
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £58
ST-700 Setrack Bullhead straight 384mm (15.5") (Pec) £6
ST-40751 Setrack second radius Unifrog left hand point (Pec) £43
ST-40752 Setrack second radius Unifrog right hand point (Pec) £43
SL-E797BH Y Point bullhead rail & electrofrog (Pec) £43

Buses



43WFL001 Weymann Fanfare Southdown Motor Services (Oxf) £37.50

Cars



43LR3S003 Land Rover Series III SWB Canvas Mid Grey (Oxf) **NEW** £14.50



441340 Mini Cooper Blue (Car) **NEW** £7.50
CC02732 VW Camper - Coca Cola - early 1960s style (Cor) **NEW** £22.50



CC02733 VW Camper - Coca Cola - late 1960s style (Cor) **NEW** £22.50

Commercial vehicles



43CF003 Bedford Cf Ice Cream Van Mr Softee (Oxf) **NEW** £14.50



CC02725 Ford Transit Mk1 - Coca Cola - 1970s style (Cor) **NEW** £22.50

Any or Multiple Scales

Analogue controllers

DS Double power controller brake simulator (Gau) £149

Analogue power supplies

D Double/Twin track power controller (Gau) £86

Analogue point control

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

PLS-100 SmartSwitch Set for 4 servo control & operation; switches, control board & digital readout for Analogue operation (Pec) £64

Digital decoders

Imperium3 'Imperium' 21 Pin 8-function DCC decoder (Dap) **NEW** £22
Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51
DCR-21Pin-Direct-V2 21 pin 6-function 1.1Amp direct plug decoder back EMF (Hel) £16.50
DCR3 6 pin 2 function small digital decoder - Ruby Series (Gau) £21.50
DCR-6Pin-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hel) £17
BPDC27 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27w x 10d mm) x 5 (Gau) £79
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hel) £16
DCR-8PIN-HarnessMini Box of 5 (Hel) £72
DCR-8PIN-HarnessMini Box of 10 (Hel) £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hel) £120
DCR-8PIN-Harness Single (Hel) £15
DCR-8PIN-Harness Box of 5 (Hel) £68



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hel) £17
DCR-8PIN-Direct Box of 5 (Hel) £77
DCR-8PIN-Direct Box of 10 (Hel) £136
R7150 Standard 6 pin Decoder (Hel) £23.50
R8120 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36
R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) £38
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) £36
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) £36

Diesel

Class 43 HST (MTU) £38

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £59.50
R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38

Steam

Class J36 0-6-0 £38

R7239 TTS digital sound decoder - Class J36 steam loco (Hor) £38
R7140 TTS digital sound decoders - Class 43 HST Valenta - Pack of two (Hor) £63

Digital control accessories decoders

SC400 DCC signal controller track sensor inputs - for new style Dapol dual semaphore signal (Tra) **NEW** £40

Digital controllers

DCC49 Prodigy 8 Amp booster unit (Gau) £169

Digital control accessories

DCD-PVRAUXAEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller (DCC) £214
DCC-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111

Point motors

DCP-CB60MG Cobalt slow-action analogue point motor - pack of 6 (DCC) £90
PL-10WE High performance turnout point motor extended pin (Pec) £7
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Bag of 6 (Pec) £34
PM-2 Seep point motor (Gau) £3.50
PM-2 Pack of 6 (Gau) £20
PM-1 Seep point motor accessory switch (Gau) £5
PL-11 Side/surface mounted point motor (Pec) £8



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hel) £6.50
HAT-PM-01 Pack of 6 (Hel) £35

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
PL-26B Passing Contact Switch - Black Lever (Pec) £6
PL-26R Passing Contact Switch - Red Lever (Pec) £6

Electronic components

TT10 Multi gauge track tester - suitable for OO, HO, O and G trackwork (Tra) **NEW** £9

Accessories

SL-14 Track Fixing Pins (Pec) £1.70

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec) £42

Track underlay

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jev) £9

Paint - acrylic

AG7490 Enamel Thinners 125ml Tin (Hum) **NEW** £4
AC5801 Modelcolor Mattcoke 28ml Bottle (Hum) **NEW** £3
AC3401 Modelcolor Satincoke 28ml Bottle (Hum) **NEW** £3

Glues

AD-57 Rocket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metacalte) - 50ml (Del) £6

Tools

DCT-FSC Precision fine sprue cutters (DCC) **NEW** £10.50
DCT-HTC Precision heavy duty track cutters (DCC) **NEW** £14
DCT-SSS Precision sharp shears for cutting steel, nickel silver and brass (DCC) **NEW** £12
PSG-3 Pro Static Grass Precision Applicator (Pec) £49



DCM-RR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO8, EM and P4 gauges (DCC) £85

PSG-2 Static Grass Pro Grass Applicator (Pec) £96



HELJAN RELEASES CLASS 47 UPDATE

The Danish manufacturer has released first images of its long-awaited O gauge Class 47, which replaces the first version launched more than a decade ago. This first sample is far from being the finished article, with a number of improvements set to be made before production starts.

Pictured is Version 3b, a later locomotive with HI headlight, ETH equipment and with the boiler tanks removed. Version 2 will cover the 1960s/70s locomotive with glazed headcode panels and steam heating boilers, meanwhile, Version 3a is a later no-heat variant with headlights. Heljan expects to release these models in late-2020.

ACCURASCALE LAUNCHES 'EXCLUSIVES' RANGE WITH NETWORK RAIL CLASS 37



'Accurascale Exclusives' is to be a range of models available only via the Accurascale website (<https://accurascale.co.uk/>) in a limited-edition production run and will feature certificates and special presentation packaging. 97301 will be first in a range of locomotives and rolling stock to be part of Accurascale Exclusives, with further announcements to come in 2020.

The Network Rail stalwart will be included in Accurascale's first run of Class 37s due in Q4, 2020. The locomotive will feature the Hitachi ERTMS equipment, which is a first from a manufacturer on an RTR Class 37. It will also have the features of the Accurascale Class 37 range, with separately-applied detail, a heavy chassis for traction, a large five-pole centrally-mounted can motor with twin flywheels, helical gearing and options for DC/DCC ready operation or DCC sound-fitted with ESU Loksound 5, twin speakers and a powerpack.

HUMBROL TO LAUNCH ACRYLIC PAINT IN DROPPER BOTTLES

With an eye to the craft and cosplay markets, Humbrol is to produce a range of acrylic paints in dropper bottles.

Customer research has shown that many people prefer a dropper bottle to the more traditional flip-top containers, so at the London Toy Fair in January, a range of 80 colours will be launched. For retailers, a special stand will be available to display the paint range.

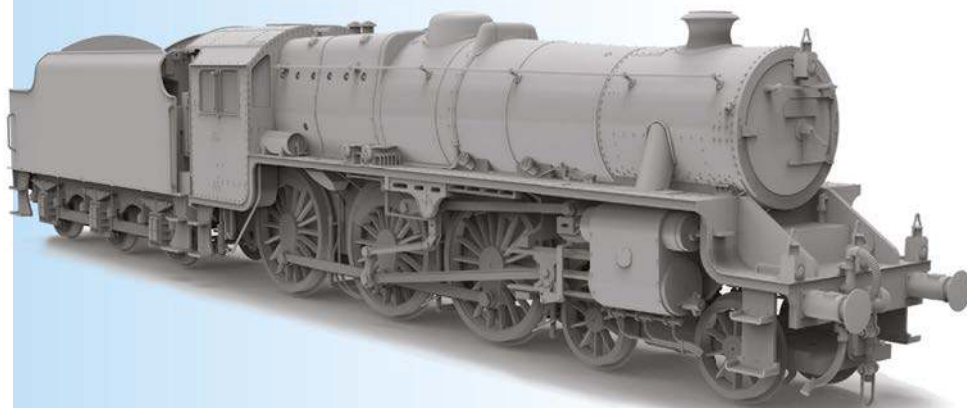
RRP will be £1.79 for 14ml of paint. More traditional pots will still be available and the enamel range will not be affected.

DARSTAED/ELLIS CLARK TRAINS BLACK 5 CAD RENDERINGS

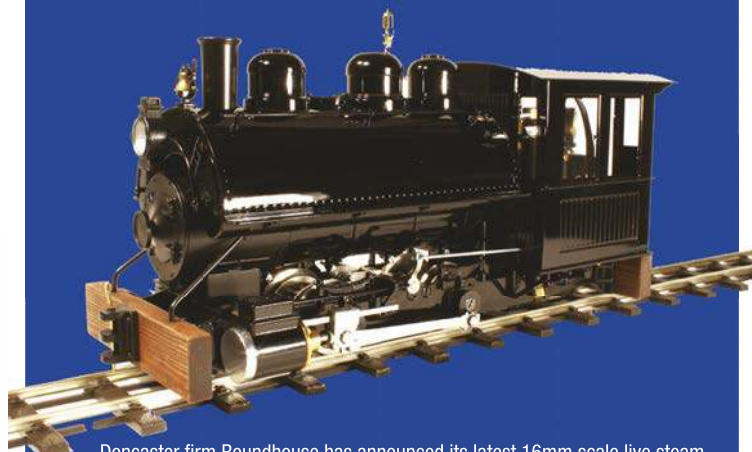
If you are anticipating the 7mm scale Black 5 locomotive announced earlier this year, you'll be pleased to see the first renderings of the model.

Expected Q1 of 2021 and priced at £949 for the DC/DCC Ready versions, and £1,199 for the DCC sound/synchro smoke versions, the model will cover the long firebox version from the batch of 227 locomotives built by Armstrong Whitworth in 1936/7.

Available exclusively through Ellis Clark Trains, the majority of the model will be constructed from super finescale die-cast, having been carefully researched and designed using works drawings, original photos, and preserved examples. The company is working on a 3D printed sample as we speak.



ROUNDHOUSE ENGINEERING INTRODUCES 'DAVENPORT'



Doncaster firm Roundhouse has announced its latest 16mm scale live steam locomotive, the American outline 'Davenport'. The Davenport Locomotive Works started producing these 0-4-0 saddle tank locomotives in the early 1900s for industrial uses. While the majority of these engines were built for American clients, they found their way all over the globe. Because dozens of these locos were produced for a variety of purposes Roundhouse has designed this loco to be their interpretation of prototypical examples. Delivery is expected September 2020.

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OUR FULL COVERAGE
OF THE HORNBY 2020
ANNOUNCEMENTS



MODEL RAILWAY UNVEILED FOR PETERBOROUGH CHARITY

Faces lit up around the 'sensory' playroom as BRM magazine, Market Deeping and Sleaford Model Railway clubs revealed a new model railway for the children at Peterborough charity, Little Miracles, which provides support for children with disabilities. Built during BRM's annual National Festival of Railway Modelling exhibition at Peterborough Showground by members from Market Deeping and Sleaford Model Railway clubs, the new model railway with a Harry Potter theme will entertain the children for years to come.

The table-tennis style baseboard was carefully designed to be simple and safe for the staff to fold and store when not in use, while removable buildings hide board hinges. The Harry Potter-themed layout includes a Hornby (R1234M) Hogwarts Express, with flying Ford Anglia adaptation which runs behind the coaches on a coach bogie, modified by Phil Parker of BRM.

Our thanks to Hornby, Gaugemaster, and Metcalfe for their generous donations.

BLUE CIRCLE AND FERROCRETE PO 'MINKS' FROM MINERVA



Minerva Model Railways has announced the production of an RTR, injection-moulded O gauge model of the private owner 'Iron Mink' van, in Blue Circle and Ferrocrete liveries. The models are in production with delivery expected in spring 2020.

The new models will feature a plastic injection-moulded body and chassis, metal-tyred wheels on pin-point axles fitted in compensated axle-boxes, sprung buffers and hook draw-gear with three-link couplings.

The 'Iron Mink' vans were built to a GWR design for the Associated Portland Cement Manufacturers (APCM). They operated from several cement works, including APCM's large factory at Harbury in Warwickshire, and were in service from the 1930s to the 1950s.

The models will only be available direct from Minerva Models or from the Minerva Models' stand at selected model railway shows.

ISINGLASS 3D-PRINTED RANGE EXPANSION CONTINUES

The firm has announced the release of a new Gresley 32' brake van.

Priced at £36.00, the new kit includes sides, ends, roof, torpedo vents, frame, drop steps, w-irons, axleboxes and springs. Aimed at being easy to assemble, the 3D-printed resin works with superglue and accepts cellulose paints without any special cleaning required. Other releases include diagram 109, 61'6 3rd class sleeper with the GN quad-art and other kits planned for release at the London Festival of Railway Modelling at Alexandra Palace in March.



FIRST LIVERY SAMPLES OF CAVALEX BBA WAGONS

Built between 1973 and 1981, the BBA was a slightly longer version of the earlier BAA steel wagon but with a reduced 75-tonne capacity. The heavily constructed long steel carrier was designed to carry ingots, slabs, long lengths of steel, steel coil, and billets.

Following production over eight years, the wagon type became the principal steel carrying wagon on British Rail.

Early batches of the BBA were delivered in BR bauxite brown livery with black bogies, while the final batch of wagons wore the then-new Railfreight black livery with red ends and side labels.

The models here are the first livery samples. The factory has carried out some minor tweaks to the tooling. Production is due to commence next month with delivery in the UK expected March/April 2020, although the exact date will be affected by the Chinese New Year celebrations.

HORNBY DEPARTS FROM ST PANCRAS STATION

Hornby's pop-up shop departed London St Pancras station on Christmas Eve. BRM visited to see how this retail outlet has been working.

Where beer was stored after its journey from Burton-on-Trent, you'll now find a parade of high-end shops catering for the needs of international travellers heading to Europe on the Eurostar trains leaving the platforms above. The last four months had seen a new addition to their ranks - Hornby.

In the run-up to Christmas, the firm tried an experimental temporary store at St Pancras, stocking train sets, Scalextric, diecast cars and Airfix kits. From the display, the helpful team will chat about the products and explain how they work - essential since the majority of people will be tourists or travelling for business and not enthusiasts. It might be the first time that many have seen models like this.

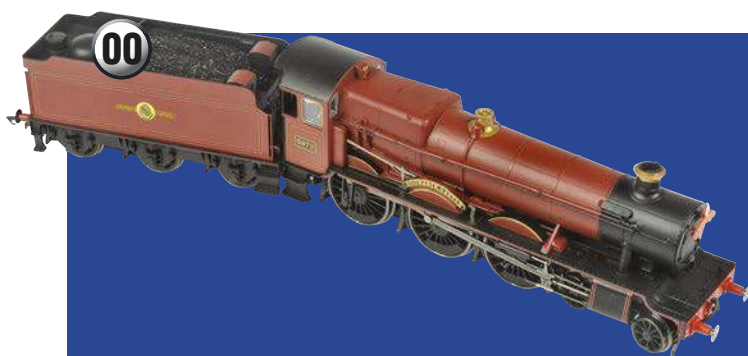
This isn't a static display either. One cabinet is home to a Micro-Scalextric circuit with a pair of cars thrashing around. When we asked how many they had worn out over the duration of the display, the answer was a surprise - none! It seems the re-tooled system is proving very reliable.

At the other end of the stand, we find a working model railway layout. Tim Mulhall, COO of Hornby Hobbies, tells us this has been popular and there are several requests a week to sell it. It's not for sale, but it shows how popular model railways can be if someone about to board a train would consider adding this to their luggage.

Hornby has been very pleased with its performance. As well as generating sales, it's also generated enquiries from landlords and retailers also looking to work with the brand in 2020.



NEW PRODUCTS



HORNBY (R3804) HALL NO. 5972 HOGWARTS CASTLE

Add a locomotive icon from one of the most popular of film franchises to your model railway collection. Arriving in the office this month in themed packaging as part of Hornby's 'Harry Potter' railway collection is 'Hall' Class locomotive No. 5972 *Olton Hall*, that was repainted into red to haul the 'Hogwarts Express' in the films and renamed *Hogwarts Castle*. The locomotive can also be purchased with three Mk. 1 coaches as part of its Hogwarts Express train pack.

Price: (RRP) £109.99

W: www.hornby.com or see your local stockist



HORNBY (R3608) RAILROAD HST

Celebrate the end of regular Class 125 HST services on the East Coast with this Railroad model release from Hornby. These icons of British railway transport are experiencing a swansong in their fifth decade of operation. Hornby is rolling out this duo of power cars 43002 and 43003 in the original Inter-City 125 blue/grey livery, as applied recently to power cars 43006 and 43112 for their special four-day farewell tour in December, 2019.

Price: £119.99

W: www.hornby.com or see your local stockist

HORNBY (R3727 AND R3728) LMS/BR 0-4-0ST 'PUG'



Both of these locomotives spent most of their time around the dock railways of Goole – a task for which these compact locomotives designed by Aspinall were ideally suited. Built at Horwich Works in May 1910, No. 11244 started life as L&YR No. 28, while No. 51207 started life as L&YR No. 504, built in December 1893 at the same works and was the first locomotive of the second batch built. Both locomotives were withdrawn in November of 1962, having each served a career of more than 68 years.

Price: £69.99 (each)

W: www.hornby.com or see your local stockist



OXFORD DIECAST (76MA002) ANIMATED AMBULANCE

Re-worked with a miniature circuit board and LED lights by Culcheth Model Railways and exclusive to the model shop, this Oxford Diecast ambulance in the colours of the London Ambulance Service with synchronised lightbar, head and tail lights will create a visual highlight on any modern OO gauge layout. Simply drill a hole in your baseboard and connect the two cables to a 9-12V DC power source.

Price: £34.95

W: www.culchethmodelrailways.co.uk

FINESCALE MODEL WORLD (FMW-SG003) AUTUMN/WINTER 2MM STATIC GRASS



Ideal for 2mm:1ft scale layouts to depict 1ft high grass, 4mm:1ft scale layouts to depict 6in high grass, or 7mm:1ft scale layouts to depict 3in high grass with an autumnal/winter hue, these 25g bags of static grass can be used with any make of static grass applicator, including the manufacturer's own device. Also available in a selection of longer lengths and colours to represent different seasons.

Price: £2.85

W: www.finescalemodelworld.co.uk

OXFORD RAIL (OR76ROR007) ROAD RAIL DEFENDER



For the maintenance of the British Rail infrastructure, road/rail machines have been in use since the 1970s. Today, they are increasingly common, mostly because of their lower cost compared with dedicated trains and widespread availability. The latest model to arrive in the office from Oxford Diecast in the now defunct livery of Carillion is this long-wheelbase Land Rover Defender, to which small-wheeled rail attachments have been added front and rear. The model is supplied with four injection-moulded plastic ramps, often used to enable these vehicles to get on the rails when setting up. See its website or your local retailer for more liveries.

Price: £7.45

W: www.oxforddiecast.co.uk

VISIT WWW.WORLD-OF-RAILWAYS.CO.UK FOR THE LATEST PRODUCT NEWS

HORNBY (R7159) MEDIUM BROWN FLOCK



Flock is a useful medium for model scenery when combined with static grasses, detailed plants, or trees. Use these 20g bags to bulk out your static grass, create patches of weed, bushes, or as flowers scattered over your static grass. The material is very versatile, though for best practice, should always be combined with a selection of different product types to create variation in your model scenery. See its website or your local stockist for the full range in different grades and hues.

Price: £4.25

W: www.hornby.com or see your local stockist

WAR WORLD SCENICS FERN PACK

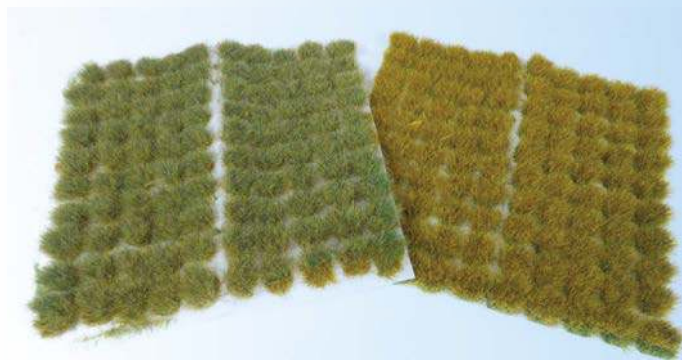


Add ferns to your layout or diorama with this new pack of laser-cut items from model scenery specialist, War World Scenics. Sold in a pack of 12, these pre-coloured thin card items are designed to be folded to shape and easily added to your layout with a spot of glue. The items can be further coloured with spray paints, if required.

Price: £7.49

W: www.war-world.co.uk

WAR WORLD SCENICS MARSHLAND AND WILD GRASS PACKS



From around buildings to disused sidings, abandoned land or simply for scenic variation (see page 42) there are few layouts that can't justify even a modest patch of grass. For adding small tufts, War World Scenics has created these small packs, each containing 100 tufts, in a combination of the most widely-observed colours. Observed are its Marshland (dark green) and Wild Grass (brown-coloured) variants. These can be torn into smaller tufts easily, and glued with a PVA or similar adhesive of your choice.

Price: £6.00

W: www.war-world.co.uk

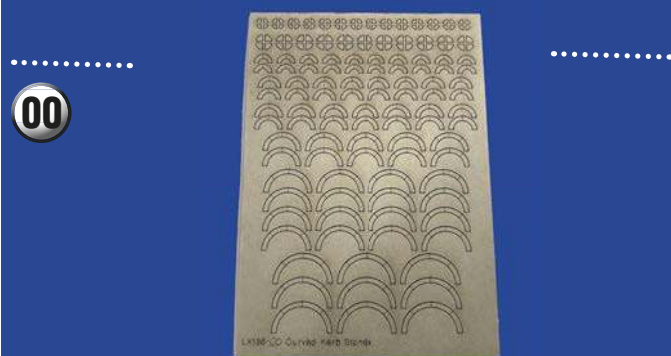


HORNBY (R3699) 2-HIL

The 2-HIL sets were so named because of the pairing of a HAL and BIL, in this case unit 2611, with HAL (DMBT) No. 10729 and BIL (DTCL) No. 12146. The pairing is suitable for the 1939-1959 period, from its introduction on the 1939 London to Maidstone and Gillingham electrification scheme until its collision with a 2-BIL in 1959. Wearing BR green, it's suitable for the post-1948 period.

Price: £139.99

W: www.hornby.com or see your local stockist



SCALE MODEL SCENERY (LX-136- 00) CURVED KERB STONES

Re-worked by its designers, this pack of curved kerb stones from Scale Model Scenery is ideal for use with its pack of straight kerb stones (LX135-00), which depict 3ft lengths. A variety of radii are partially laser-cut from the sheet, and can be trimmed to suit numerous street corners or car parks. Already concrete in colour through the use of card, they can be weathered or further tinted with paints or weathering powders to create a dirty appearance.

Price: £4.95

W: www.scalemodelscenery.co.uk

SCALE MODEL SCENERY (LX284-00) OFFICE DESKS AND CHAIRS



Supplied in a pack containing six desks and 12 office chairs, these simple additions can be used to decorate the insides of those large-windowed office blocks, modern warehouses, factories, or, simply dumped by a skip on your layout. Laser-cut from 0.8mm laserboard, only a sharp craft knife, a pair of tweezers and glue is required for assembly. For best results, apply glue using a fine-tipped applicator.

Price: £5.49

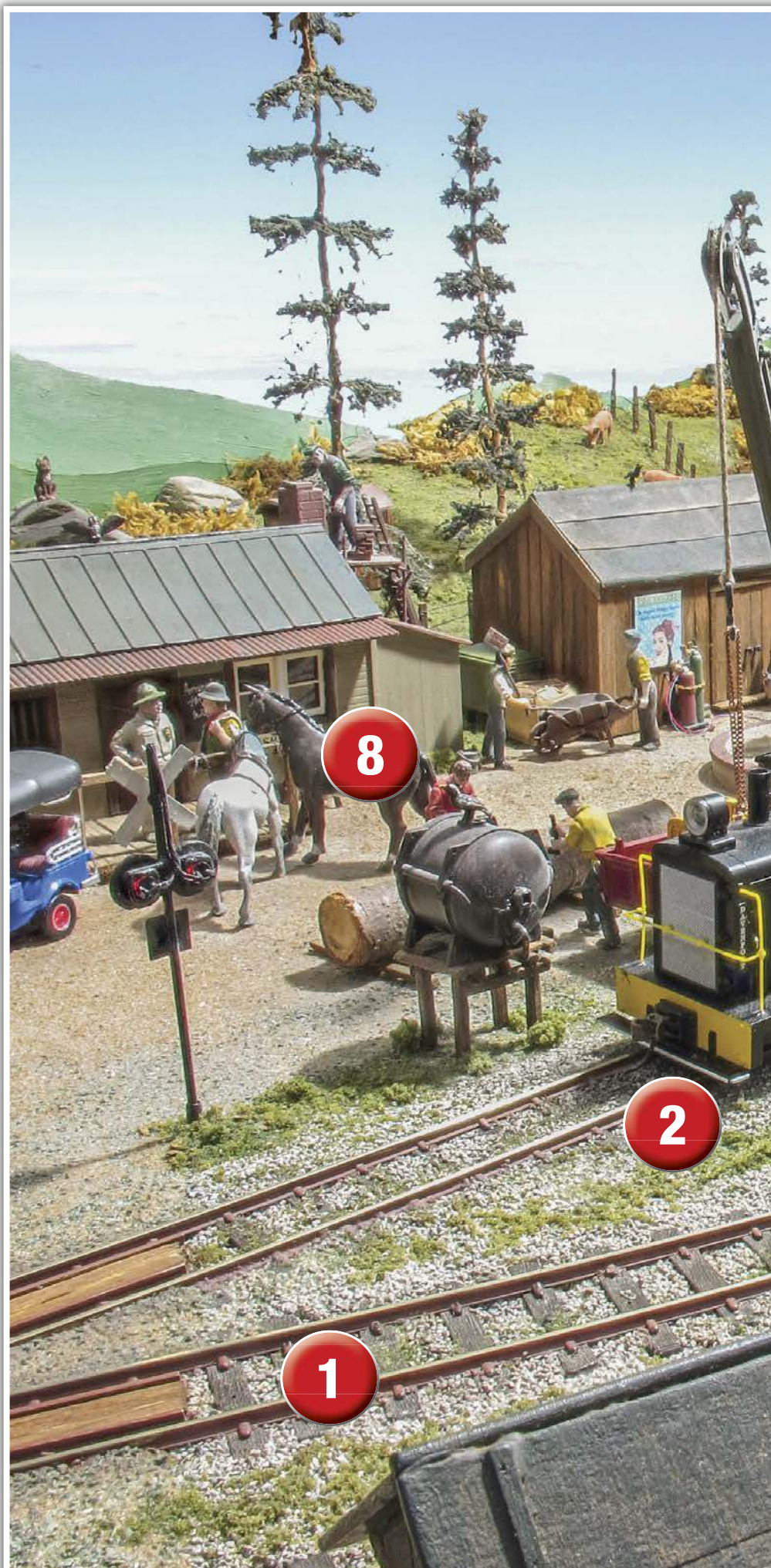
W: www.scalemodelscenery.co.uk

GET THE LOOK

The scale is 7mm:1ft, with stock running on 16.5mm gauge track to represent 2ft gauge railways. We would call this O16.5, but in the state it's described as On30. Bachmann offers a range of RTR rolling stock easily available in the UK, and there are plenty of kits available, too.

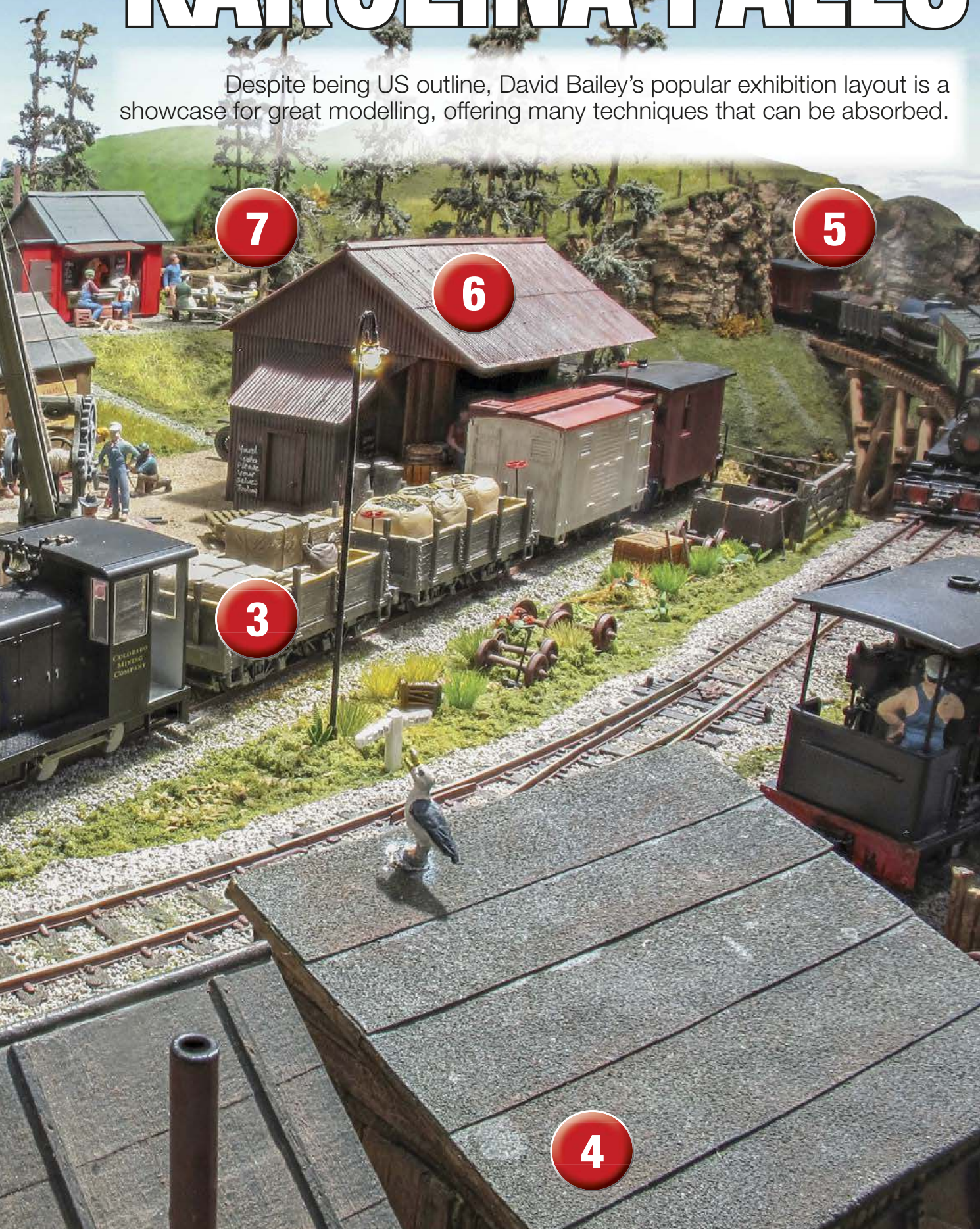
'Karolina Falls' is based on a logging line where hauling wood was gradually replaced by hauling tourists. Set in the 1970s, freight is still carried, but the town streets are home to cars rather than horses and wagons.

- 1: The track is Peco O16.5, described as "crazy track" because the sleepers have a worn appearance and aren't all perpendicular to the rails. This is perfect for a backwoods line where maintenance won't be particularly stringent. Points are from the same source and operated by Seep PM2 point motors. All the track has been weathered by painting the rail sides with a rust colour.
- 2: The locomotive is the RTR Bachmann Gas Mechanical, detailed using a Backwoods Miniatures body kit. Detailing and converting these locomotives is popular. The vertical boiler steam locomotive on the right also uses one of the chassis, again fitted with a Backwoods body kit.
- 3: The wagons are Chivers Finelines 18ft wagon kits. These short wagons are perfect for small narrow gauge lines, but are unavailable at present.
- 4: Felt roofs are 120 grit sandpaper glued to plastic sheet, then painted a suitable colour.
- 5: Cork bark purchased from a local aquatic centre is used throughout the layout for rock faces. It looks good and doesn't need painting. Many scenery traders also sell it as this was the traditional way of making cliffs for many years.
- 6: The goods shed is scratch-built from flat sheets of Wills Finecast 4mm corrugated asbestos, which makes good corrugated iron in 7mm scale because of its size.
- 7: Trees are produced by Unit Models using wire bristles from a bottle brush and scenic flock. Currently unavailable, there are similar kits in the Woodland Scenics range and in the February 2019 BRM, Howard showed how to use a Coastmans kit from the US (available via The Model Tree Shop) to produce pine trees that are perfect for this scene.
- 8: Figures and animals are a mixture of S&D, Omen, Dart Castings unpainted whitmetal castings and Woodland Scenics ready-to-use plastic models. The last-mentioned are especially useful because of their authentic American clothes.



KAROLINA FALLS

Despite being US outline, David Bailey's popular exhibition layout is a showcase for great modelling, offering many techniques that can be absorbed.





DIGITAL EDITION EXCLUSIVE

Conquering Shap Summit

Watch original footage from 1964 of iconic steam locomotives tackling this most-arduous of West Coast Main Line peaks.

EXCLUSIVE

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



MAINLINE REPRISE
(Extracts for BRM)
PLAY

© Roger Nicholas / Railfilms Limited
The Railfilms Library, Brook Farm, Broadwas, Worcester WR6 5NE

BRM

Original films: ROGER NICHOLAS

Courtesy: NICK DODSON / RAILFILMS Ltd

THE STEEP CLIMB OF SHAP SUMMIT

Experienced layout builder, Graham Nicholas provides a condensed history of this most-challenging peak on the West Coast Main Line, during the steam era.

Words: Graham Nicholas **Photography:** Colour Rail

Hills of the north, rejoice; river and mountain spring. The opening lines of clergyman Charles Oakley's distinctive nineteenth century hymn. Just a few carefully crafted words that conjures up images of wild open expanses of fells and moorland, the very essence of the North of England. A fitting epithet for the setting of the great main line railway over Shap Fell – where the Lake District gives way to the Pennine Hills.

Nowadays eclipsed in the popularity stakes by its near neighbour the Settle & Carlisle Railway, Shap was once the 'go to' place for railway enthusiasts. A combination

of stunning North Country scenery, an intensive train service utilising some of the most powerful steam locomotives in the country and the entertaining spectacle of banking engines at work up the punishing four miles 1-in-75 incline, made it irresistible to generations of railway photographers.

The Lancaster to Carlisle Railway dates from the very earliest days of the railway revolution, when the expansive hills of North-West England were a severe obstacle to Anglo-Scottish trade. The challenging terrain meant that the area's limited network of turnpike and drovers' roads were often

in poor condition, hazardous at the best of times and virtually impassable in adverse weather. The canal builders only ever made it as far as Kendal, and the alternative option of coastal services involved plying the treacherous waters of the Irish Sea to the south west of Scotland from places like Morecambe. It's not surprising therefore that early schemes for forging a railway through these unforgiving lands were already being mooted in the 1830s, once the harnessing of steam power for public rail services was becoming established.

But the very early railways were relatively small-scale affairs, characterised by level or



gently-graded routes. Hills were typically ascended by taking trains up inclines using rope-haulage powered by stationary engines, a time-consuming and somewhat hazardous operation. Could the early locomotives really be capable of hauling trains up the prolonged gradients necessary to traverse the foreboding Westmorland hills?

George Stephenson didn't seem to think so and proposed a route around the Lake District coast. However, a contemporary of his – Joseph Locke – was also at work surveying possible routes. These included a route paralleling the Kendal to Shap turnpike (effectively today's A6 road) with a sizeable tunnel under the fell – or taking advantage of the natural lie of the land through the Lune Gorge, thence over the fell itself. Ultimately, it was the latter route that was built, to avoid the expense of a long tunnel. With this decision, the scene was unwittingly set for the next 120 years or so of challenging train operation set in a dramatic landscape with few equals.

Climbing Shap

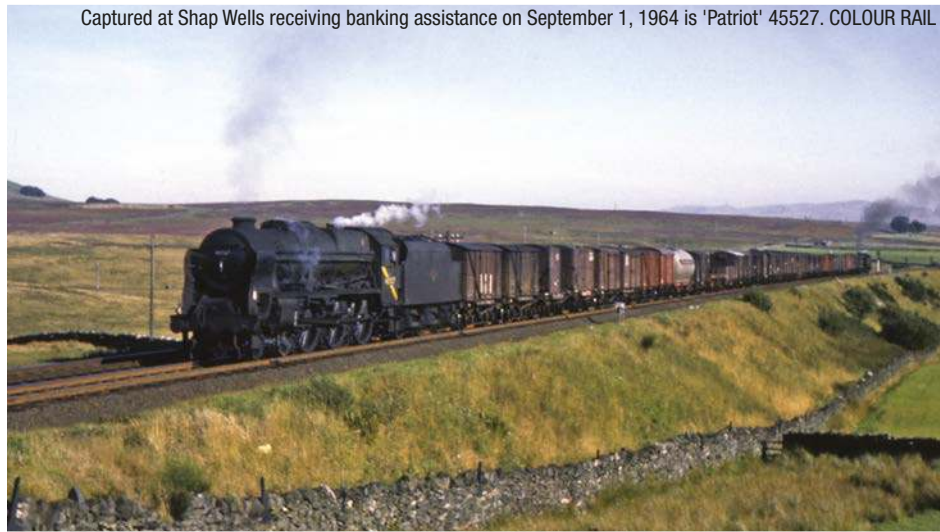
The legendary four miles of 1-in-75 that is Shap Bank is not on its own particularly unusual – longer and/or steeper railway inclines exist elsewhere in Britain. It was

the fact that it came as the finale of a much longer, overall climb from sea level at Morecambe Bay to 916ft above sea level at Shap summit that made it such a challenge. Its *pièce de résistance* was the long, gently-curving embankment at Shap Wells, a perfect grandstand with an awe-inspiring backdrop (provided it wasn't raining).

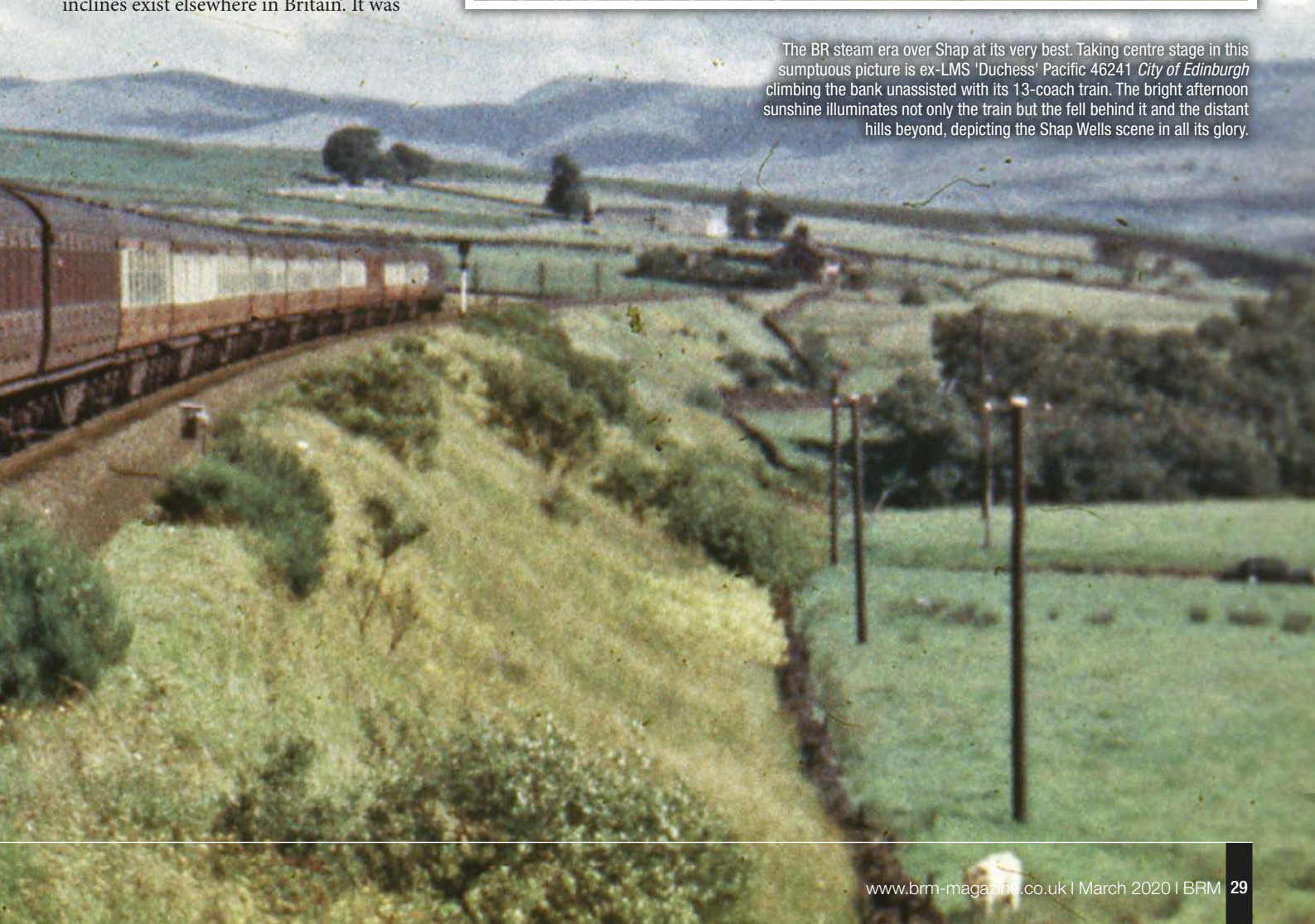
Viewed from the sloped hillside overlooking this scene, the lighting moves round to this side from early afternoon onwards; perfect timing to illuminate the

afternoon procession of trains. Photographic conditions get progressively better as the sun lowers into the early evening, western sky. Access was easy, using the otherwise minor road that runs underneath the embankment towards the romantic, isolated Shap Wells Hotel (originally opened in 1833 to serve the growing numbers of visitors coming to take the waters of the Shap Spa, located in the hotel's grounds). Generations of railway enthusiasts and photographers thus gravitated to this spot,

Captured at Shap Wells receiving banking assistance on September 1, 1964 is 'Patriot' 45527. COLOUR RAIL



The BR steam era over Shap at its very best. Taking centre stage in this sumptuous picture is ex-LMS 'Duchess' Pacific 46241 *City of Edinburgh* climbing the bank unassisted with its 13-coach train. The bright afternoon sunshine illuminates not only the train but the fell behind it and the distant hills beyond, depicting the Shap Wells scene in all its glory.



to witness the dramatic spectacle of hard-working locomotives in such photogenic surroundings.

As if the magnificence of the setting and the drama of the operation was not enough, the main line over Shap quickly established itself as the trunk route for Anglo-Scottish traffic, a position it still holds largely to this day. This meant that it always hosted the fastest-moving and heaviest traffic, from legendary express trains like the *Royal Scot* to time-sensitive, fitted freights and parcels traffic. This in turn meant that the most powerful and prestigious locomotives were inevitably used. With a heady diet of regular trains and glamorous locomotives, small wonder it was so popular.

Banking engines

Shap Bank could be tackled in two distinctly different ways. A crew with full confidence in their locomotive could build up speed in the preceding level stretch through the Lune Gorge and almost literally 'hurl' themselves at the incline, relying on sheer momentum alone to carry them part way up. Thereafter, it became a battle of man and machine versus gravity and the elements.

The alternative was to pause at Tebay (the micro railway centre that had sprung up at the foot of the bank) and summon one of the waiting banking locomotives to tackle the incline in a more measured fashion.

The use of banking locomotives to assist trains up a steep incline was by no

means unique, but Shap was a particularly impressive place to see it in action - the very essence of its railway operations in steam days.

Measured it may have been, but it was by no means dilatory. This was a trunk main line railway and keeping the trains moving efficiently was the name of the game. The banker would simply buffer-up to the rear vehicle (no coupling-up was involved) and, with an exchange of whistles, off the cavalcade would set.

With the banker at the rear, safeguarding against any possible coupling break leading to a run-away, the speed of ascent could be surprisingly brisk and at the summit, the banking locomotive would simply ease off the power, coming to a stand under the shadow of the signal box, leaving the main train to continue on its way. Before long, the banker would be freewheeling back down the bank to Tebay ready for its next turn.

Whether banked or going it alone, by the time Shap Wells was reached, the summit was in sight and traincrews would hope to be confidently striding past, looking to exchange knowing glances with any photographers present. On a bad day though, either down on steam pressure or checked by signals, trains could be reduced to no more than walking pace ... or even worse. To have to restart a heavy train against the full force of the 1-in-75 was the ultimate nightmare for a driver (although some no doubt relished the challenge!) - but

the greatest reward for an observer.

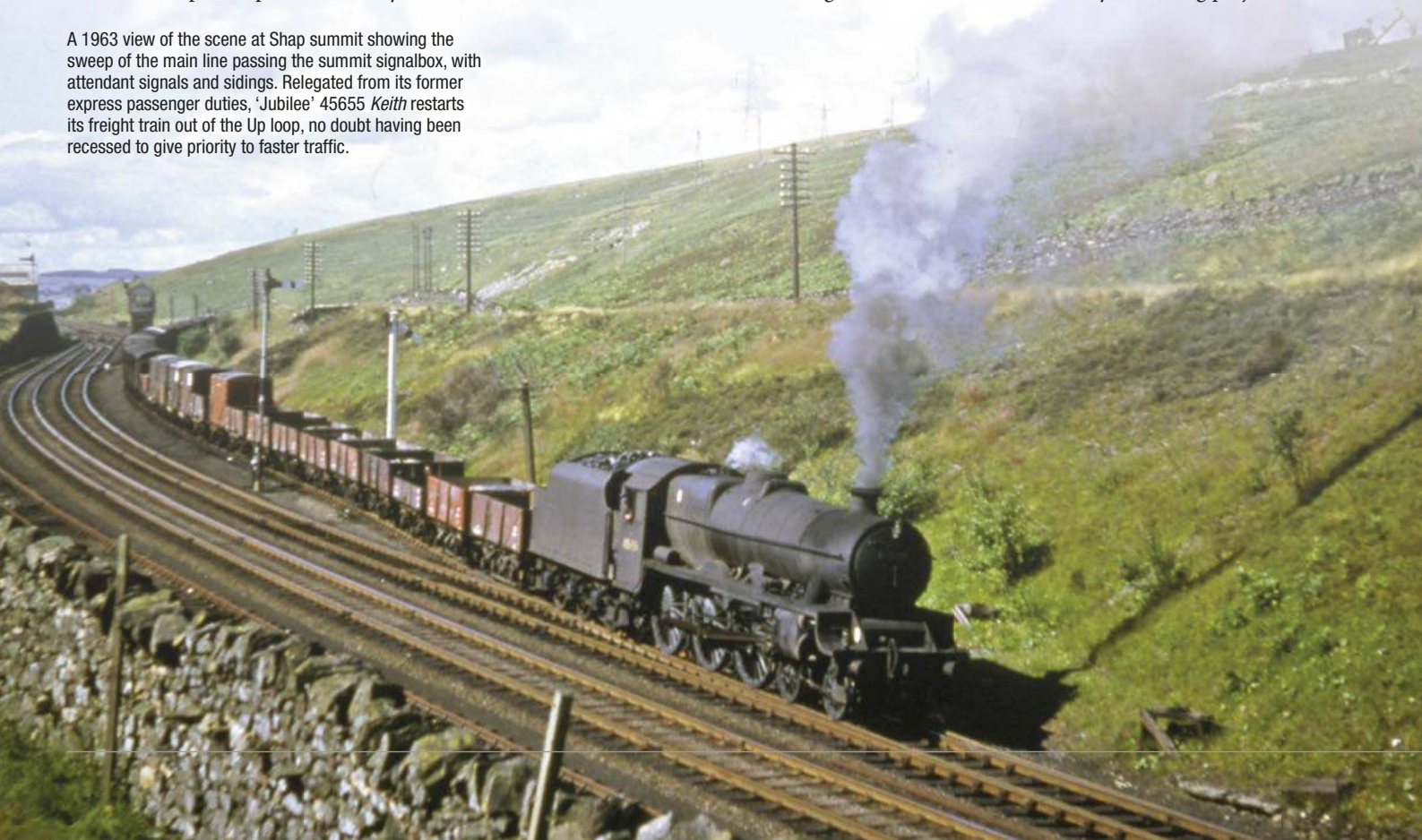
Historical spot

My father was one of countless railway enthusiasts who made the pilgrimage to Shap Fell. He went there in 1964, aware that the diesel revolution was gathering pace and time was rapidly running out for steam. Happily, much of the glamorous LMS Stanier steam fleet was still in operation, including the legendary 'Duchess' Pacific locomotives (it subsequently turned out that they were withdrawn *en masse* within weeks of his visit).

Armed with a Standard 8 cine camera and several rolls of colour film, his moving [sic] images have become a lasting record and very personal to me. He did indeed spend a glorious summer's evening standing at the classic spot at Shap Wells, the finale being the sight of the Euston-Perth express, single-headed by one of the rebuilt 'Jubilee' 4-6-0 class 45736 *Phoenix*. Clearly conquering Shap in fine style, the locomotive is not just whispering at the safety valves but blowing off furiously - a sure sign of an exuberant fireman and a statement of defiance by steam to the 1-in-75 gradient. To cap it all, both crew members are looking out of the left-hand side, exchanging satisfied grins with dad and other enthusiasts, delighted to see their efforts appreciated by the gathered throng on the fell.

What more inspiration could one possibly want for a railway modelling project?

A 1963 view of the scene at Shap summit showing the sweep of the main line passing the summit signalbox, with attendant signals and sidings. Relegated from its former express passenger duties, 'Jubilee' 45655 *Keith* restarts its freight train out of the Up loop, no doubt having been recessed to give priority to faster traffic.



HILLS OF THE NORTH

The sight and sounds of steam locomotives climbing this most-arduous of West Coast Main Line peaks have been forever immortalised by its builder.

Words: Graham Nicholas **Photography:** Andy York



Factfile

Layout name: Hills of the North
 Scale/gauge: 4mm:1ft scale / 1:76 / 00
 Size: 30ft x 15ft
 Era/region: British Railways 1950s/1960s
 Location: Shap Summit, West Coast Main Line
 Layout type: Continuous run

A northbound train climbing Shap bank comes 'on scene' through the distinctive bridge at Greenholme. In reality this is around three miles from Shap Wells; however, it was too good a device to miss for a prototype otherwise conspicuously devoid of handy bridges and tunnels. The rock face on the left-hand side was carefully recreated from photographs while the effect of distance is enhanced by the simple use of N gauge telegraph poles towards the backscene.

I've always liked big, main line layouts. For me, it has to be the 'total railway' to submerge oneself in the intricacies of railway operation, the timetabling, diagramming, signalling... in short, a prototype railway system in miniature, where trains run from A to B (or C or D...) with an imagined purpose.

Despite a most enjoyable and continuing immersion in the world of all things pre-war LNER, my first love will always be 1950s London Midland Region. I guess that's a combination of an upbringing in the North West of England (where I just have some very early memories of the last knockings of BR steam) and my railway enthusiast father always being happy to nurture a railway interest. I was willingly indoctrinated in all things LMS/LMR and in particular, the magnificent LMS Stanier fleet of locomotives.

Somehow, the juxtaposition of these wonderful locomotives in the vast, open landscapes of the North England was ingrained in my sub-conscious from an early age, Dad regularly enthusing over the work of the peerless 'Duchess' Pacifics over the ultimate challenge of Shap bank – something he had witnessed and captured on colour cine film in 1964.

Despite taking almost forty years to come to fruition as a layout, young Graham was forever sketching grand model railway 'system' schemes featuring railways in the hills of the North of England, usually centring on Carlisle. The concept was therefore 'ready to go' when I was engaged in idle conversation with fellow LMR modeller Barry Oliver. This was 2015 and thoughts were turning to Warley's 50th anniversary celebrations in 2017, Barry being a member of the organising committee at the time. The idea of a layout depicting Britain's railways as they were in 1967 came up and the rest, as they say...

My Carlisle 'master plan' includes a 20ft long section of Shap Bank – basically the Shap Wells scene – and so this stretch forms the basis of the scenic section of the layout, configured as four boards, each 5ft long, which pack together for transportation in pairs. To this, a further two boards have been constructed, configured to take the railway round a gradual 90 degree curve that depicts the iconic Shap Summit scene, where the bankers drop off and the train locomotive fireman can put the shovel down, bang the injectors on and take a well-earned rest for the subsequent free wheel down to the border city...



A northbound express strides confidently over the Shap Wells road bridge. The bridge is a central feature of the embankment scene, so it was given due attention during construction. The scenic treatment is a combination of traditional flock, lichen and tufts from carpet underlay tufts. Completing the scene is Dad's Ford Anglia Super 123E.

Railway in the landscape

If I have a railway modelling 'muse', it would be David Jenkinson, a lifetime constructor of LMS railways in the North of England, centring on his deep love and knowledge of the Settle & Carlisle railway. Although sadly never completed before his switch to O gauge, his 'Little Long Drag' scheme was truly inspirational and I still have many of his constructional articles of the time to this day, together with his book summarising his lifetime's railway modelling work *Historical Railway Modelling*.

One of his pearls of wisdom is that a model railway should readily portray its prototype origins – without a single item of rolling stock being present. Thus it was that, in creating the landscape of Shap Wells and Shap Summit, I was keen to capture the look and feel such that any observer with knowledge of the area could readily identify with it. And besides, as an area of the country that I feel a particular affinity with, I wanted to pay it due homage.

An important aspect for me is the sense of a railway driven through a landscape that had been around for a very long time before the railway was ever thought of. Added to this, there is usually a harmonious balance between the railway in a cutting and on an

adjacent embankment, the spoil from the former being used to construct the latter.

This natural 'ying' and 'yang' of the landscape meant that a depiction of the deep cutting on the approach to the summit was equally important, helping to accentuate the undulating, random nature of the shape of the surrounding landscape in sharp contrast to the carefully-engineered, man-made embankment. Its inclusion also helps with the transition between the Shap Wells embankment and summit scenes.

Depicting moorlands

Behind the railway, the shape of the scenery gradually slopes up towards the backscene as part of the attempt to convey the vastness of the landscape within what is a ridiculously small space. This has been prioritised such that the profile of the distant hills is correct from the classic viewing location at Shap Wells. This background scenery deliberately has very little texture applied as it is in truth depicting hillsides that are anything up to 10 miles or more away. Such 'softening' of the background scene can help increase the illusion of depth.

Attention has been paid to the natural drainage in the area. Although the line appears to be high up on the flanks of the

fell, it is in fact following a very shallow valley. The water drains off the fell to the west side of the railway, (towards the front of the layout as viewed), flowing into Birk Beck, a minor tributary of the main flow of the River Lune, which it joins at Tebay. In particular, there is a culvert underneath the railway – actually bridge number 116 – in the middle of the Shap Wells embankment (otherwise, the embankment would become a dam!). I have to confess that I wasn't even

aware of this myself until I studied a detailed map. That in turn sparked a trip to site (staying over at none other than the Shap Wells hotel itself) and there it was – bridge No. 116 lost in a little copse of trees. Nearby was an attractive footbridge taking a path across the stream. All this has been worked into the model, including the attendant trees that have grown up close to the source of water (trees are otherwise very few and far between on the exposed moorland).

Extensive use has been made of the Peco Moorland grass tufts, grouped together as observed and then blended in with simple green-brown grass scatter material, with some finescale grey ballast added. Rough, bare, sparse, open moorland - not lush waving grass(!) - was what we were hoping to convey.

But of course, the most distinctive signature feature are the drystone walls



The high-level footbridge across the summit cutting still exists today, so was one of the key items to research during a very pleasant site visit. The two hikers are the work of Tom Dewdney, along with all the other figures on the layout.

and I felt that merely sticking ready-to-plant wall segments together would not do them justice. Instead, I could be found peering unusually closely at a variety of drystone walls in our local area. Such close inspections only served to highlight the apparently random nature of their appearance, although they are of course a distinctive blend of engineering and art. More than anything else, I wanted the walls to follow the natural undulations around them to accentuate the rise and fall of the land. The approach was to create the drystone walls first as an integral part of the structure of the scenery, with the ground cover treatment being added subsequently.

Key research

Extensive use has been made of the many photographs taken in the 1950s and 1960s. Not only do these show representative trains from the intended era, but also repay careful study to pick up on subtle, but important

details, such as lineside features and the nature of the undergrowth, trees or shrubs. Generally, there are more trees and shrubs nowadays compared to 50-60 years ago.

As well as the inevitable crop of photographs from the internet, three principal reference books were used. Firstly, the peerless images of Bishop Eric Treacy, doyen of modern railway photographers. A book compiled after his death by David Jenkinson, titled *Treacy's LMS* has many of his classic views of Shap, dating from the 1930s onwards. While we can but dream of seeing the streamlined blue *Coronation Scot* set climbing past Shap Wells (although Hornby's 2020 product announcement now brings that somewhat closer!), such sumptuous images provide endless source of both detail and inspiration.

It was however, an equal joy to dust down my first every railway book from over 40 years ago – *London Midland Steam over Shap*, by Derek Cross. This was of equal help

and several pictures were used as the basis for train formations we run on the layout. Derek Cross in turn eventually persuaded his great friend, Ivo Peters, to make the long trip north in the legendary Bentley car and the book of his resulting photographs, taken in the era 1965-1967, also proved to be very useful, as well as an engaging read. Apparently, he quickly latched on to the Shap Wells Hotel as the place to stay, so the Shap Wells embankment scene (a location he simply christened 'classic') was right on his doorstep.

The build

Construction took 20 months, initially making use of Grantham's fiddle yard to exhibit the layout. A purpose-built fiddle yard has subsequently been constructed.

Many folks are quite surprised at how short a construction time it was, but I work on the basis that I only have one lifetime in which to complete my larger 'Carlisle'



Playing to the gallery. The enthusiasts at Shap Wells take position at the 'classic' spot to capture yet another northbound train tackling the 1-in-75. The orientation of the fellside and backscene behind the railway is prioritised for this view.

magnum opus (of which Shap is a key part) and have consequently developed an approach that provides the level of detail that I am comfortable with while allowing for fairly quick construction.

First and foremost is the use of the Peco Streamline trackwork system, with some subtle adaptations of the pointwork to capture prototypical track formations and alignments. There isn't exactly a lot of complex pointwork on my Shap layout and the main scene past Shap Wells is just a plain length of double track. A subtle detail here though is that it is all laid to the prototypical 11ft 2in track centres dimension, which scales out at approx. 45mm, as opposed to the more typically OO spacing of 50mm. To me, laying the tracks slightly closer like this makes a huge visual difference in seeking to convey the distinctive British look to a double track formation.

Eagle-eyed readers might also spot the

use of foam ballast underlay. Undeniably a compromise to speed up the creation of the permanent way, it has a number of well-documented shortcomings, notably its eventual degradation. However, once again I have developed an approach to suit my purposes, chief amongst this being 'spray before you lay'. This takes away the slight sheen and otherwise unconvincing colour of the foam as supplied and, as a by-product, the spray paint also provides a protective layer to natural UV light that is a contributor

to the degrading process.

The use of the foam ballast has the further benefit of quiet, smooth running often commented upon at exhibitions, as well as replicating the neat ballast shoulders so typical of the steam era.

A final task is to infill the central section with a similar colour ballast to complete the trackbed effect.

Aside from the trackwork, the creation of Shap was largely an exercise in carpentry and chicken wire.



Framed by drystone walls and the trees surrounding the stream under the Shap Wells embankment, 'Duchess' Pacific No. 46251 *City of Nottingham* accelerates down the bank with the lightweight Caledonian Glasgow-London (Euston) express.



1967 is the latest year we depict, being the last year of regular steam over Shap. That just lets us squeeze in D400, released to traffic in October of that year. Complete with a full blue/grey rake, including two early Mk. 2 coaches, this is our depiction of the 1967 *Royal Scot* as the finale of the rolling sequence.

Engine Banking

In the design and construction of the layout, I was determined to feature the iconic banking arrangements, including them 'dropping off' the rear of their train at the summit. It comes as quite a surprise to many to know that we are DC traditionalists, as DCC would appear to be the obvious solution for replicating this type of operation in miniature. However, as the locomotives for Shap come from up to six different people (including myself), none of whom is a DCC user, then it was a bit of a non-starter. Instead, the banking operations were designed into the DC control system from the outset.

First however, there was a fundamental decision to be made in terms of whether to have the layout set on a gradient so that the trains really do have to work. I decided that I would do this in the interest of realism. The real gradient being 1-in-75, that would mean a rise of 4in (100mm) over the five boards that comprise the incline on the model. The problem with this is that this height has to be 'lost' again over the remainder of the layout, including the fiddle yard roads. I therefore decided to compromise and set the gradient at a slightly shallower 1-in-90 instead; this reduced the height differential to 85mm. Most of this is lost along the boards that link the fiddle yard to the scenic section of the layout. Through the fiddle yard the drop is only 5mm per board.

The next decision was how to power the two locomotives (train locomotives and banker) up the incline. I originally wired it so that the uphill line (amusingly, in railway parlance, actually the 'Down' line) was split electrically into 5ft long sections, the reasoning being that any banked train would be longer than this, so that train locomotive and banker would never be in the same section together. The train locomotive would automatically switch the power in the section behind via use of an IRDOT detection system. However, early trials seemed to show that one controller was perfectly capable of powering both locos at any one time; the trick was to find a combination of train and banker locomotives that were reasonably compatible with each other.

Thus began a process of assembling the trains to be banked and trying out a variety of combinations. In some cases, the train locomotive was powerful enough, while the banker was a bit sluggish, leading to the amusing – but not very realistic – sight of

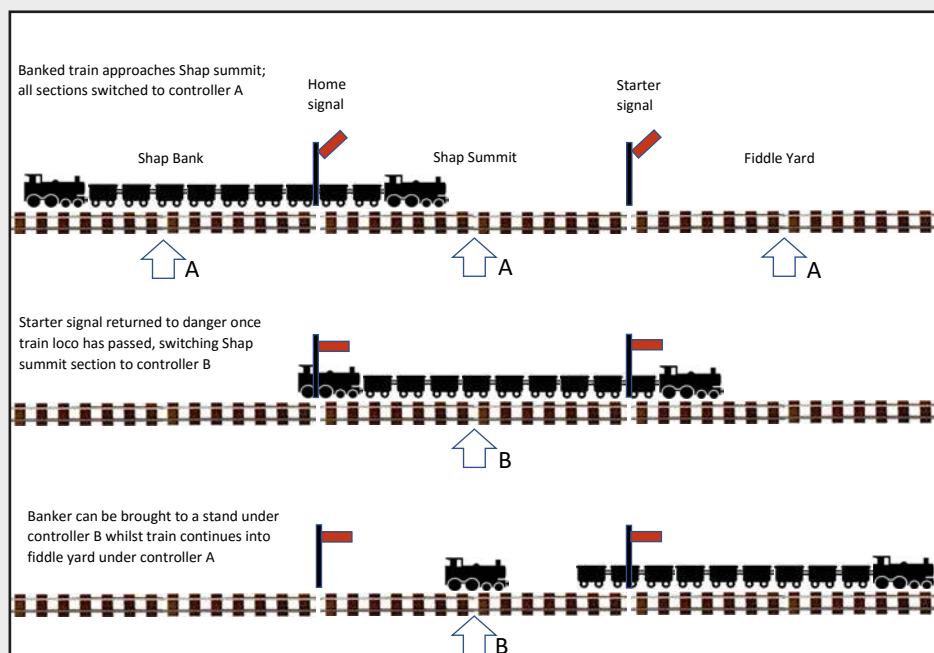


the banking locomotive trailing in the wake of the train it was supposed to be assisting. Such things did – allegedly – happen very occasionally, when traincrew were being playful, but it was by no means the norm (and no doubt broke all the rules).

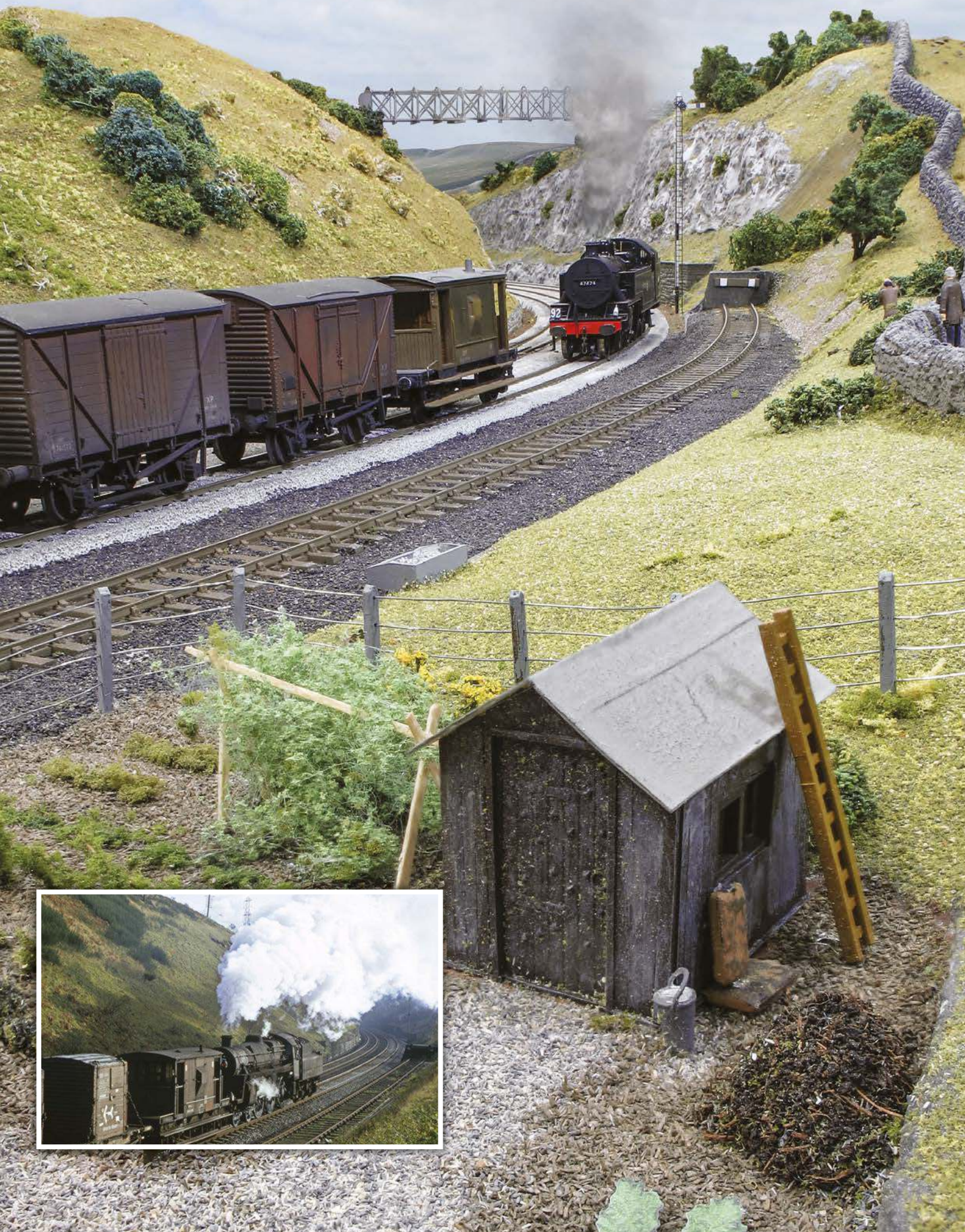
In other cases, the banker was too 'keen' (i.e. it would move with a relatively low controller setting, before the train locomotive) and thus attempt to push the whole train, compressing all the couplings against the train locomotive, leading to the inevitable pile of wagons – again, not very desirable! The best combinations resulted in a balance whereby the train locomotive is hauling two thirds of the train and the banker is pushing the rear third – when you watch carefully, you can see the point in the train where the couplings go slack. All the banked goods trains have a brake van with a pusher bar fixed across the buffers to prevent any buffer locking.

When it came to using the Hornby Fowler 2-6-4T locomotives (the iconic Shap banking locomotives from the classic 1950s steam era), they were both too 'keen' for any of the locomotives tried out for their designated banked trains. In this case, the solution was to slow them down by soldering a couple of resistors in series with their motors. For continuous use, this might lead to over-heating, but for a relatively short burst of approx. 45 seconds to traverse the Shap Wells scene, it does not appear to cause any problems.

At the summit, the 'dropping off' arrangement is achieved by the relatively simple switching of a track section once the train locomotive has cleared it. Generally, this works very effectively and provides some interest for the Shap Summit operator for what could otherwise be a rather monotonous job of simply running trains by one after another.



00 gauge



Rolling Stock

Although the layout was originally displayed in strict 1967-only mode (for Warley 2017), my desire all along has been to recreate the classic 1950s LMR steam scene on Shap, with the full gamut of the Stanier steam fleet still in full cry. There was however much interest on the 1967 depiction, so the pictures that illustrate this article feature a rolling time period that we have currently settled on. This starts with a clutch of trains in pre-1957, blood and custard/early emblem condition, before transitioning to late 1950s all maroon. Before long, it's the early 1960s and the diesels have appeared, with the once proud 'Duchesses' relegated to freight train duties. Then it's the final run down of steam with blue/grey stock increasingly making an appearance, the last working steam locomotives in deplorable condition – but with some early preserved examples to add a splash of colour.

Some specific trains and how we put them together are described:



1950s Royal Scot

The *Royal Scot* London-Glasgow service was the most prestigious train on the route, its 10:00 Euston departure time providing a direct equivalent of the East Coast *Flying Scotsman* 10:00 departure from King's Cross to Edinburgh. I was drawn to the fact that the 'Royal Scot' was one of the earliest BR services to be equipped as a full Mk. 1 set of coaches, the so-called *Festival of Britain* sets from 1951. This was an ideal choice for a 'curtain raiser' to start the sequence.

The original was a 13-coach rake. I've compromised slightly to make a representative 11-coach rake, which looks long enough on the layout. Most of the vehicle types are available as RTR items, but the catering core of the train provided a bit of a challenge as is often the case. Bachmann do the Restaurant First vehicle, but in reality this ran with a full Kitchen Car and a Restaurant Third. Fortunately, both are

available as etched brass sides from Comet/Wizard and I had plenty of Lima Mk. 1s as potential donor vehicles.

It was a relatively straightforward job to do the conversion, a spray of Precision Paints Crimson and Cream to give the very satisfying sight of a fully uniform early 1950s Mk. 1 rake. Precision Labels roof and end boards provided the finishing touches.

For motive power, it could only be a sloping smokebox 'Duchess' Pacific in BR express passenger blue livery. A second-hand example of the original Hornby Chinese model was purchased and some essential detailing added to bring it up to an acceptable standard. Renumbered/named as 46224 *Princess Alexandra*, as a long term resident of Polmadie (Glasgow) depot, it would normally only be seen on the *Royal Scot* over Shap in the summer months when the locomotives worked through to London, with a crew change at Carlisle.



Fully-fitted van train

This is a train that I built up over 20 years ago, making up two or three Parkside van kits at a time. Studying numerous photographs of fully-fitted van trains, I was struck by how no two vehicles in these long assortments looked quite alike. Different roof styles, plain versus planked sides, BR-built or 'Big Four', clean or dirty, some adorned with trader labels... the variety appeared endless. As well as the Parkside builds, I have added several of the newer RTR offerings. Assembled in a suitably random order, I like to think that it is representative of the sort of high-value, time-sensitive traffic that was typical of the route over Shap in the pre-Freightliner era.



Double-headed parcels train

Interminably long parcels trains seemed to have been a feature of operations over Shap for years. Derek Cross repeatedly refers to 'the morning Crewe-Carlisle parcels train' and Crewe to Carlisle was indeed a key artery for the distribution of northbound parcels, traffic congregating from points south before being sent over the Shap route in one huge combined train. And, like the van train, there seemed to be almost a perverse delight in marshalling up a train with no two vehicles alike, the diversity even greater with various types of bogie vehicles gloriously mixed in with both short and long wheel-base vans, together with the occasional six-wheel vehicles or milk tanks.

In the end, the best approach seemed to be to try and replicate a photographed formation and so a 1958 photograph in the Derek Cross Shap book was chosen as we had all the vehicles we needed, plus there was an interesting double-headed formation of a rebuilt 'Royal Scot' piloting a Fowler 'Crab' 2-6-0. The leading locomotive, No. 46146 *The Rifle Brigade* is a skilfully detailed and weathered Hornby product, placed on loan by fellow LMR modeller, Iain Henderson (RMWeb '92220') while his Camden project is under construction.



Euston-Perth Express

This is my recreation of the memorable sighting Dad captured on his cine camera of rebuilt 'Jubilee' No. 45736 *Phoenix* storming up to the summit at Shap Wells.

Research of train formations showed that this would be an all Mk. 1 maroon rake by the date of 1964, with a standard Mk. 1 RB for the catering vehicle, so the train wasn't too difficult. For the locomotive, I had a Hornby rebuilt 'Patriot' to hand so simply renumbered/named it accordingly, together with the essential details (front steps, screw coupling). It has since been pointed out that the cab side sheet length was slightly different between the rebuilt 'Patriots' and the 'Jubilees'. I'll live with that anomaly for now. It needs the infamous cabside stripe and a healthy dose of weathering to be more accurate. Parked up at the side of the Shap Wells Hotel road is Dad's blue Ford Anglia and he is there on the hillside with others in the photographers' 'gallery' to record the scene.



Maiden Lane Perishables train

This train was inspired by a picture in the Derek Cross book of 'celebrity' 'Duchess' 46256 *Sir William A Stanier FRS* on this working in the last few weeks of its life. Although a little sombre, given that we indulge in a relative glut of Stanier Pacifics otherwise working the glamorous express trains they were designed for, it seemed only right to have one on such a train. It was in fact a fully-fitted service, carrying time-sensitive traffic (hence its 'perishables' moniker) and would have attracted a premium rate, so it was at least quite an important service for the 'Duchesses' in their dying days.

Once the picture and the idea was shared among the team, it was Paul Bolton who reckoned that he'd got virtually every vehicle required for the train. A couple of quick Parkside kit builds, together with some suitable road vehicle payloads, the train was ready for a test run and subsequent weathering. One feature that has already attracted much comment are the milk tanks at the end of the train, marshalled outside the brake van as fully-fitted (braked) vehicles – as per the prototype. This appears to have been a long-standing practice on the old Lancaster & Carlisle as the same feature can be seen in some of the 1930s Eric Treacy pictures, when the LMS thought nothing of attaching them to the rear of an express passenger train.



Car Train

This was a 'must have' train, a homage to the well-known flow of new Ford cars from Merseyside's Halewood plant to the Scottish distribution centre in Bathgate (Edinburgh) – the train was equally photographed traversing the Waverley route through the Borders north of Carlisle.

The introduction of Oxford Rail's new car carrier vehicles was perfectly timed, Paul and me buying 11 between us. Paul then made it his mission to scour all the model shops in the district for suitable 1960s Anglia and Cortina cars; I meanwhile had acquired a Railroad Crosti BR 9F, inspired by a superb colour picture of the service headed by No. 92022, being banked up the final half mile to the summit. The surviving former Crosti 9Fs (actually only rated as '8F') had all congregated at Birkenhead shed in their final years, so their use on the service is logical. De-Crosti-ing the locomotive was mainly focussed on removing the obvious appendages and judicious application of Plastikard sheet. It still has its lower pre-heating boiler in place if you look closely – life's too short! It's a great crowd-pleaser, children particularly enjoying counting all the cars.



1967 Glasgow-Euston relief

This is firmly based on pictures of trains such as these in the summer of 1967, headed by one of the rapidly dwindling numbers of 'Britannias' and 'Black Fives'. Enthusiasts flocked to take a ride on such workings for one last experience of steam over Shap (or so it was thought at the time). The formation pictured took its inspiration from a photograph of 'Britannia' 70029 on such a working at Shap Wells – well two photographs in fact, as remarkably a second photograph of the train was sourced, taken just 100yds or so further up the bank.

What particularly catches the eye is the leading brake coach – an LMS Stanier Port Hole coach, repainted in the then new BR corporate blue and grey livery, one of only a handful that were so treated. Without any RTR type to make easy use of, the coach was built and painted by Barry Oliver. Assembled as a slightly shorter version of the prototype rake, the mix of maroon and blue and grey stock is typical of the time. At the business end is a 'Black Five', again the work of Iain Henderson, beautifully weathered in condition typical of the time.

Trackplan

HILLS OF THE NORTH



FIDDLE YARD - 6 DOWN ROADS - 3 BANKED ROADS

DOWN MAIN

UP MAIN

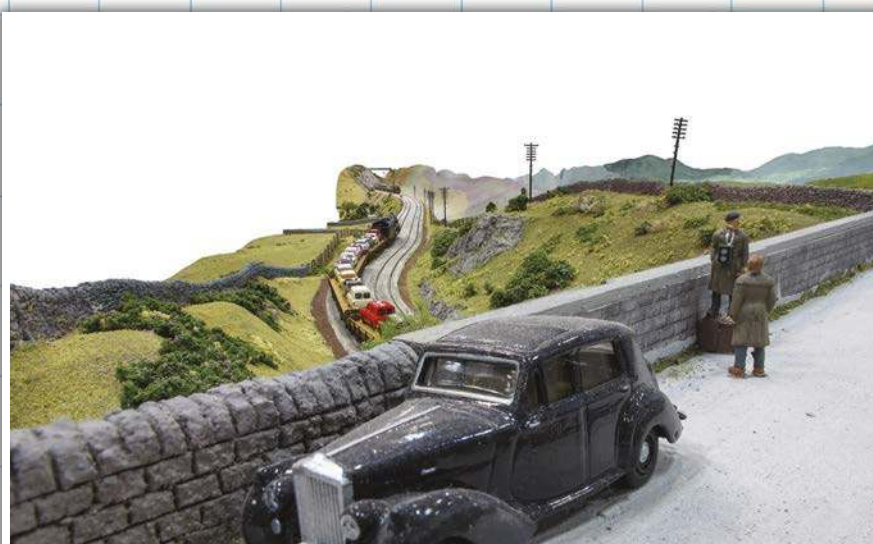
UP RELIEF

SHAP SUMMIT SIGNAL BOX

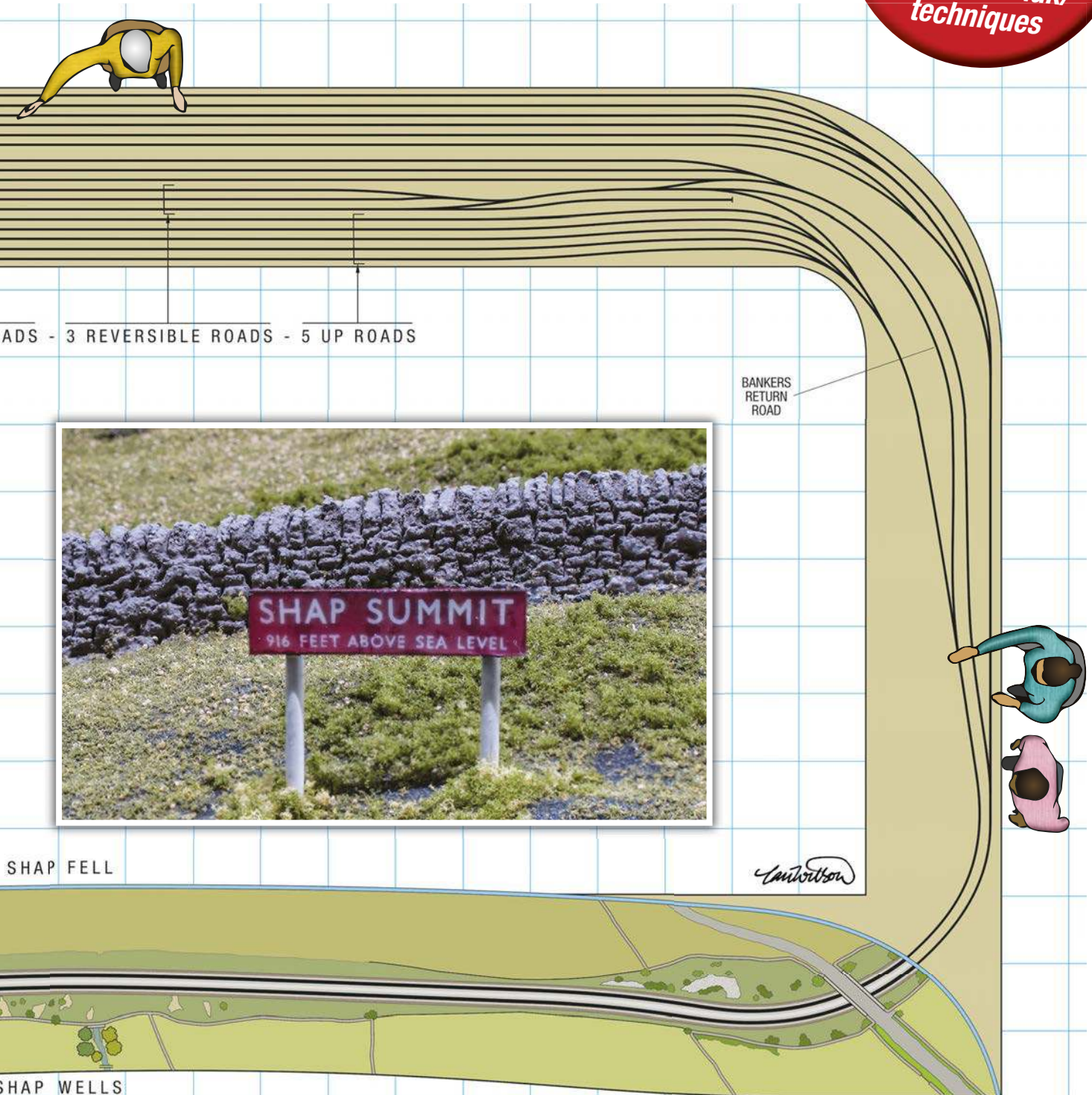
COTTAGES

FOOTBRIDGE

Each grid square represents 1 foot



For a
step-by-step diary
of the construction
of 'Shap' visit:
[www.world-of-railways.co.uk/
techniques](http://www.world-of-railways.co.uk/techniques)





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HOW TO... CREATE LINESIDE VARIETY

Words & photography: Michael Russell

There's more to the other side of the fence than green grass, as Michael Russell explains with the creation of a series of scenic additions ideal for your next layout.

Whenver the railway needs raising above the surrounding land, an embankment is required. They are a common feature and a pleasing way of looking at a train since they raise the vista above obstacles and give it prominence. Photographic planks often employ an embankment for this very reason.

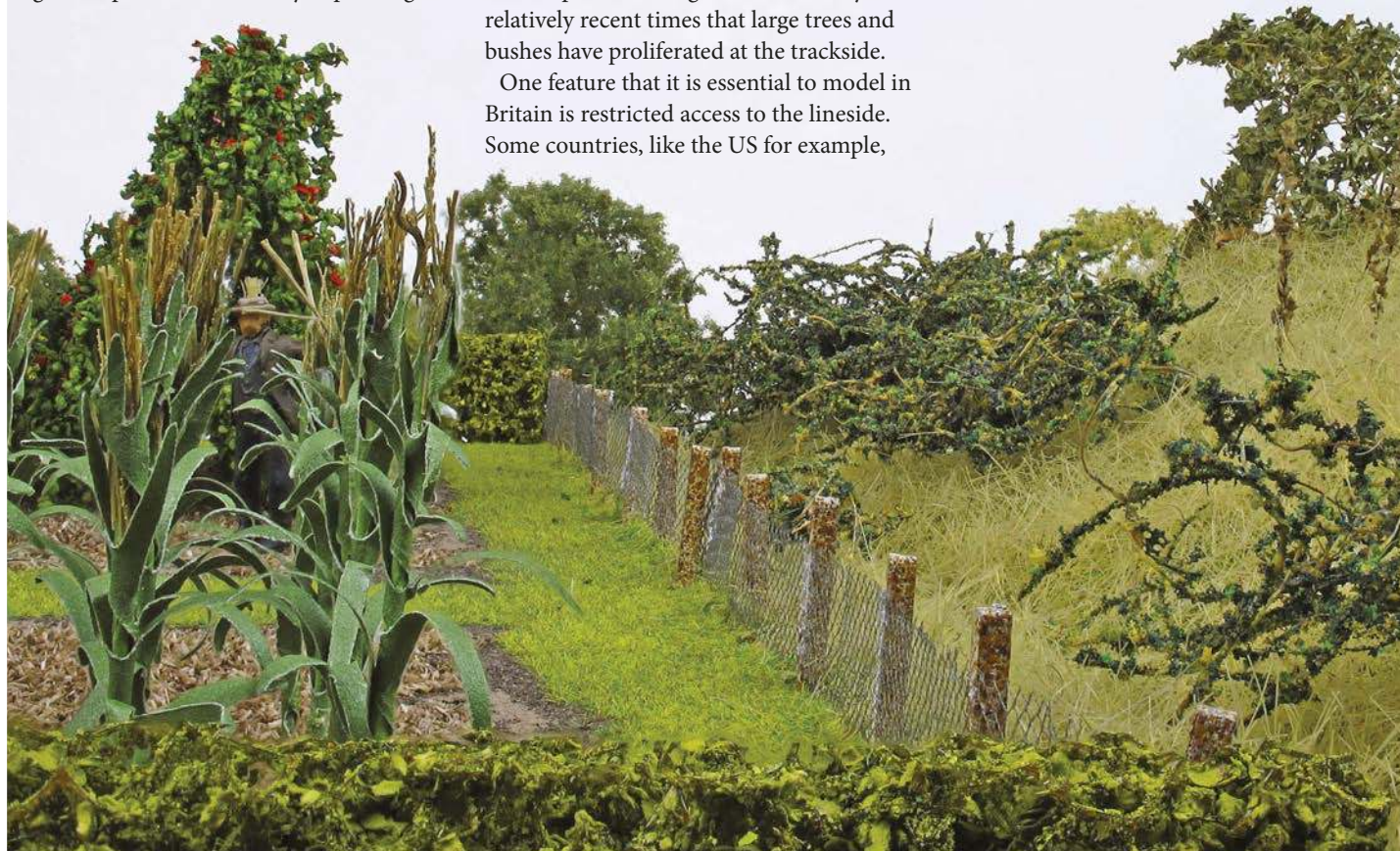
Railway embankments are tipped into place when built and the material they are formed from will naturally find its own angle of repose. This will vary depending on

the material, but in general, a ratio of 1:1.5 or about 35% is a good approximation to make. In modelling terms, since we often compress distances and the like, and the material will be glued in place, you could make the angle as steep as you want, but it won't look right if you overdo it. You stand more chance of getting away with a steep angle if the embankment is hidden under undergrowth. Having said that, during the days of steam, embankments tended to be kept clear of vegetation. It is only in relatively recent times that large trees and bushes have proliferated at the trackside.

One feature that it is essential to model in Britain is restricted access to the lineside. Some countries, like the US for example,

lack this feature, which means that trains need to make a great deal of noise when passing through built-up areas to warn of their presence. So, you need to build a fence/wall/hedge of some kind. Consider drainage too, a ditch was usually dug inside the railway boundary to remove water.

This article concentrates on decorating a pre-existing embankment and its environs. Since sweetcorn and runner beans are modelled, the season is late summer.



SHOPPING LIST:

Hot Wire Foam Factory Styrogo

W: www.terrascenic.co.uk

Hornby Skale Scenics (R7174) Brown Scatter material, (R7178) Meadow Static Grass and (R7166) Limestone Ballast

W: www.hornby.com

GreenScene green natural plastic-free flock

W: www.greenscene.online

Polak (2762) Naturex F Medium Brown

W: www.polakscenics.uk

Noch (07101) Beige Wildgras, Noch (23102)

Embankment Vegetation, Gaugemaster (GM160) Light Green Hedgerow, (GM169) Static Grass Glue (SGG), (GM103) Dark Green Scatter, Busch (7042) Green Scatter

W: www.gaugemasterretail.com

3ft Chain link fencing (LX183-00)

W: www.scalemodelsenery.co.uk

2mm Spring Static Grass

W: www.finescalemodelworld.co.uk

Citadel Agrellan Earth

W: www.games-workshop.com

Slaters 1.4mm plastic rod

W: www.slatersplastikard.com

Tasma Products (00901) Runner Beans and (00680) Sweetcorn

W: www.themodeltreeshop.co.uk

Carr's (C1133) Tree Leaves and (C1091) Spriggs

W: www.phoenix-paints.co.uk/products/carrs

Peco (PSG-11) Layering Spray

W: www.peco-uk.com

Lifecolor (UA705) Dust

W: www.airbrushes.com

Dapol (C002) Railway Workmen

W: www.dapol.co.uk

Strong Tone Quickshade ink

W: www.thearmypainter.com

THE EMBANKMENT



I made my embankment from foam because it is light and easy to carve. The pieces were glued using Styrogo. A gap was left between the slope and the level ground to form the drainage ditch.



After a skim over with filler, with added ground coloured acrylic, I sprinkled scatters onto Static Grass Glue (SGG) to form a base layer over the whole embankment. Use a scatter with a small particle size.



Sometimes embankments have had drainage gulleys dug into them that are filled with aggregate. I used Hornby Limestone ballast, held in place with SGG to represent this.

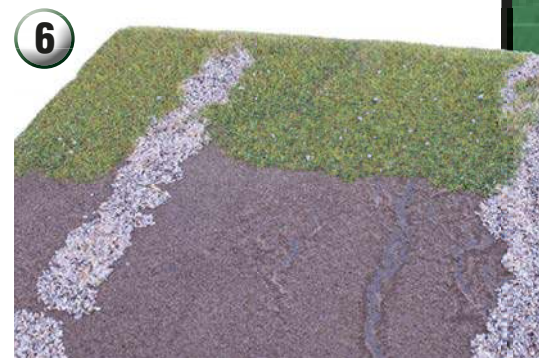
GRASS



For coarse grass, I first applied a base green layer of Hornby Grass meadow static grass. Use SGG in a thin layer, otherwise your grass will fall over when the strands land in it.



Before the glue dries, apply a green scatter; I used Gaugemaster (GM103). This dulls any shine on the glue and grass and stops the latter looking thin.



Proceed to apply the static grass in small areas of about 10cm square until you have covered the embankment.



Add a second layer of grass. Use newspaper to mask grass-less areas and then apply Peco Scene Layering Spray. Spray enough to give the grass a frosted look.



Long grass will have flowered and been bleached in the sun and is represented using 6mm grass from Noch. Apply the fibres using a static grass applicator.



Avoid uniformity by using a blunt instrument to gently move the fibres around to give a random tufted appearance. This mimics the effects of wind and rain on the long stalks.

WEEDS AND BUSHES



Make Fireweed using bristles snipped from a brush. Dip into SGG and then into Hornby Grass Meadow scatter. Leave to dry.



Once dry, lightly coat the ends of each Fireweed plant with SGG and then into Hornby light brown scatter. I used this colour as the plants are about to commence



Foxgloves will have flowered and the seeds will be turning a brown colour at the time of year modelled. I used hairs from a paint brush for this, dipped in SGG then then into Polak Naturex F brown scatter.



Brambles are made from Carr's rubberised horse hair. Apply Peco Scene Layering Spray and then dip into Carr's Tree Leaves.



The bushes are made from the Noch Embankment Vegetation Kit, although I didn't use the leaves provided. Break a piece of sea foam into the size you want, apply SGG, then dip into GreenScene natural plastic free flock.



Plant the bushes and weeds using SGG, drilling a hole as necessary. If you are short of time, you can use a contact adhesive to speed things up. Plant Fireweed in blocks and not individual stems.

THE FENCE



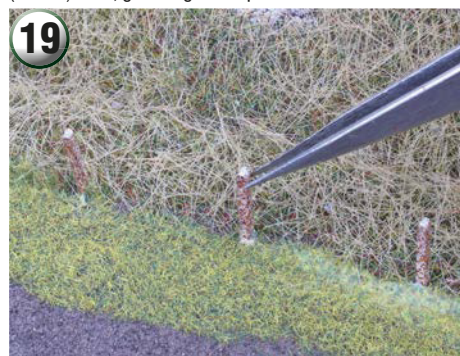
Paint the fence posts while they are still on the sprue with acrylic paint. A light grey colour, such as Lifecolor (UA705) Dust, gives a good impression of concrete.



Remove the posts from the sprue and flick various shades of black, brown and grey at them with a toothbrush. Rotate the posts so that all sides receive a covering.



Drill a row of holes with a 1.3mm drill with a spacing of 25mm for the posts.



Push the posts into place, using SGG to hold each one. Use the posts with added bracing at any corners or end runs. Leave to dry.



Apply a strip of masking tape to the mesh. Mark a line 10mm along the tape using a marker pen and rule.



Cut through the tape and the mesh along the marked line using a sharp knife. Now peel away the tape to leave the cut mesh.



Glue the mesh into place at one end post using cyanoacrylate and wait for it to dry. Now repeat the process using the post at the far end of the length of mesh. Ensure the mesh is taut and untwisted.



When the two end joints are dry, glue the intermediate posts to the mesh using cyanoacrylate. Work in good light as the mesh is difficult to see.



Trim off excess mesh from the end posts. Use an accelerator on the glue for speed.

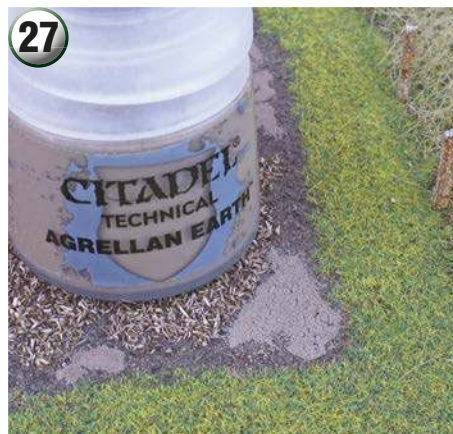
THE ALLOTMENT



To represent the cultivated grass around the growing beds I used 2mm Spring Static Grass from FMW.



Many gardeners use a mulch of compost or bark to aid moisture retention during the growing season. A great way to represent this is to glue Hornby Brown scatter material across the beds.



To represent mud and dried-up puddles, I added patches of Citadel Agrellan Earth to the soil areas with a paintbrush. This cracks as it dries to give a realistic appearance.



To plant the sweetcorn, apply SGG glue to the end of the plant and press into place (drill a hole if you haven't used a foam base). As it is wind-pollinated, sweetcorn is planted in blocks and not in rows.



Add the runner beans in the same manner as the sweetcorn. You can 'plant' these vertically or by leaning them against other poles. As a gardener, I always employ the latter method as the plants then support each other.



To provide a sheltered environment, a hedge is often grown around allotments. I used Gaugemaster Hedgerow for this. Simply snip to length and glue in place with SGG.

SCARECROW

31

Use the bowler-hatted foreman from the Dapol Railway Workers set. This is what he looks like before work commences.



32



Clean the seam lines with a file, cut the base and arms off, and file the top of the hat flat. Use pliers to bend the legs inward. Pare away the face detail.

33



Using a 1.4mm drill, make a hole through the upper body and slide in a piece of 1.3mm plastic rod, then glue with Liquid Poly.

34



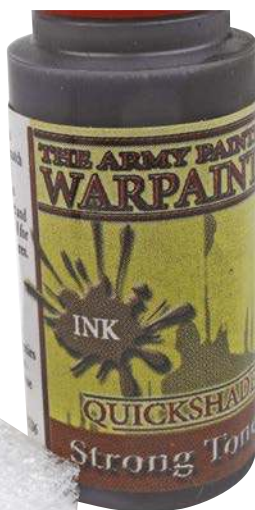
Cut some triangles from 0.020in plastic sheet and stick these to the arms. When dry, add filler to blend the sleeves into the body. Drill a hole and add a piece of wire to represent the mounting pole.

35



Paint the scarecrow with colours you have to hand using the mounting pole as a handle. You will need to apply a coat of primer first if you use acrylic paints.

36



To give depth to the figure, I painted it with Strong Tone Quickshade ink. This is designed to flow into the crevices and hollows.



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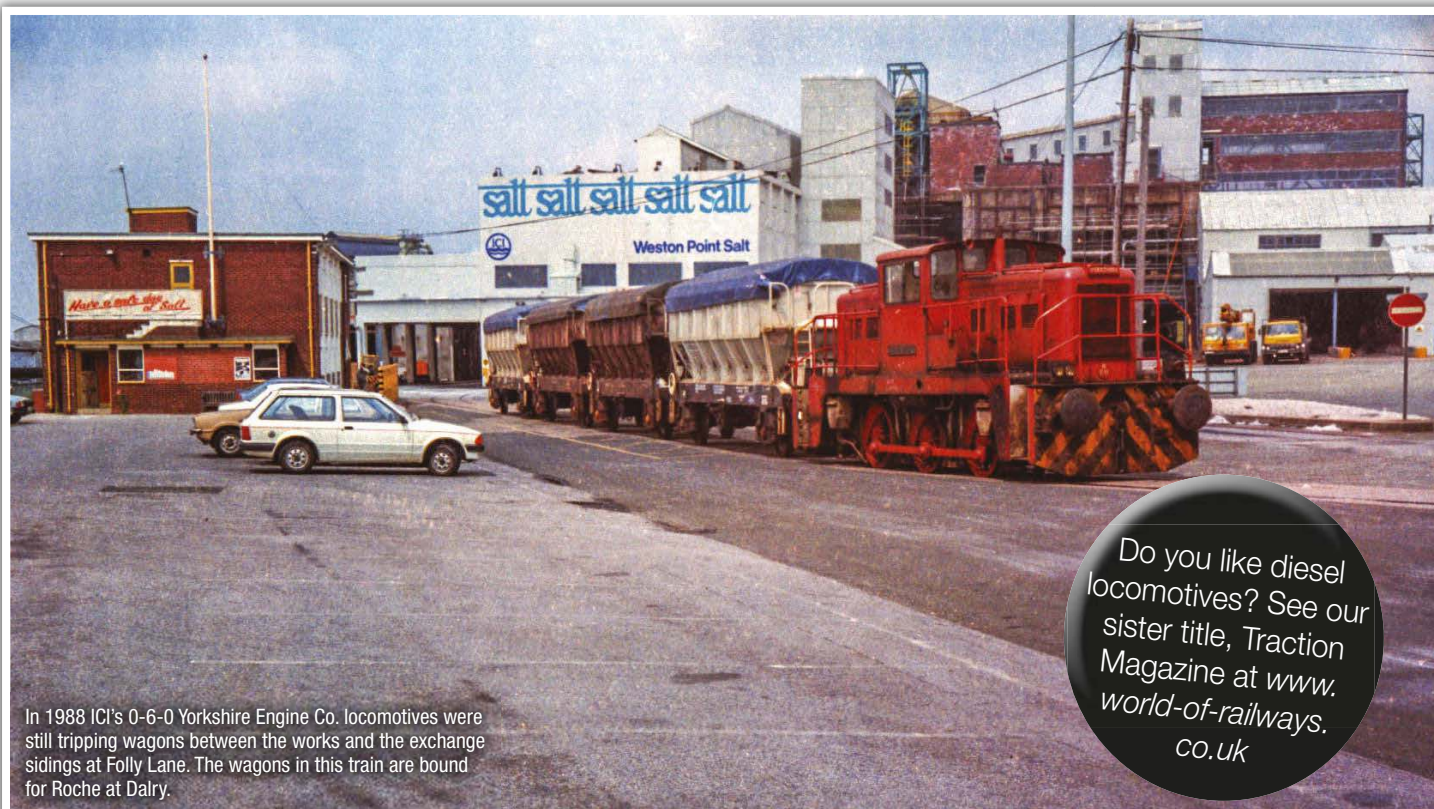
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THE SALT UNION AT RUNCORN

Ahead of BRM's new project layout build, Stephen Rabone, Editor of Traction Magazine, highlights the rail-served salt industry of Runcorn and its fascinating RailFreight operations in the last-century.

Words: Stephen Rabone Photography: John Callaghan



In 1988 ICI's 0-6-0 Yorkshire Engine Co. locomotives were still tripping wagons between the works and the exchange sidings at Folly Lane. The wagons in this train are bound for Roche at Dalry.

Do you like diesel locomotives? See our sister title, Traction Magazine at www.world-of-railways.co.uk

The Runcorn area has long been associated with the chemical industry, with products such as caustic soda and chlorine being produced in plants located close to the River Mersey. The products were then shipped from the nearby Runcorn Docks and by rail. However, the focus of this feature is not on these chemicals, but on the industrial production of salt-based products and their transportation by rail.

Back story

Runcorn Docks grew around the location where the Bridgewater Canal entered the

River Mersey at a series of ten locks, the canal opening here in 1776. With the further development of the canal system over the years, a dock was built at Weston Point for sea-going ships. In the early days of the railways, the main route from Liverpool to the south avoided Runcorn, with traffic having to travel via Warrington. However, with the opening of the Ditton Junction to Weaver Junction line, forming the present-day Liverpool to Crewe main line, attention turned to connecting the docks at Runcorn to the rail network.

A branch to Folly Lane from the main line at Runcorn was opened in 1868 by the

London & North Western Railway. It was this branch that would play a significant role in the transportation of chemicals and salt traffic in the Runcorn area.

In 1885, a new brine pipeline was opened to Weston Point from Northwich (about 11 miles away) by the Mersey Salt and Brine Company to a new salt works being built there due to the closeness of the docks at Runcorn. Salt was exported for many years to countries in Africa and to Russia. In 1888, the works and pipeline became part of the Salt Union. Nine years later, the pipeline was extended to the new Castner-Kellner alkali works lying to the south of the salt works

that was served by its own sidings.

In 1910, the salt works installed vacuum evaporators to speed up the process, while in 1920 the Salt Union started the production of sodium hypochlorite bleach, which was marketed as 'Salunol'.

In the 1920s, the Castner-Kellner Alkali Company was absorbed into Brunner Mond before Imperial Chemical Industries (ICI) was formed in 1926 by the amalgamation of a number of other chemical companies. Brunner Mond had opened its own railway line, the Weston Point Light Railway, which connected the works with the Folly Lane branch. It had its own locomotive shed and repair shops used for the locomotives and wagons.

By the early 1930s, Western Point salt works was receiving more than 1.5 million gallons of brine each week from Northwich. However, just before WWII, the production of sodium hypochlorite ceased after an agreement was reached with ICI. Salt Union became part of the ICI Salt Division in 1937.

Rail operations

In 1952, a new loading point for bagging salt and loading road and rail vehicles was opened at the salt works. In 1956, the Manchester Ship Canal Company, which

operated an extensive series of lines along the length of the ship canal, abandoned its own railway services to Runcorn docks and the line from Folly Lane to the docks was leased to the ICI Salt Division. The line to

the salt works was connected to the docks line at a trailing junction.

The ICI steam locomotives were replaced by five diesel shunters from around about 1960, with Yorkshire Engine company 'Janus'

One of ICI's Yorkshire Engine Company 0-6-0DH 'Janus' shunters is seen standing outside the ICI engine shed. This was known as the Rail Shop.



In January 1988, the driver of 31434 waits to be given permission by the flagman to cross some of the internal roads in the ICI plant area.



0-6-0 shunters being purchased. Those known to have operated here are *Eskdale* YE2718 of 1958, *R.A. Lawday* YE 2878 of 1963, *Richard Borrett* (Golden Valley Models has produced a model of this in ICI livery) and *Danby Dale*.

British Railways locomotives would leave wagons for the Salt Union on the MSC line and an ICI locomotive would come up the ICI line and onto the MSC line. This would reverse and run the short distance eastwards to couple up to the west end of the stabled wagons. It would then haul them west past the trailing connection and then propel them into the works. Once loaded, the wagons would continue to be propelled out of the south end of the salt works and up the short branch that gave access to Folly Lane Sidings. Once the old MSC line ceased to be used, probably during the 1960s, all rail traffic to the salt works used the short branch that led to Folly Lane Sidings Track No. 7 into the south end of the plant.

Motive power change

In the late 1980s, with the decline in rail traffic, ICI withdrew its shunters from

service, with a British Rail Class 08 taking over duties at Folly Lane. Traffic to the salt works continued to be reasonably buoyant, although eventually the Class 08 duty was withdrawn and the train locomotives took over the shunting of wagons in and out of the salt works. Wagons were tripped from the yards at Warrington Arpley, often by a Class 31 or 37, with four or five wagons being the normal load.

The trains would run from Arpley yard to the run round loops at Latchford and then via the freight only line past Fiddlers Ferry power station to Ditton Junction, where there was yet another reversal. To get to the Salt Union, the train would then head across the Mersey to Runcorn, where a third reversal was necessary to access the Folly Lane branch down to the exchange sidings. The locomotive would run round and propel the train into the salt works loading plant. After loading, the train would run back to Arpley.

During the 1980s, a previous flow to Baglan Bay in South Wales was replaced by a new one to Roche Pharmaceuticals at Dalry in Scotland, with the wagons being conveyed

north from Warrington on Speedlink services. After the end of Speedlink, the traffic flow to Roche continued, using the Enterprise network until early 1999 when it ceased. Happily, the Folly Lane branch continues in use to serve the new power station that burns domestic refuse from Greater Manchester.

Readers can see video clips of trains leaving the Salt Union works behind Class 31s or 37s on YouTube. Next month, Howard Smith presents the next BRM project layout build, inspired by the location.

ACKNOWLEDGEMENTS

I'd like to thank David Clough and Terry Callaghan for their assistance with this article. I would also recommend that readers interested in the railways of this part of Merseyside look at the 8D Association's website www.8dassociation.btck.co.uk

One of the ICI diesel fleet is seen at Folly Lane in 1987 standing on the line that ran to the salt works. In the background are caustic soda tank wagons, once a common sight here.



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INBOX

Q&A
LETTERS
PROJECTS

PROGRESS REPORT



Here are a couple of photographs and the all-important track plan of my current project. Basically, it's an LMR late-1950s tail chaser with a junction to a branch – think Oxenholme/ Tebay. The MPD is a little oversize, but it could be operated as a layout in itself and it's somewhere to park my collection of locomotives.

While awaiting the track, I have been detailing one corner, which is a canal basin, and finishing some wagon and coach kits – some started over 10 years ago.

Baseboards are modular, aligned with dowels and secured with bolts. It will never go to an exhibition, but it was built so it could be moved. As an Englishman who retired to Scotland, I may have to move back south in the near future!

Tony Wilkinson

KEEP IN TOUCH

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Your forum for sharing information, questions, praise, grumbles, projects, layouts and your thoughts on the hobby then and now.

BIG WIN

Graham Webb from Kent was the lucky winner from our email preference competition in October, 2019.

"The Western Pullman you delivered has pride of place in my train room (otherwise known as a very large cupboard). The unit will be a welcome visitor to Tonbridge Model Railway Club's latest layout 'Beaminster Junction'. In fact, it is the only place I'll be able to run it as my layout is only 4ft long!

Beaminster has been built on a large U-shaped curve. Not unique in layouts but certainly unusual. The idea being to give a sweeping vista as trains, short and long, travel through the scene. It takes the name from the real Beaminster, in Dorset; thus the setting is primarily Southern / BR(S).

Tonbridge MRC is a club of over 50 members with a wide range of different gauges and interests, which will celebrate its 40th anniversary in 2020. We have talks, visits and a large exhibition each February. Come and visit us on February 15, 2020."

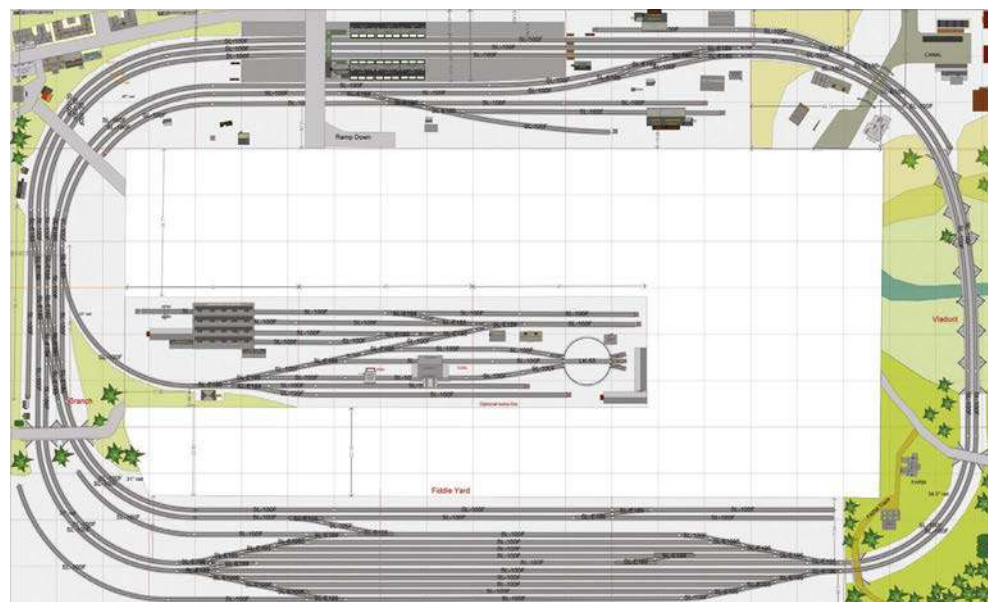
Graham Webb



DCC SIMPLICITY

With reference to Stephen Adams' letter in the February 2020 issue regarding diesel body removal, I remember in times gone by when Hornby had a screw in the chimney of a steam locomotive in order to remove the body. I totally agree, it's a pain these days. Not beyond the bounds of innovation to have a couple of strategically-placed screws to facilitate removal.

John Brown



PUGS AND PECKETTS

As a keen industrial railway enthusiast and modeller, I have been very pleased to see the Peckett locomotives introduced by Hornby and the Barclay saddle tanks from Hattons. It was predicted when the Pecketts were released that there would be a number of layouts built to run these on; as yet I haven't seen one. Many modellers have bought the Pecketts and Barclays just because they liked them and wanted one and why not! Many younger modellers won't have been to a colliery let alone seen an NCB steam locomotive working at one, so I thought I would give an idea for a colliery layout.

I would like to present an idea that is actually 52 years old. This was first published in *Model Railway News* in September 1967 and won third prize in a layout design contest. It would appear to be based on an American idea, the turnpike or switchback, most commonly occurring as a design motif on logging lines.

The design presented is for a space of 10ft x 1ft 6in, which offers great operational fun, yet captures the essence of a small colliery. The plan suggests South Wales with its steep valley sides, but this layout would suit Durham, Scotland, Somerset and Lancashire. Basically, we have a small colliery, which in this case would need a painted backscene to hide a 3ft section of fiddle yard, or more probably cassette storage.

Loaded coal wagons would be hauled from the hidden area onto the elevated headshunt. The wagons would then be propelled into one of the three sidings in the colliery yard where they could be marshalled as required. They would then be hauled cautiously down the steep incline to the BR sidings. The exchange sidings have one road for loaded wagons and one for empties, plus a bypass or run round line. Normally, there would have been more sidings than this, but Harrington No.10 Colliery in West Cumberland and Cairnhill in Ayrshire had exchange sidings of just three lines. At the exchange sidings, brake vans are attached. Normally a BR locomotive would do this using the brake van from the empties it had just brought in. The BR locomotive would then withdraw the loaded wagons back off scene. The NCB locomotive would then take some empties back to the colliery having taken a run at the 1-in-30 gradient! I did say this layout was fun. To spice things up a bit, I would have two NCB locomotives in use. One working the colliery yard and the other on the line down to BR. In NCB logic the more powerful locomotive or the one in better condition (i.e. the one with better brakes!) would work the steep line to BR and the older or smaller locomotive would work the colliery yard.

Besides the incoming and outgoing coal wagons, you could work other traffic. Collieries were not just about coal; you should most certainly have wagons of pit props arriving for use underground in supporting the roof of the tunnels and areas being worked for coal. Machinery in open wagons, provender for the pit ponies and explosives in vans could also come in. You will need a crane and an NCB lorry or two in the colliery yard. Some collieries had a passenger service to take the miners to and from work. While this would be unnecessary on a small layout, you could still present it; as featured in the original design submitted to the *MRN*. If you want to model a miners' train you will need something like an old clerestory coach or a set of, say, four vans modelled with their doors open and painted black or green. Dapol makes an NCB coach, but I think it is overly long for a colliery of this size. You wouldn't need to bother with signals as NCB lines very rarely had them. If you were to have a BR passenger service to the platform then some basic signalling would be needed so that the BR trains were protected from errant Pugs and Pecketts.

As shown in the second version, I would dispense with the carriage shed; hardly likely for the NCB, and have the area for scenics such as some miners' cottages, a small holding with pigeon lofts, a pensioned-off pit pony in a paddock, waste land or spoil tips. An important feature to add to this layout would be some sidings at the side of the locomotive shed. The NCB made heavy demands on its locomotives and usually down the side of the locomotive shed there would be retired, dumped or derelict locomotives and discarded wooden wagons. You could also have a second siding for a landsales depot. These were sales of coal to local coal merchants from internal NCB wagons, usually wooden ones. This coal would be loaded from just a siding at ground level, or a set of coal drops with lorries backing underneath.

I wouldn't bother with the colliery platform and would use the area instead for low-relief colliery buildings to improve the backscene. The Hattons Barclays could be used in the 1970s period - indeed its No.6 was used by the NCB until 1981. The Hornby Pecketts would fit earlier times. The NCB began in 1946 and I think the Pecketts would suit running around with wooden wagons besides the ubiquitous 16T minerals - so the 1950s or early 1960s.

Steven Oakden

Image 1

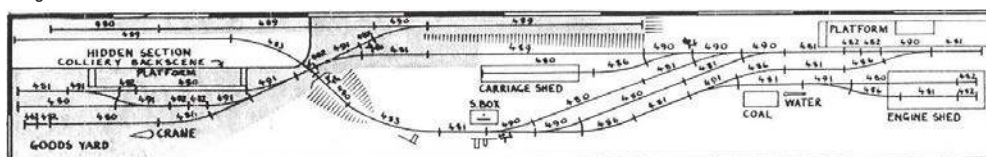
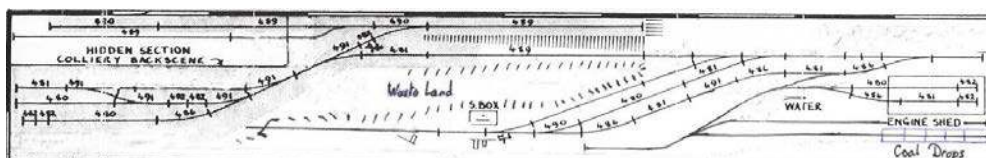


Image 2



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BLUEBALL SUMMIT

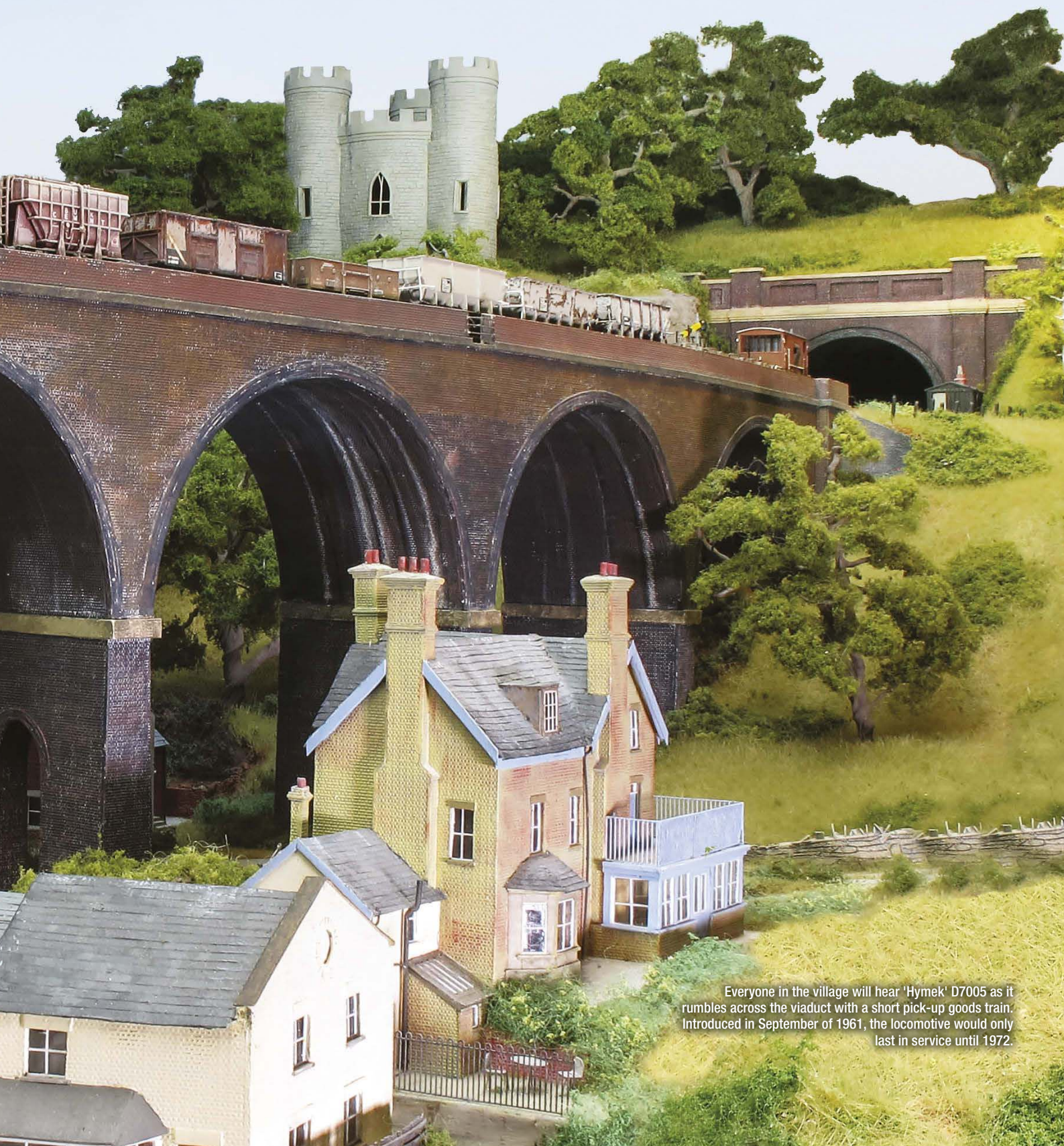
Struggling to build his vision in a defined space, Andrew Bartlett changed scale to discover a horizon of new opportunities.

Words: Andrew Bartlett **Photography:** Andy York



Factfile

Layout name: Blueball Summit
Scale/gauge: N gauge
Size: 11ft x 1ft 6in
Era/region: 1970s BR(W)
Location: West Country
Layout type: Continuous loop



Everyone in the village will hear 'Hymek' D7005 as it rumbles across the viaduct with a short pick-up goods train. Introduced in September of 1961, the locomotive would only last in service until 1972.

There are various things in life that make people stop and take a good look, perhaps even sometimes draw a small crowd. For example, a large aircraft passing low overhead will cause people to momentarily freeze and look up in sheer wonderment. It is something that is naturally quite exciting, even if you know nothing at all about aeroplanes! Given the right set of circumstances, the passing of a train can also attract an appreciative audience. For example, how about a long train, perhaps very heavy, making lots of noise, rounding a gentle curve atop of an embankment, passing over a large bridge structure and then finally disappearing into the darkness of a tunnel? That would undoubtedly make one or two people stop and stare. What is more, if another train then appeared, travelling in the opposite

direction and passed by, right next to the other train, the level of interest would probably increase significantly.

Back in 2012, this was the vision I had built up in my head for a new model railway project. At the time, I was modelling in 4mm scale and had built a small Western Region branch line layout in EM featuring china clay trains with a strong emphasis on the shunting of goods wagons. That layout had given me a good 10 years' worth of pleasure and I had built up a reasonable collection of kit-built stock. However, I did fancy a change, and, for something completely different, I wanted to create a section of main line railway where I could literally just watch trains go past, without having to stand there with a controller in my hand. As I only had the space that was currently occupied by my existing branch line layout, it soon became obvious that to accommodate my

planned new main line 'roundy roundy', I would have to change to a smaller scale.

Switching to N gauge

In the past, I had dismissed N gauge as being inferior. In fact, I had dabbled with it as a teenager (a long time ago!) and actually gave up. I seem to remember that the best runners I had at the time were the Minitrix diesels, but the accuracy of the models left a lot to be desired. However, in more recent times, some of the more up-to-date locomotives and stock looked rather smart and I began to see the potential for creating a very respectable railway in this scale.

I purchased a small number of N gauge items in order to have a little 'play' and try some detailing work. I needed to satisfy myself that I could comfortably work in this scale and achieve the results that I desired. One of my first priorities was to replace the couplings with something much less visually intrusive and so I made up some 'hook and bar' replacements from 0.5mm brass wire.



A patient photographer has been rewarded with this fine view of a long mixed freight train hauled by a heavily-weathered 46020 and passing the mill building at Blueball Summit.

These consisted of a horizontal 'U' shaped bar protruding from the bufferbeam on one wagon together with a corresponding vertical hook on an adjoining wagon that sticks out from the bufferbeam and then down at 90 degrees. All very simple with no moving parts. Vehicles are coupled permanently together while on the layout as well as being held close together. Not much use on a shunting layout, but ideal for a 'watch the trains go by' type of layout that I was about to embark on.

I then turned my attention to the track. If possible, I wanted to build my own. Some research had made me aware of a product from the 2mm Scale Association called 'Easitrac', which is a series of components intended for the construction of finescale track to the slightly wider gauge of 9.42mm using Code 40 rail. Sections of plain running line are formed by sliding lengths of rail into preformed plastic sleeper/chair

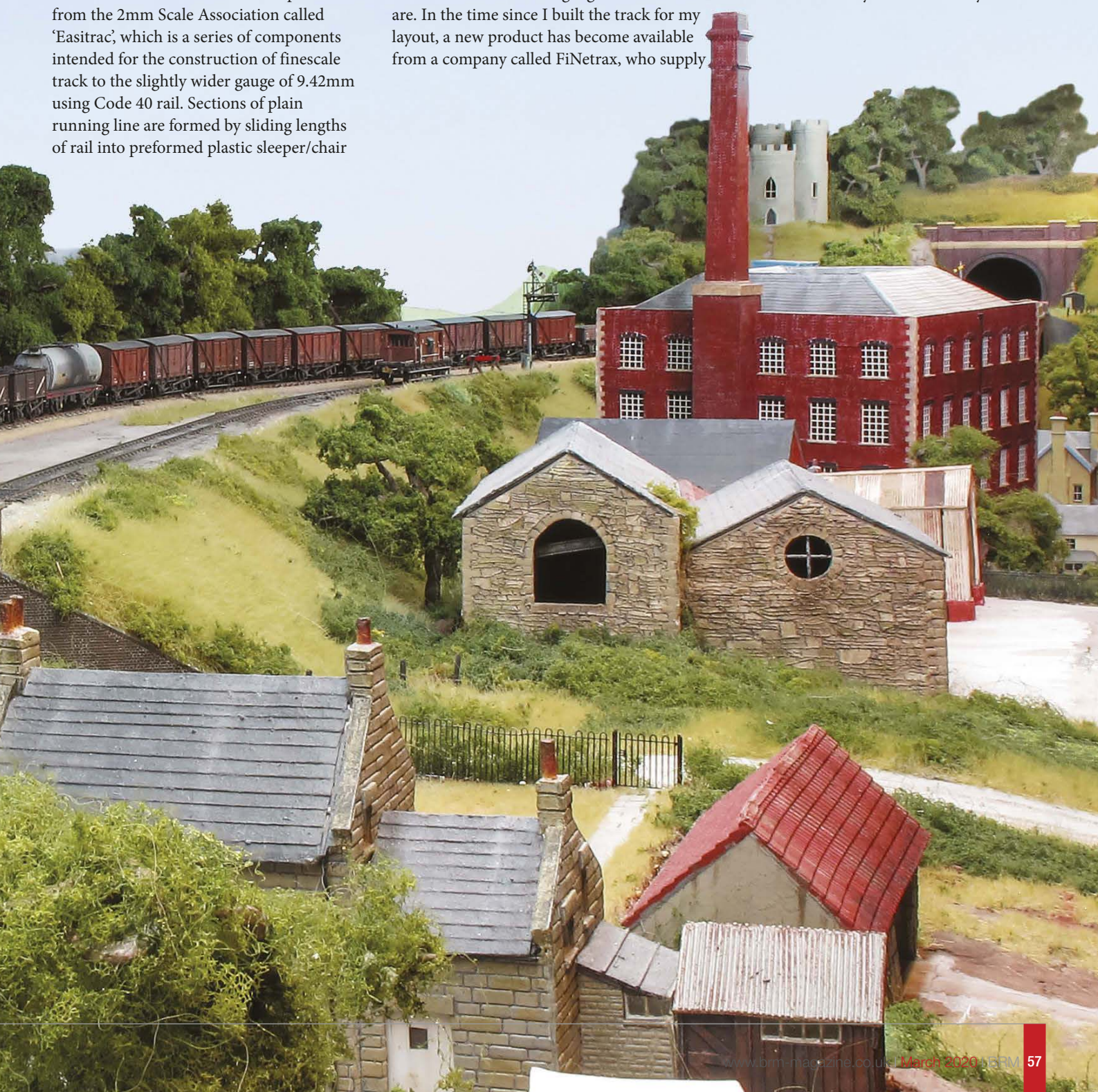
mouldings, while pointwork can be made up by soldering the rail to copper-clad sleepers. I had been advised that normal N gauge wheelsets could be run on such a system as long as the track gauge of the pointwork narrowed slightly from the 9.42mm of the plain track to 9mm in the area of the frog and checkrails. I set about building a test point and kept passing a wagon through as construction progressed in order to determine that all was well. After completion, I wired the point up and tested a Graham Farish diesel, which sailed through without a hitch. I think this just goes to show how tolerant modern N gauge wheelsets are. In the time since I built the track for my layout, a new product has become available from a company called FiNetrax, who supply

flexible N gauge track with Code 40 rail together with ready-made point work.

It was now time to make a difficult decision. If I was going to proceed with this N gauge project, I was going to have to sell my EM layout as quite simply, I would need the space. I advertised my layout on RMweb and it sold within a few days. This was the point of no return. Suddenly I had the space to build a new layout and I was now modelling in N gauge!

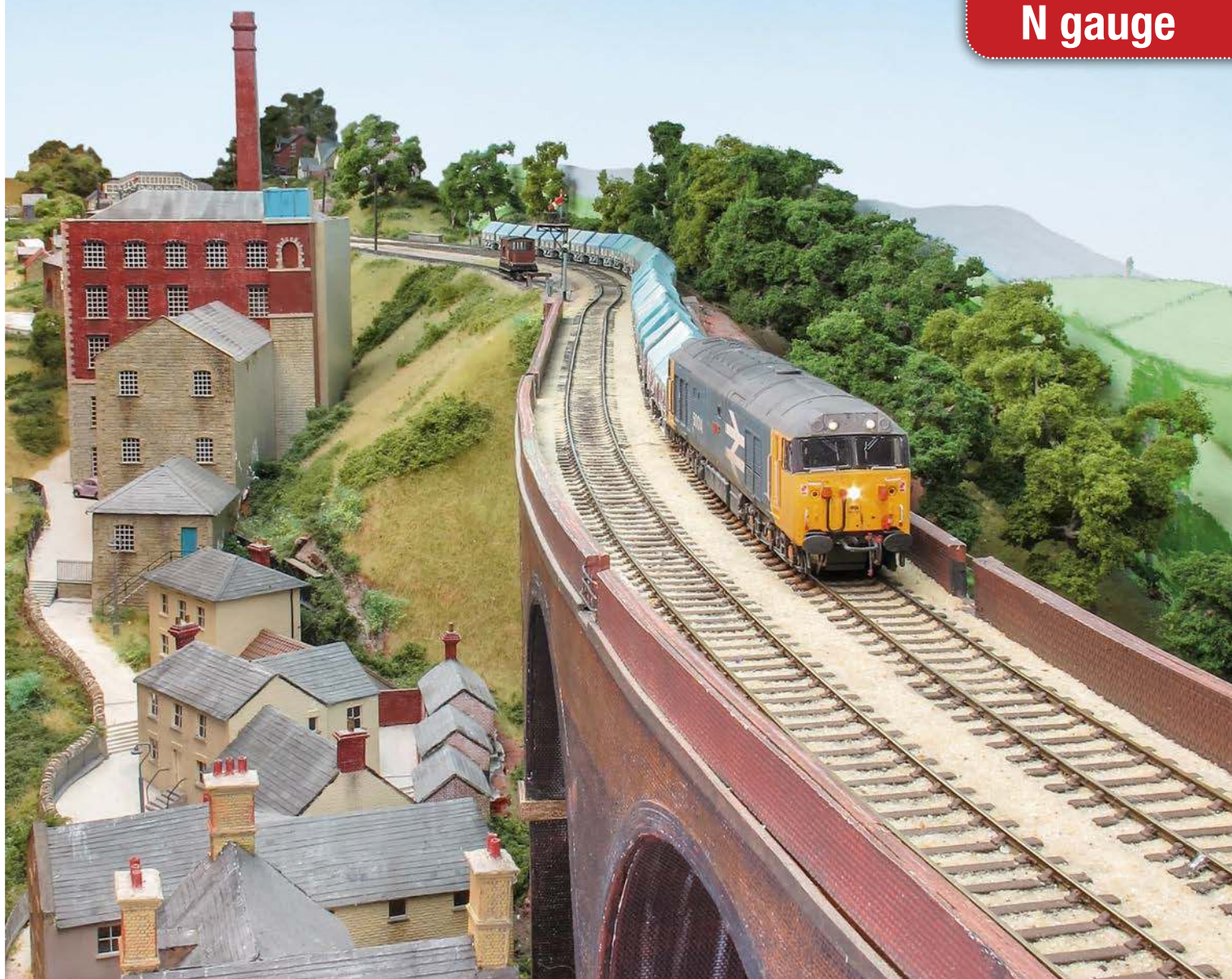
Early days

Construction of the new layout began almost immediately as I had already done





The railway passes a scale 80ft above the stream. In the distance, a small stone bridge carries a narrow country lane. The painted backscene blends gradually into the distance.



Class 50s were not uncommon on china-clay trains and it was always a pleasure to see! A refurbished 50014 *Warspite* hauls a lengthy rake of the hooded wagons.

most of the planning. The whole idea behind moving down to N gauge was to fit a spacious-looking main line into the space previously occupied by a small branch line and there were several key features that I wished to include in the new project, the main one being a substantial viaduct. In order to accommodate this viaduct in a realistic manner, quite a lot of scenery was going to have to be well below the level of the track. This in itself was another key feature for me as I like the very three-dimensional effect that it creates as trains

pass through. It is, however, very important to allow for this at the very beginning of the construction stage as any land that is lower than the track has to be taken into consideration when building the baseboards.

My trackbed is chipboard, which is built up on wooden blocks several inches above the initial flat wooden frame that forms the base of the layout. Any land that is higher than the level of the track can be easily added at absolutely any stage of the layout construction, but for anything below track, it is vital to pre-plan.

Scenic work

The scenic part of the layout is 10ft in length by 18in wide. This consists of two baseboards both 5ft long. In addition to the two scenic boards, there are two boards of similar size that form the storage sidings behind, as well as two semi-circular boards which form a continuous run. These semi-circular boards carry a curve with a radius of 2ft (4ft wide). I had experimented and found this was necessary to prevent any kind of locking between vehicles, particularly coaching stock, that utilised my hook and

The viaduct is constructed from 1mm Plastikard with lots of internal bracing and is actually very strong. It is 160mm high, therefore representing a height of 80ft above the stream.

Like all my buildings, reference was made to pictures in order to be sure that it was correctly proportioned. Rough dimensions of a given viaduct are fairly easy to calculate, for example by viewing a picture of a passenger train passing over. The length of the individual coaches will be easy to research and then the bridge structure itself can be

scaled from the train.

The two outside faces were made up first, requiring several pieces of Plastikard sheet to be fixed together. The profile of the viaduct was then marked out using a rule and compass. This was then carefully cut out with a scalpel. These two side profiles were then fixed apart from each other using simple Plastikard 'spacers' to represent the width of the viaduct. The highest of these 'spacers' being the actual trackbed itself. This basic structure was then clad in thinner embossed Plastikard to

represent the brickwork. This should bend fairly easily to form the underside of the arches.

My viaduct is partly straight and partly curved. Curved viaducts present a challenge in that the two outside faces will be of slightly differing dimensions. The inside face will be less than the outside face. I was surprised to find that this was apparent even as I constructed mine in N gauge and some 'trial and error' was required. Finally, the completed structure was screwed down to the baseboard and the surrounding scenery was then built up around it.

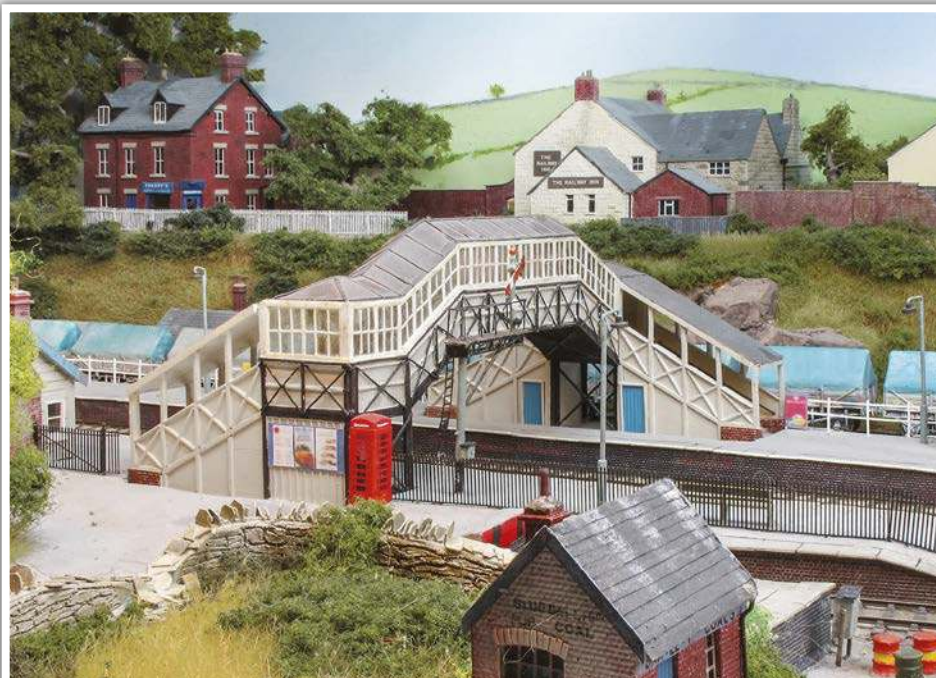
bar close-coupling system. Therefore, the overall size of the layout is about 14ft by slightly over 4ft wide. The track through the scenic section is very simple, comprising of double track for the main running lines, between which there is a trailing crossover. There is also a goods loop in one direction and a trailing siding from the other running line. In order to make the scene as realistic as possible, I placed a strong importance in only having gentle curves within the scenic section. The track is ballasted using very fine white sand that was being sold for use in tropical fish tanks.

Trees are made from lengths of very thin wire which are twisted together to form the required shape before having a mix of plaster and PVA brushed over the trunk. The foliage is teased-out Woodland Scenics, added in small clumps to the branches.

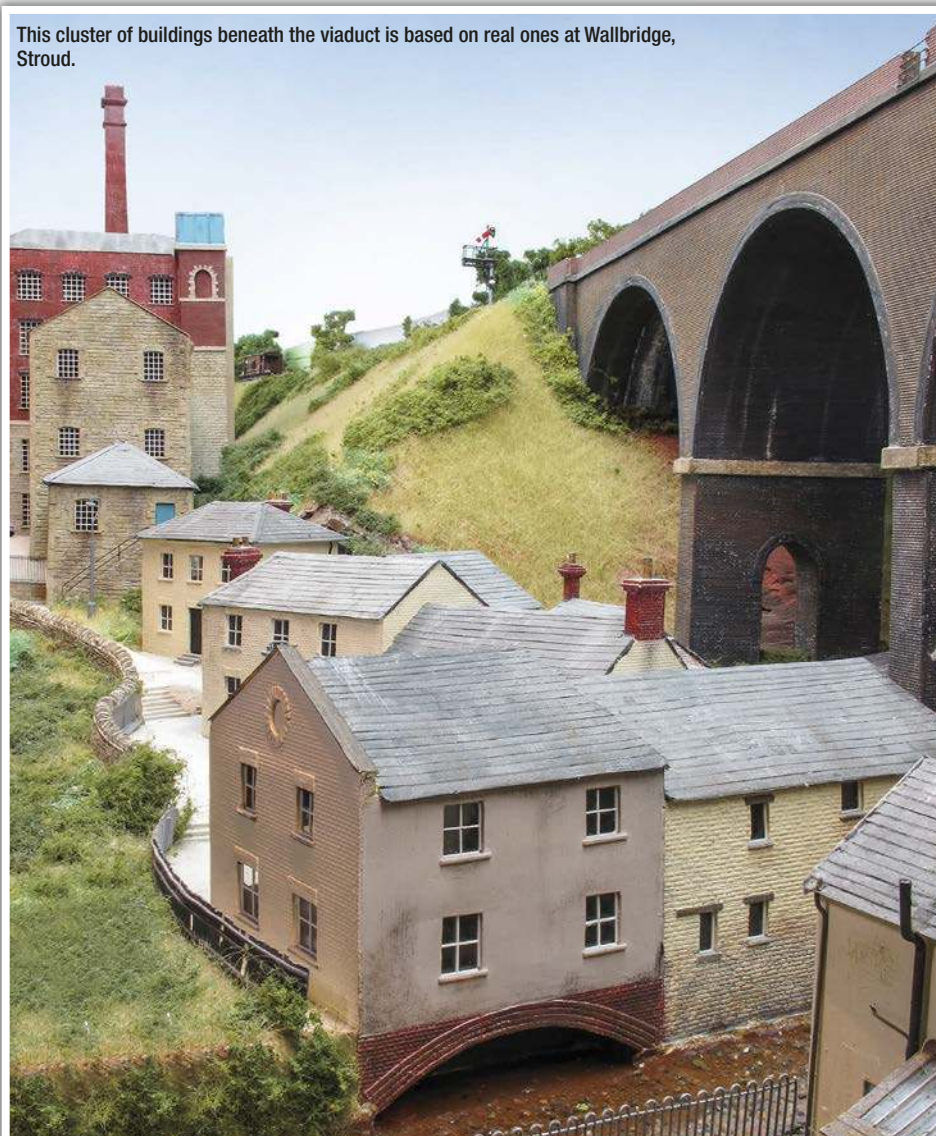
Like all my previous layouts, and probably any that emerge in the future, 'Blueball Summit' is a purely fictitious location based somewhere in the West Country during the 1970s and early 1980s. It is, quite unashamedly, an attempt to rekindle teenage memories of watching a seemingly endless procession of holiday expresses, together with quite a lot more freight trains than there actually were! Despite steam having given way to diesel traction, it was still very much a 'traditional' railway with all the associated atmosphere such as mechanical signalling, locomotive haulage of passenger trains and drivers that would invite you up onto the footplate!

Building inspiration

I enjoy making model buildings and one of the benefits of moving down from 4mm scale to N gauge has been the increase in space available to fill with buildings and scenery. My EM gauge shelf layout actually had very little space for scenery, just a few inches either side of the track bed. Apart from the station and signal box, most of the buildings were either low-relief or very small huts. Certainly, the inclusion of a castle or large mill building would have been out of the question. All the buildings and structures on this new layout are built from Plastikard, with roofing slates made from strips of overlapped paper. Some of the windows are made from 0.3 microstrip (very thin strips of plastic), although some, like the signal box, have utilized brass etchings for window detail. I like the character of groups of old buildings that sit together in a cluster, with differing roof angles and walls. Most, such as the mill, the pub, and various



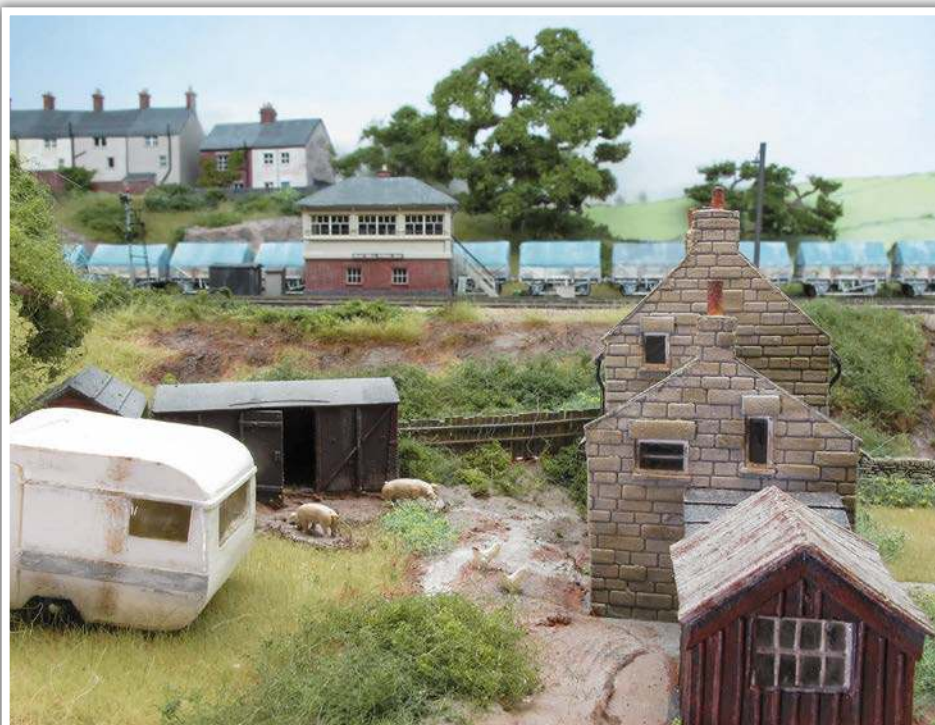
The inspiration for the footbridge was Bodmin Road, although the one at Blueball has an extra staircase.



This cluster of buildings beneath the viaduct is based on real ones at Wallbridge, Stroud.

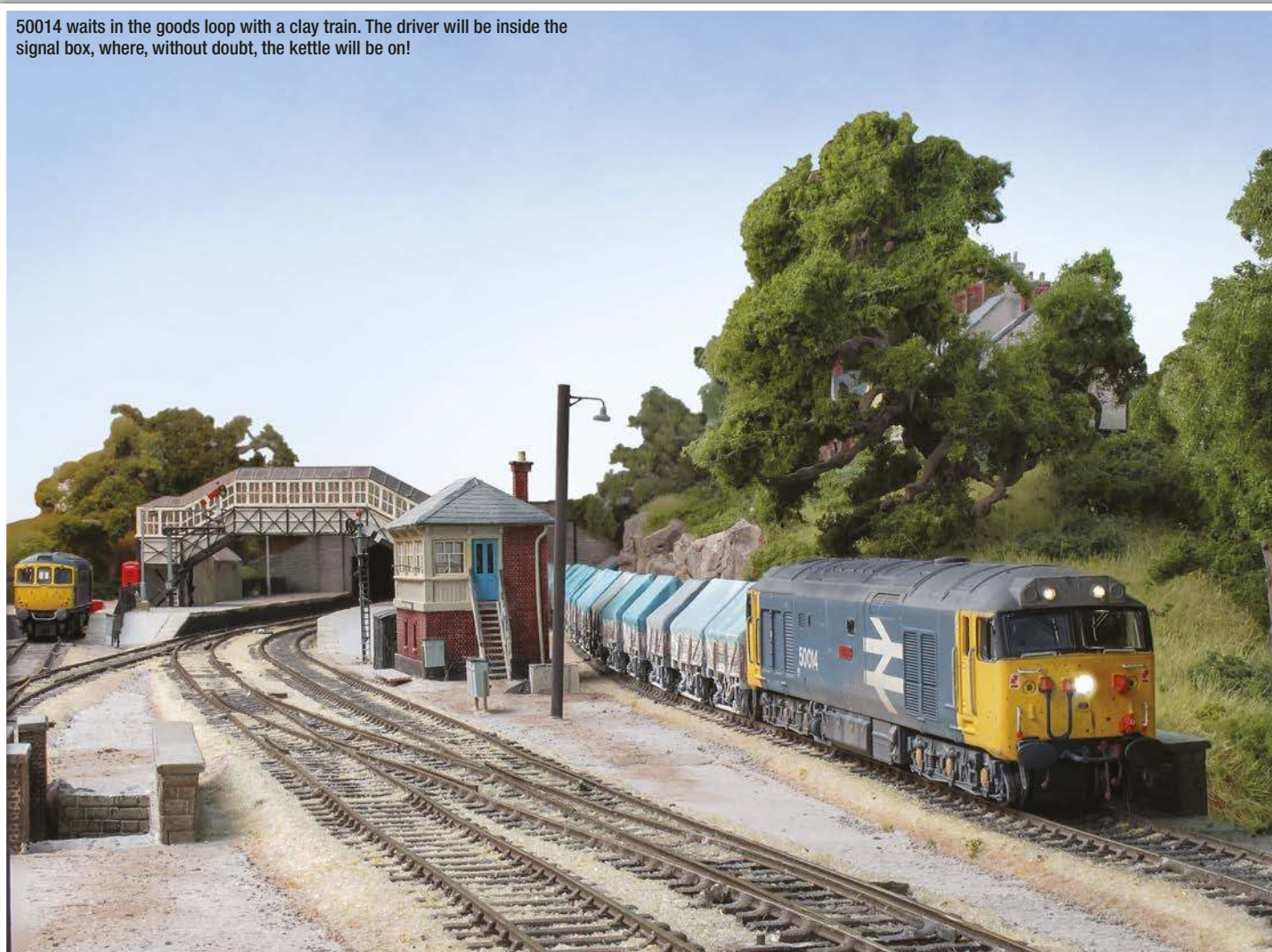
cottages are based on real ones from around the Stroud area, where I live. The castle on top of the hill is based on Blaise Castle at Bristol. The station footbridge was inspired by the one at Bodmin Road. That's why it has a bracket signal right in front of it, just like the real one had during the 1970s and early '80s. Talking of signals, they are all assembled from brass etchings from Model Signal Engineering and no, they don't work. I am not that clever!

The tunnel mouth is based upon Somerton. There is a lovely picture of a Western diesel emerging from the western portal in a book called 'Western Glory' by Chris Chapman. I drew up a plan from what I could see in the picture. Like all the plans I draw up to work from, it's just a reasonable approximation of the real thing, utilizing a combination of estimates and guesswork! I situated the tunnel and viaduct very close together for maximum dramatic effect! I love watching trains emerge from the tunnel and then almost immediately run across the



I'm not sure if the farmer likes trains or not but he has an excellent view of the railway!

50014 waits in the goods loop with a clay train. The driver will be inside the signal box, where, without doubt, the kettle will be on!



viaduct. At the non-scenic end of the tunnel, a long cover made from Plastikard sits over the track. Therefore, when you peer into the tunnel mouth, it is pitch black.

On reflection

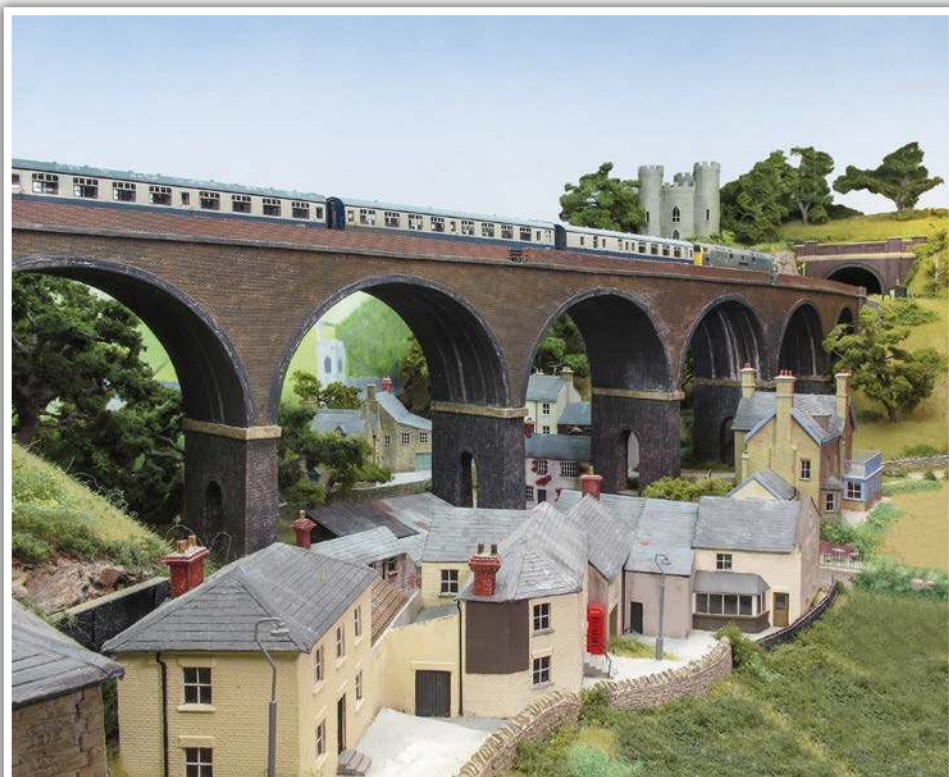
The layout was designed to be viewed and operated from the front, including at exhibitions where I find people often appreciate a visible face if they wish to chat or ask questions. There is quite a high backscene together with a lighting unit containing 'daylight' fluorescent tubes intended for use above aquariums.

I am glad I changed down from 4mm scale to N gauge, although it was not an easy decision at the time. For various reasons, I have spent far more time modelling than I did previously and now that I am running a main line instead of a branch, I can easily justify a greater variety of trains.

Now that the layout is largely complete, I can concentrate on building up my collection of locomotives and rolling stock. I have a very strong interest in BR wagons and enjoy modifying and improving ready-to-run items as well as building from kits. My favourite train is my rake of clayhood wagons, which had a strong affiliation with Cornwall and Devon. I am currently working on the 6V53 southbound empty clayliner train. These wagons differ slightly from the clayhoods, being of a longer wheelbase and many had corrugated ends. Mine are plastic body kits from the N Gauge Society, running on etched chassis kits from the 2mm Scale Association. I do have

a slight weakness for coal trains although in reality they were never very common in the South West in blue diesel days. Perhaps there is an imaginary power station near-by with an insatiable appetite for long trains of coal! As mentioned earlier, my stock is fitted with a close-coupling system and the coaching stock (if fitted) with corridor connections made from black paper. All of my locomotives and rolling stock are

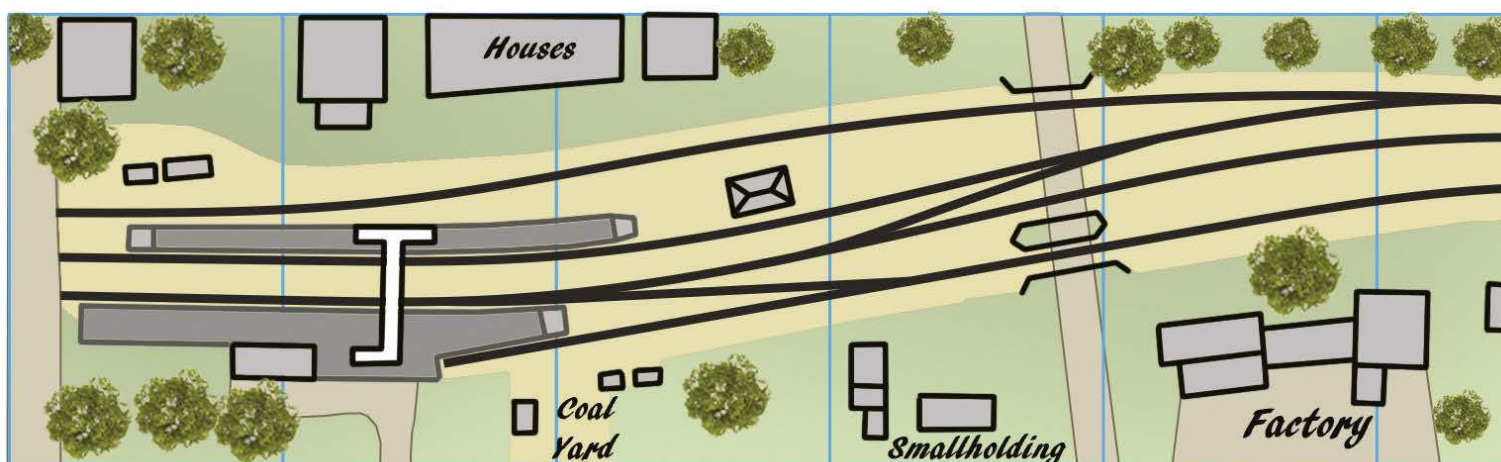
weathered, as this was a strong characteristic of rolling stock during my chosen period. I use a combination of dry-brushing and an airbrush. Reference to original photographs of rolling stock is vital to achieve the correct results. I usually finish models with a spray of matt varnish that has a small dab of white paint mixed well in, as I feel that the colours of the trains benefit from being toned down slightly, especially in this small scale.



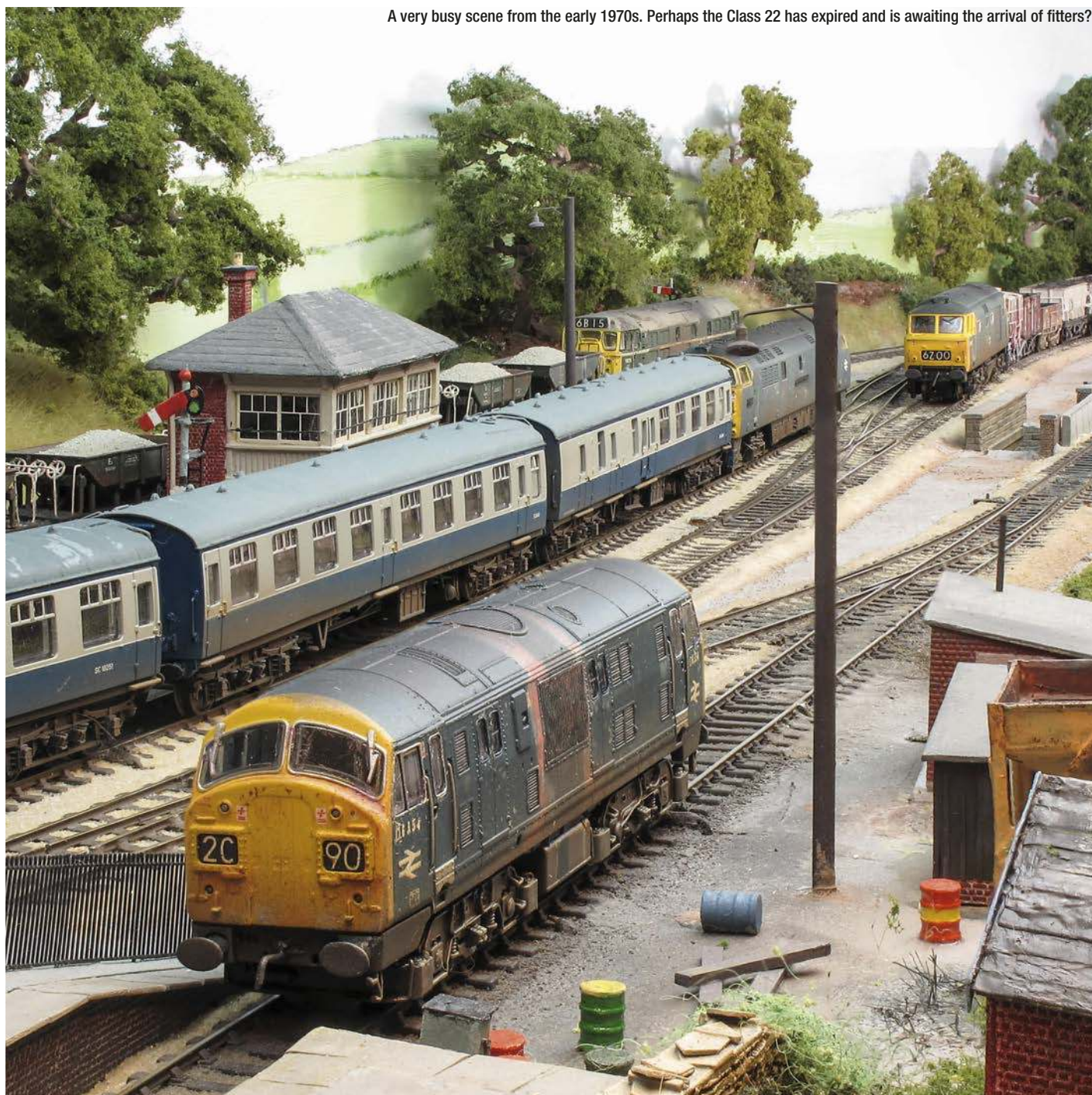
An express passenger train is seen passing over the viaduct shortly before plunging deep into Blueball Tunnel. 'Western' D1022 *Western Sentinel* is at the helm.

Trackplan

BLUEBALL SUMMIT



A very busy scene from the early 1970s. Perhaps the Class 22 has expired and is awaiting the arrival of fitters?

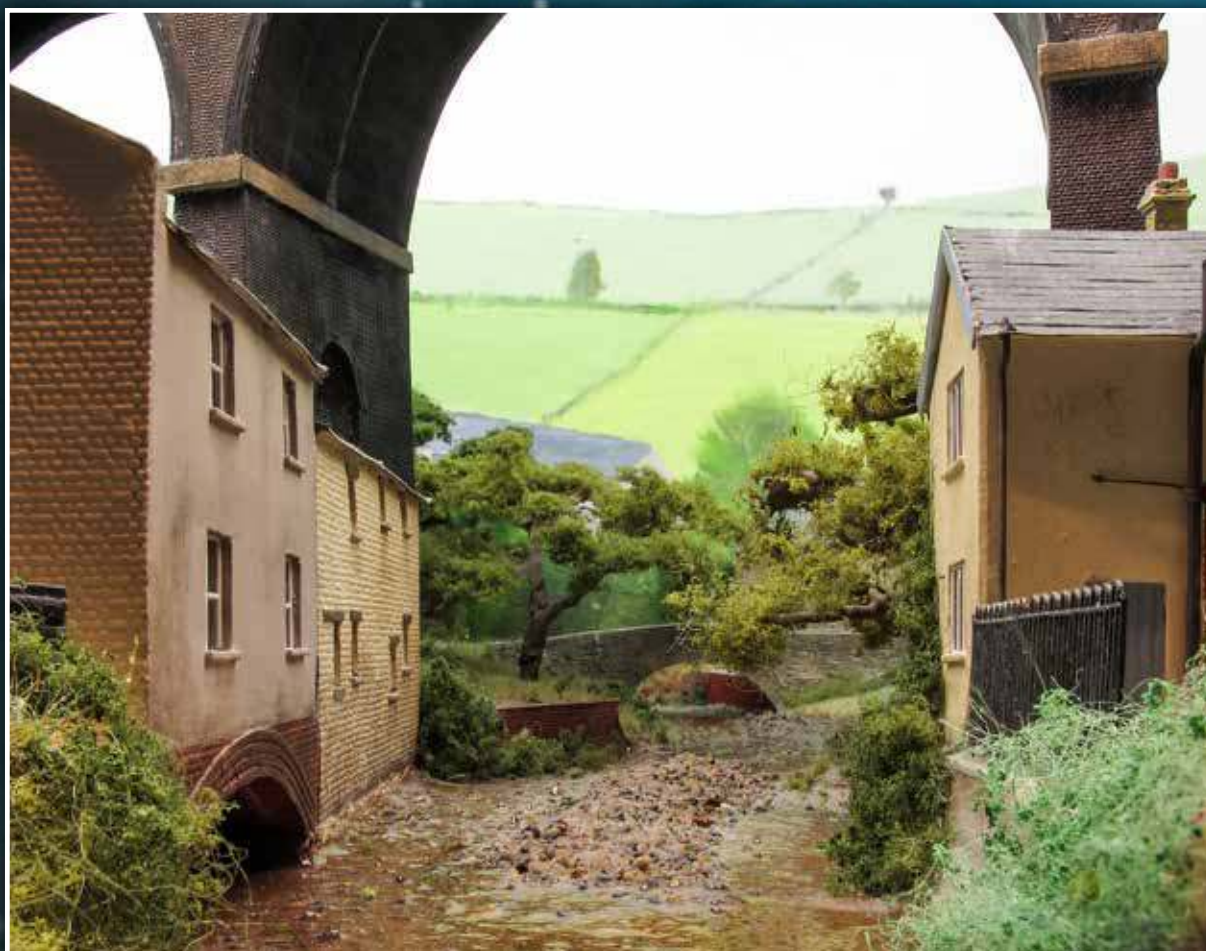


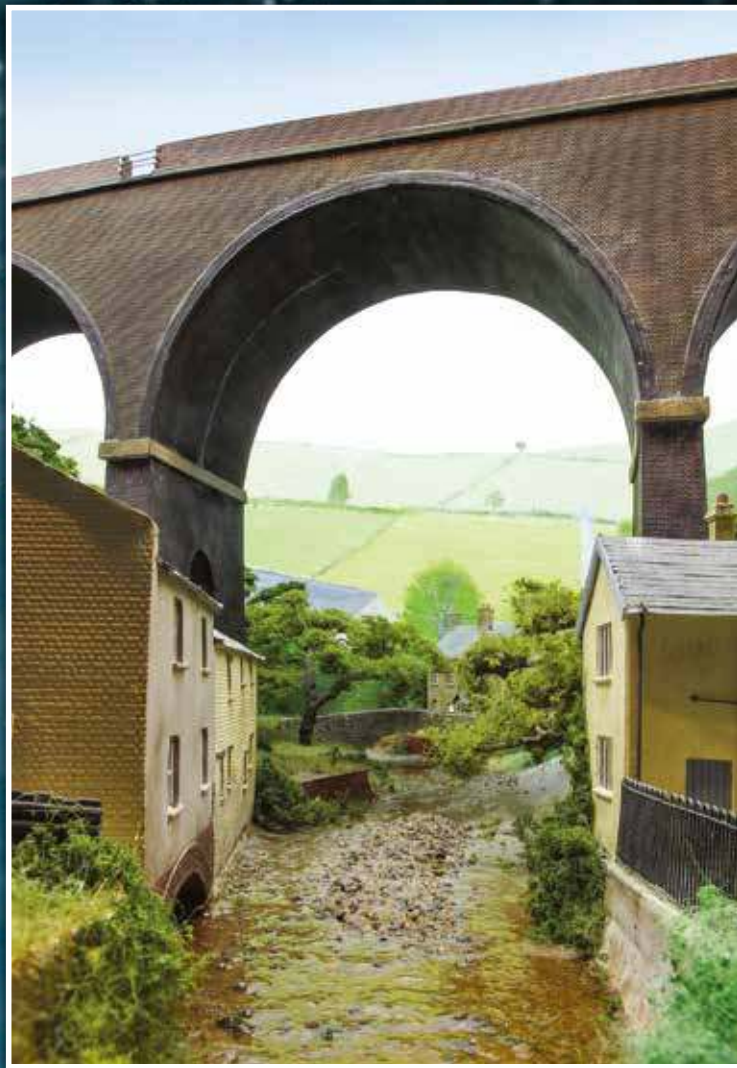
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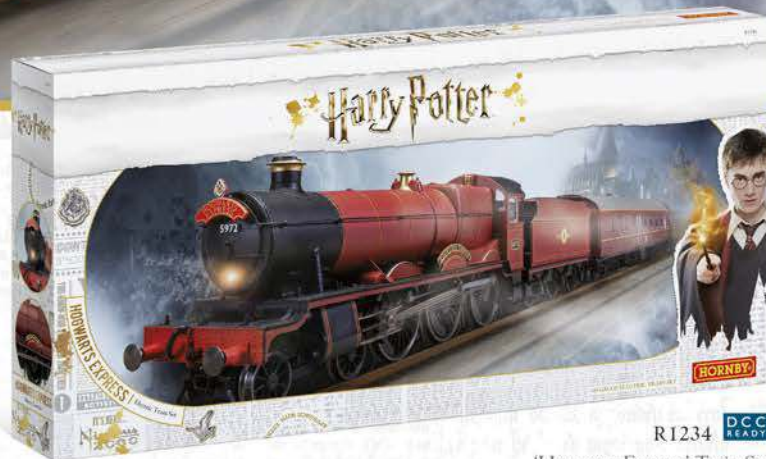


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HORNBY SPECIAL

Our 19-page special takes a celebratory look back over the past 100 years of the Margate manufacturer, plus reveals what's in store for 2020 and beyond.

HORNBY 2020 ANNOUNCEMENTS

Class 91, *Rocket*, APT, A2/2, A2/3, Standard 2MT and LNER W1 'Hush hush' headline the new announcements from Margate. Howard Smith reports.

Ahead of the official announcement on January 6, BRM was invited to attend a special presentation by Hornby of its 2020 new model range, held at its Margate headquarters on December 10. Hornby's Simon Kohler, Montana Hoeren and Jaimie Gilham were at hand to answer questions and guide members of the press through its plans for the year ahead.

BR CLASS 91

Already at an advanced CAD stage with 3D prints on display, a Class 91 was one of the key announcements of the day. Hornby's updated tooling is set to replace its aging model and be released head-to-head against the Cavalex Models pending version. As with its 'Terriers' witnessed last year, the manufacturer is sending a clear signal that it aims to hold its ground where locomotives are concerned. Models to be produced of BR's final high-speed Bo-Bo electric are 91002 *Durham Cathedral* in Intercity Swallow livery (R3890), 91117 *Cancer Research UK* in GNER blue (R3893) and celebrity VTEC 91111 *For the Fallen* (R3892). Finally, 91118 *The Fusiliers* in LNER red completes the line-up, all anticipated to arrive late-2020. The price for these locomotives is expected to be around £169.99. With no signs of their withdrawal from front-line services, Hornby is banking on further livery variations for the future, particularly if the Class is used on freight, for which its blunt-cab end was designed.

Speeding through Potters Bar on June 25, 1955, Doncaster-allocated W1 'Hush Hush' 60700 looks very similar in outline to an A4 at first glance. The locomotive was held in higher regard by the Yorkshire footplate crews than those at 34A. A few months later, on September 1, the locomotive would suffer a fracture to its leading bogie as it passed Westwood Junction, Peterborough, leading to its derailment. Examination of many other Eastern Region main line locomotive classes ensued. G. H. HUNT

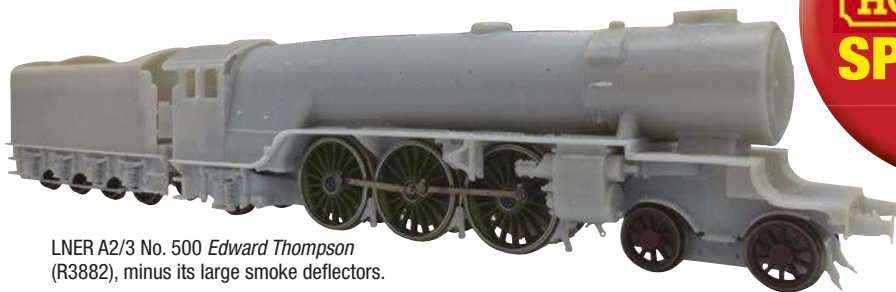


LNER A2/2 AND A2/3

Core LNER enthusiasts are sure to rejoice at the announcement of LNER A2/2 and A2/3 4-6-2s. Witnessed in the display area of the building – a tour of which is traditionally left until after lunch – and at an advanced CAD stage were 3D prints of these forthcoming LNER Thompson ‘Pacifics’. As part of its first run, the manufacturer has sought to produce models of 60501 *Cock O’ the North* (R3830) and 60505 *Thane of Fife* (R3831) in A2/2 guise, with A2/3 guises being produced as LNER No. 500 *Edward Thompson* (R3832), No. 514 *Chamossaire* (R3833), 60512 *Steady Aim* (R3834) and 60523 *Sun Castle* (R3835). Hornby anticipates deliveries of its models late-2020, with an anticipated RRP of £189.99.

Based at depots along their running patch of the East Coast Main Line from Haymarket to New England, the A2/2s were rebuilds by Edward Thompson of the P2 2-8-2 Class into ‘Pacifics’. Only six were constructed, and despite a high power to weight ratio, the Class suffered problems with adhesion and flexing of the frames. Consequently, the Class was withdrawn and scrapped between 1959 and 1961.

The A2/3s were new builds to Thompson’s requirements, though owing to his retirement, the final 15 of the Class were built to Peppercorn’s design, emerging as the Peppercorn Class A2. The fifteen locomotives built in 1946/1947 lasted until withdrawals commenced in 1962 – the final locomotive being removed from service in 1965. Of both Class builds, none survives.



LNER A2/3 No. 500 *Edward Thompson* (R3882), minus its large smoke deflectors.

LNER W1 ‘HUSH HUSH’

Continuing its LNER theme and reserved for the end of the presentation, Hornby is to produce models of the unique and secretive LNER W1 Class 4-6-4 locomotive dubbed ‘Hush Hush’. To be released late-2020 with an RRP of £199.99, variations in the tooling will see the locomotive produced as-built and in its later streamlined A4-esque appearance. The five guises covering its lifespan will see the locomotive produced as LNER No. 10000 (R3840) No. 10000 *British Enterprise* (R3841), LNER (Promotional) No. 10000 (R3842), re-built as No. 10000 (R3843) and re-built as 60700 (R3844).



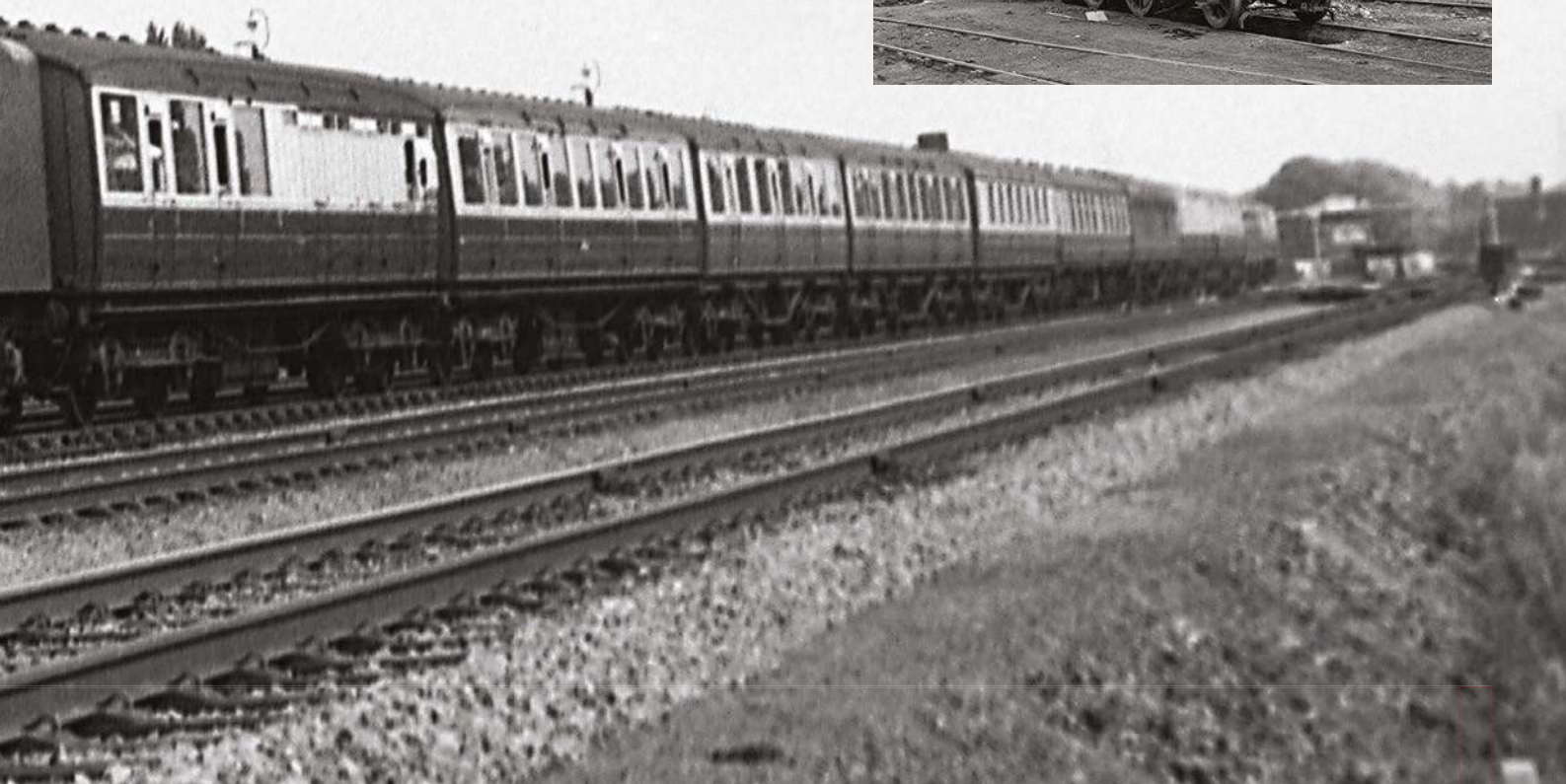
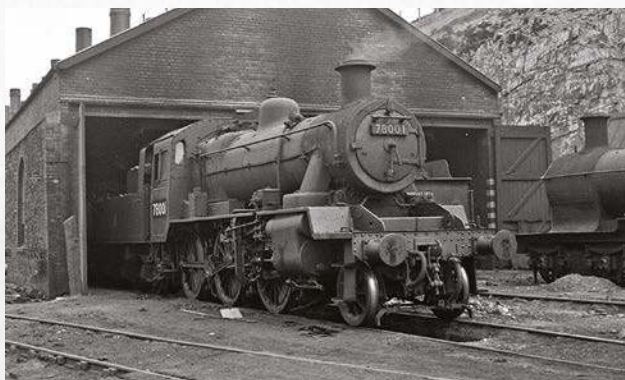
Hornby’s W1 EP in as-built streamlined form demonstrated the progress to date on the locomotive.

BR STANDARD 2MT 2-6-0

With the release of its main line express locomotives, Hornby has sought to fill another gap in the market with a Riddles Standard Class 2 2-6-0. The Class of 65 locomotives was the smallest design of the Standard Class models. The locomotives displaced aging ex-LMS 2P 4-4-0s and ex-LYR 2-4-2Ts on Lancashire and Yorkshire lines and were used at various times on the London Midland, Eastern, North Eastern, Western and Scottish Regions. Paired with a BR3 tender, the Class entered service between 1952 and 1956, being retired between 1963 and 1967.

Its initial run will see three variants produced – 78047 (R3836) and 78010 (R3838) in unlined black and 78000 (R3839) in lined black. The models are expected to retail for £179.99, with delivery late-2020.

BR Standard 2MT 78001 is caught at Machynlleth shed (89C). Allocated to the shed for a year from April 18, 1953, the locomotive would change to Worcester (85A) from May 22, 1954. The class was very similar to Ivatt’s LMS design, introduced in 1946.



STEPHENSON'S ROCKET

It was explained that owing to a mistake under previous management, tooling for a 0-2-2 model of Stephenson's Rocket had been discarded. The model had been a part of the Hornby range since the 1970s and had been a regular seller, appealing to model collectors.

Reproducing the prototype in miniature using 21st century techniques will deliver an all-new and upgraded model for which Hornby is also producing the correct Liverpool and Manchester Railway (L&MR) four-wheel coaches. Hornby has revealed an early painted sample in retro book-style Triang-Hornby packaging as part of its anniversary celebrations, in addition to L&MR yellow packaging, both bundled with three of the coaches.

Hornby is producing its coaches with different names between the two packs – opening avenues for collectors to buy each pack. Commemorating the 190th anniversary of one of the most influential early steam locomotives, models in retro packaging are limited to 1500 examples, so pre-ordering is advised.

Presented in a book-format, the packaging of Hornby's *Rocket* is neat and carefully considered.



APT

Owing to the collapse of DJModels who was to produce models of an APT in OO gauge, Hornby has filled a market gap with train packs of the prototype in 5- (R3873) and 7-car (R3874) guises. Models of the Non-Driving Motor (NDM) vehicle 49004 (R3948) are to be made available separately, too, priced at £39.99. The manufacturer was keen to stress that these models are being designed in-house by Margate's design team (now its largest for many years) and have no connection with previous possible iterations.

Prices start at £394.99 for the 5-car pack to £484.99 for the 7-car pack. Additional two-car packs of TS, TRBS, TU and TF coaches are to be made available for the end of the year with an RRP of £89.99.



NEW COACH TOOLING AND RE-LIVERIES

Hornby has announced Stanier coaches in Coronation Scot striped livery, suitable for its recently-tooled Coronation 'Pacific' locomotives. Nine coaches, covering the Dia. 1905 57ft BTK, Dia. 1961 57ft BFK, Dia. 1960 57ft FK, Dia. 1912 50ft RK, Dia. 1902 65ft RFO and Dia. 1981 57ft RTOs are to be produced. Expected to arrive in October, the coaches are to retail at £47.99.

Complementing its range of Mk. 1 coaches, a Mk. 1 Restaurant Buffet (RB) is to be produced in six variants with BR.1 bogies, divided equally among the Western, Southern and Midland Regions – the two different running numbers on each will prevent duplication between rakes for

those with larger layouts. Post-1981 modellers will be interested in its variant of the coach with Commonwealth bogies in Intercity livery. The Mk. 1 RBs are anticipated to retail at £34.99, with delivery in November.

In other news, 2020 sees bold livery moves from Hornby, chief amongst which, its Eurostar train pack (R3829) and train set (R1253M), to be released in The Beatles Yellow Submarine colours, as applied to a set in 1999 for three months to promote the 1968 feature-length cartoon. Its Class 66 model sees additional liveries, with a new mid-level range between its Railroad and main range brands being dubbed 'RailRoad Plus'. The new range sees Railroad models fitted with enhanced liveries and nameplates, commencing with its Class 47, 73, 20 and 37.

TS - R1253 & TP - R3829 - Side 1



TS - R1253 & TP - R3829 - Side 2



CP - R40001 - Side 1



CP - R40001 - Side 2



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HORNBY LAUNCHES APP FOR MODEL RAILWAY CONTROL

Launching in 2020, Hornby is to provide a major leap forward in the control of DC model railways with its Hammant & Morgan mobile app-based control system. Still used by some today because of their seemingly indestructible nature, Hammant and Morgan DC analogue controllers have fuelled model railways with power since the 1960s. Carrying fanciful, yet powerful names such as 'Powermaster', 'Victor', 'Executive', 'Clipper' or 'Flyer', they sold the image of the reliable brand.

Hornby is reviving this brand name and bringing 'Hammant & Morgan' into the 21st century, though surprisingly, not with a DCC control system. Its HM 6000 is a clever piece of circuitry that will allow users to control up to eight circuits, points and accessories via an IOS or Android 'phone or tablet using its free-to-download app. Connection is via Bluetooth, and the app has separate inertia and deceleration controls, too.

Hornby has opted for DC control for those on a budget. This entry-level solution

has been devised for those new to model railways, or who don't want the expense of buying a DCC control unit and a decoder for every locomotive. The advantage of control from your smartphone means that sounds can be played through the speakers of your device. You can control your layout accessories using the app's integrated layout trackplan design tool, if desired.

For DCC users, it's a saturated market and choice for model railway decoders and controllers is plentiful. Hornby is carving a new niche for itself in what has become

a stale segment of the market for the past two decades. This new direction for the manufacturer is to be priced at under £30. It's likely to leave some questioning if DCC control is still worth the cost of conversion. Hornby's innovation in model railway control is set to continue.



HORNBY SEEKS NEW MARKET WITH 'STEAMPUNK' MODELS

Presented ahead of its main range, Hornby is to produce a range of locomotives, coaches and wagons around the theme of Steampunk. Models are to be produced in revived Bassett-Lowke packaging to target "an untapped market of model collectors."

Steampunk is a fantasy genre, largely inspired by the works of H.G. Wells and Jules Verne set in the 19th century, where electronics haven't been developed and steam power continues. It appears to attract a growing following and enthusiasts take it seriously, wearing goggles, leather outfits and gears as they attend gatherings around the world.

Many steampunk enthusiasts plan trips to heritage steam railways and Hornby is banking on there being cross-over between these and its models.

Laurie Calvert, a model railway turned steampunk enthusiast who has featured in BRM magazine regularly, attends model railway exhibitions with his steampunk-themed 'Cato Pass' model railway. He has collaborated with Hornby to develop a series of buildings, locomotives, wagons and coaches, each an homage to the genre.

Hornby's choice for using its Bassett-Lowke brand name is that it's "more appropriate to the would-be steam-powered Victorian machinery". The manufacturer

aims to broaden its horizons and gain access to more varied retail outlets, meanwhile minimising its risk and re-using existing tooling where possible. For its locomotives, we see its veteran 0-4-0 chassis wheeled out. Plastic bodysells are replaced with a moulded resin unit, armed with a wonderfully-eccentric combination of pipes, ploughs and spikes. Coach and wagons are also modified, equally inspired by other-worldly Victorian creations.





DIGITAL EDITION EXCLUSIVE

Returning to work

Phil Parker speaks to one of the firms' longest-serving employees, Peter, who joined Hornby in January 1966.

EXCLUSIVE

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



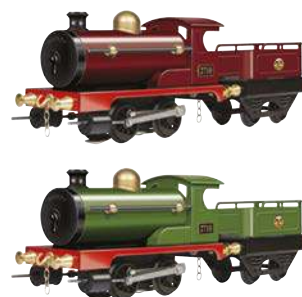
LIMITED EDITION MODELS TO CELEBRATE MILESTONE

2020 marks the centenary of Hornby, which it plans to celebrate throughout the year via a series of limited-edition model releases in retro model packaging – an interpretation of its rich heritage and brandings. In a video made in-house by the manufacturer's team, it reflected on the joy that the Hornby brand has brought to many railway modellers from the creation of its first train in 1920 to the present day. The video can be watched on our YouTube channel or at our website www.world-of-railways.co.uk/news.

The manufacturer has opted to divide its history per decade, each celebrated with a model reflective of that period, released in retro packaging. These are outlined as follows:

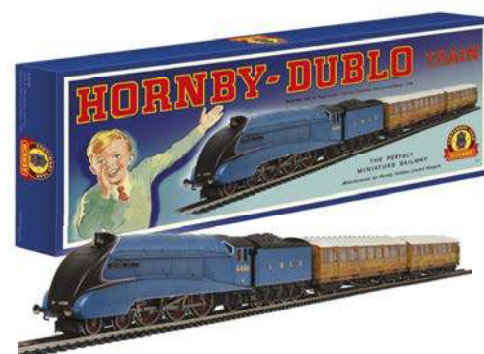
1920s

- **WHAT?** A range of four 'O' Gauge tinplate locomotives using new tooling
- **WHEN?** January-September 2020
- **HOW MANY?** Limited to 100 units per locomotive
- Specific period packaging
- 100 years logo mark
- Ltd. Edition certificate



1930s

- **WHAT?** LNER A4 No. 4498 *Sir Nigel Gresley*, two LNER teak coaches, plus oval of track, controller and transformer (R1252)
- **WHEN?** June 2020
- **HOW MANY?** Limited to 1000 units
- Hornby-Dublo period packaging
- 100 years logo mark
- Ltd. Edition certificate



1940s

- **WHAT?** LMS No. 6231 *Duchess of Atholl* with die-cast locomotive body (R3819)
- **WHEN?** May 2020
- **HOW MANY?** Limited to 500 units
- Hornby-Dublo period packaging
- 100 years logo mark
- Ltd. Edition certificate



1950s

- **WHAT?** A selection of Dublo diecast vehicles
- **WHEN?** May 2020
- **HOW MANY?** Limited to 2000 units of each
- Dublo Diecast period packaging
- 100 years logo mark



1960s

- **WHAT?** Stephenson's *Rocket* and three pre-grouping coaches (R3809)
- **WHEN?** February 2020
- **HOW MANY?** Limited to 1500 units
- Tri-ang Railways packaging of the 1960s
- 100 years logo mark
- Ltd. Edition certificate



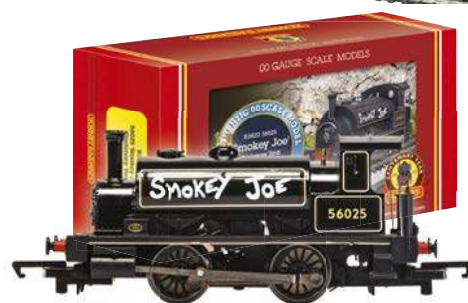
1970s

- **WHAT?** BR 9F 92220 *Evening Star* (R3821)
- **WHEN?** July 2020
- **HOW MANY?** Limited to 1000 units
- Tri-ang Railways packaging of the 1970s
- Commemorative maker's plate
- 100 years logo mark
- Ltd. Edition certificate



1980s

- **WHAT?** BR 0-4-0T 'Pug' locomotive 56024 (R3822)
- **WHEN?** June 2020
- **HOW MANY?** Limited to 2000 units
- Hornby Railways packaging of the 1980s
- 100 years logo mark
- Ltd. Edition certificate



1990s

- **WHAT?** LB&SCR 0-6-0T 'Terrier' No. 45 Merton (R3823)
- **WHEN?** July 2020
- **HOW MANY?** Limited to 1000 units
- Hornby Railways packaging of the 1990s
- 100 years logo mark
- Ltd. Edition certificate



2000s

- **WHAT?** BR 4-6-2 'Clan' 35028 *Clan Line* with 18ct gold-plated wheels and valve gear (R3824)
- **WHEN?** August 2020
- **HOW MANY?** Limited to 1000 units
- Hornby packaging of the 2000s
- 100 years logo mark
- Ltd. Edition certificate



2010s

- **WHAT?** Peckett & Sons 0-4-0T No. 614 (R3825)
- **WHEN?** September 2020
- **HOW MANY?** Limited to 2000 units
- Packaging with lift-up lid
- 100 years logo mark
- Supplied with plaque
- Ltd. Edition certificate



2020s

- **WHAT?** BR 4-6-2 'Princess' *Princess Elizabeth* with two LMS coaches (R1251)
- **WHEN?** October 2020
- **HOW MANY?** Limited to 1000 units
- Rovex packaging
- 100 years logo mark
- Ltd. Edition certificate



BRM meets...

HORNBY

As Hornby kicks off its centenary celebrations, Debbie Wood catches up with Marketing and Development Director, Simon Kohler, to learn more about what's in store for the iconic manufacturer.



Walking around the museum at Hornby HQ in Margate, I'm once again reminded of the vast history this company holds. Admiring some old photographs of when the site was first opened, a thought enters my mind. How do you celebrate a 100-year milestone? It's such an unimaginable number for most of us to contemplate.

In business before most of us were even born, Hornby has seen its fair share of ups and downs. Over recent years, the model maker has revamped and modernised its business plan, ensuring it is as poised as ever to attract more people to the hobby. We sat down for a coffee with Simon Kohler to find out more.

DW: So, 100 Years. It's such an incredible milestone, how are you planning to celebrate?

SK: It'll start in January and run right the way through the year. There's so much work that's gone into the planning, not just marketing, but development too, and it'll be a year-long celebration. There will be lots of stuff going on. We're really excited, also a little bit scared as there are a few loose ends at the moment hanging around.

One thing I can tell you is that we're working with Pat Hammond to create the history of Hornby book and doing a limited run of 2500, sold for £20.00. We have a strong brand and we cherish it. I'd never take that for granted.

DW: The retail industry as a whole has seen some challenging times of late, how is Hornby holding up?

SK: What you cannot budget for are the things that come at you from left field. Like a designer who is off for six weeks, or a paint factory that bursts into flames, or when America opts to move its business to Vietnam. Brexit has also made a difference, people are hesitant.

The market is changing all the time. You think you've got something right and you get it wrong. But then something else comes along and smacks you in the face. You can't pin this business down and you're learning all the time. All that being said, there is an excitement in the business right now, which is great. We keep bashing away and the enthusiasm is there.

DW: The new Family Fun Project is being well received, where did the idea originate from?

SK: Family Fun has been incredibly successful so far. We put it together not really knowing how it was going to go down as we haven't done anything like it before and it's gone crazy.

I'll see people at shows and they'll look at layouts and say, "I'd never be able to do something like that" or "I've got nowhere to put it." Our Family Fun Project assumes you know nothing at all. You get a box and everything in there is for a simple layout. You can put this layout together over a weekend as a family, there are short jobs and nobody is going to get bored. If you look at the way youngsters play with trains, they're quite happy with an oval and a siding and they'll play with it for hours and hours.

The only thing you have to get is a hammer and PVA glue, and maybe a pot of paint. Other than that, it's all in there. It's a project to help get people into trains and then once they've had a taster, they'll want to explore the hobby more.

DW: How do you plan to offer advice to those new to the hobby?

SK: We've put together a handy booklet to help people build their first layout. It's something we can hand out when we're at shows to those who want to get started in the hobby. They'll be able to see that it's not that scary and it's within everybody's reach.

A lot of the retailers have got behind Family Fun Project as it gives them the chance to talk to customers and give them the help they need. The problem with stores more generic like Argos, is that people will buy it, open it up, get put off because they don't know what to do and then send it back. Maybe in the future, we will look at having a bigger range, but it's very early days.

DW: Your first temporary pop-up shop has just finished a stint at St Pancras, is this something you'll look to do more of in the future?

SK: It was an opportunity and one of those things that cropped up over a conversation. St Pancras was very open to it and we had a lease for six months. They were quite strict on what we could do and from a selling point of view it worked fine, but from a PR point of view, it offered something further. We're seeing sales, but it's more of a promotional thing.

Other London stations and a couple elsewhere have got in touch to see if we're interested and the shop is easily lifted and put elsewhere so we'll have to see. We had people from the office go to the pop-up shop to work there for the day too, it gives them the opportunity to be face-to-face with customers.

You need to talk to people, you need to meet people. Hornby is a big name, but people also need a face that they can identify the brand with. What we have to do as a company is reach out to get more people involved.

DW: Have there been any surprise hits this year in terms of sales?

SK: Any product we launch we hope will be well received; the Coca-Cola set was our best-selling set of the year. The kit was launched in March and it outsold all of the other sets we offer.

It's bright red and screams off-the-shelf, and even if you know nothing about trains, you can identify with it. It's fun. People buy it and they have a smile on their face. We then introduced the two single wagons and they also performed well. We have a three-year contract with Coke and it has

been hugely successful for us so far. It's fair to say that the future of Hornby and Coke is strong.

We've also got the 800, which has been well received. The 48DS is also exciting and the Peckett has also sold very well. We got into the Peckett completely by accident and it was a risk as there had not been any demand for an industrial locomotive back in 2013. But we did it and it was a screaming success.

The problem we're all facing is that all the popular models have been chosen. They've all been done and dusted and it's all going around again. A lot of locomotives have a short lifespan, especially when you look into more niche models. I'm very wary of trends. It's easy to have chips with everything. You've got to be really careful.

DW: You've been doing a lot of work on video, what are the plans for digital moving forward?

SK: Online has really developed over the last 12 months, we are very much on the case for video now and making sure we have plenty of practical advice on the website. We've also opened a lot of social accounts and done marketing on the web, but there's always room for more.

Children of a certain age will not sit down and watch television. They watch YouTube instead and we've invested in a studio to keep up with the market. We have our own YouTube channel called Signal Box and it's been very well received.

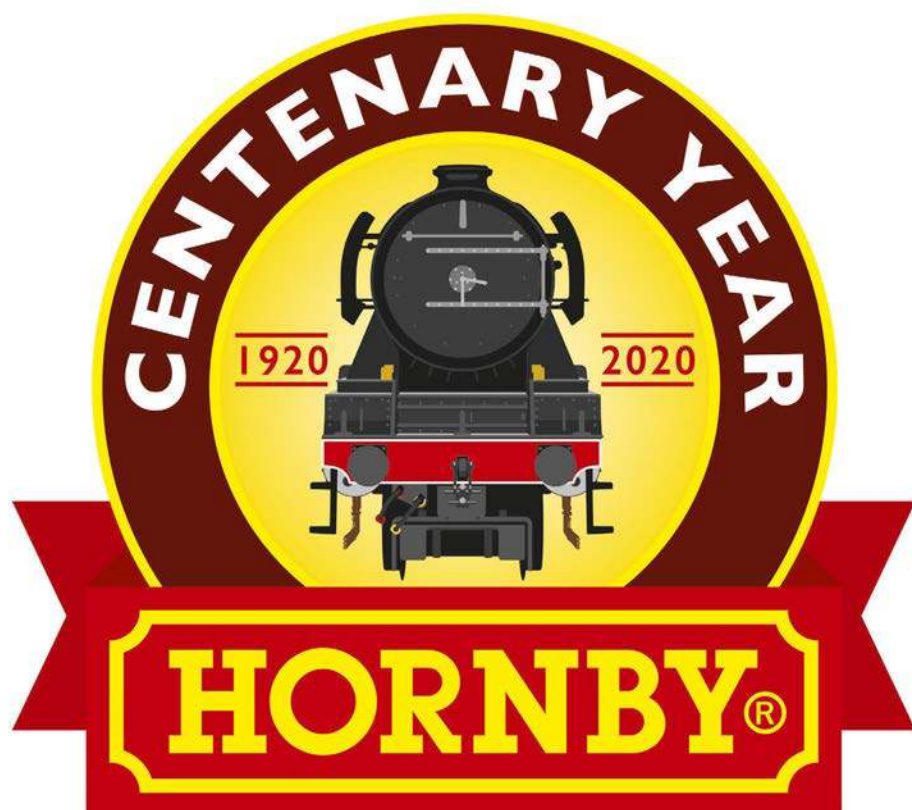
It gives customers an opportunity to see behind closed doors and learn about what Hornby is all about and the people involved, rather than see a product come through and not know the background and the work involved. We need to keep building and evolve it so it's a brand on its own.

DW: You're also about to reach an important milestone, 50 years at Hornby! What's kept you working with trains for half a century?

SK: My favourite thing about the hobby is the people. The demographic is so broad, there's no hierarchy, they're all interested in the hobby in different ways and formats. Some just like playing trains, some like building a layout, some people enjoy the electrics. That's what is good.

When it comes to Hornby, it's people again. They're passionate about what they are doing, they're grafters. I honestly wouldn't be here if I didn't enjoy all the different aspects of it.

It's a fabulous business.





DIGITAL EDITION EXCLUSIVE

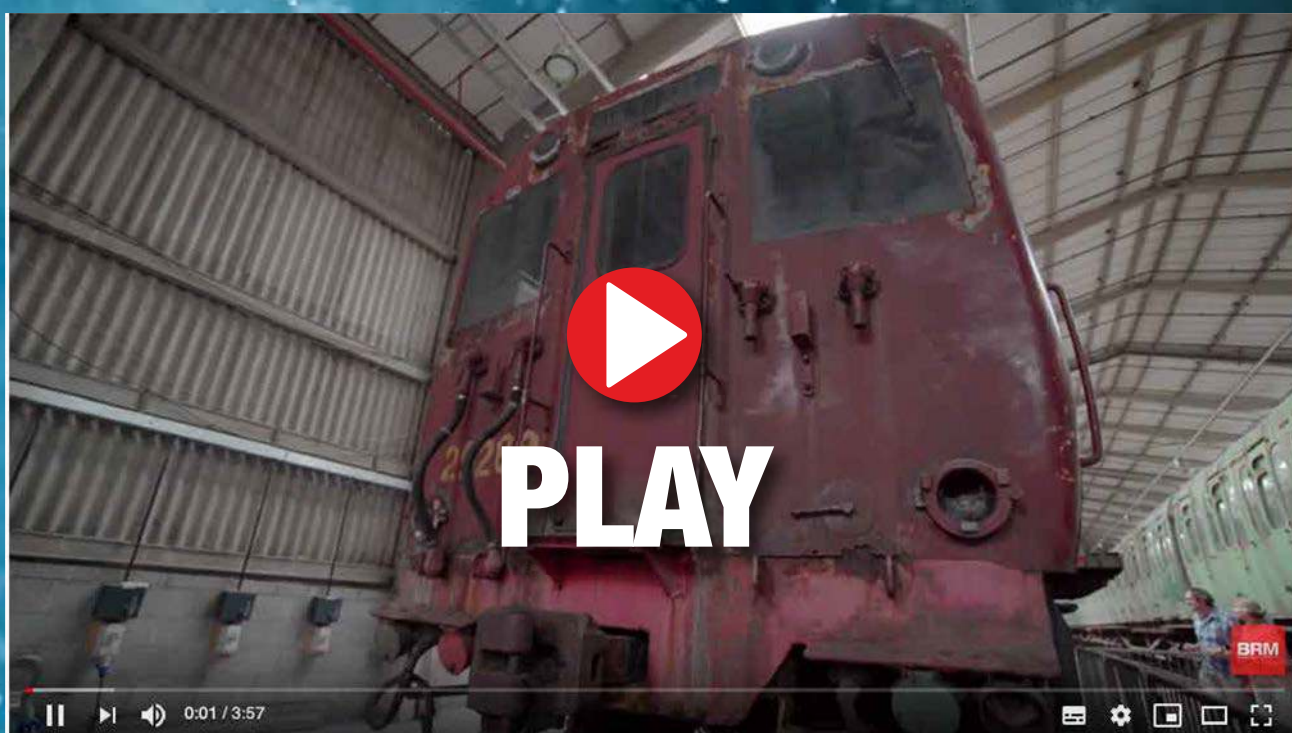
BRM Meets... Simon Kohler

Hornby Marketing and Development Director, Simon Kohler, speaks to Phil Parker about the model makers return to its Margate site.

EXCLUSIVE

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



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DIGITAL EDITION EXCLUSIVE

Family Fun Project: unboxing video

Before Phil heads off to do his own interpretation of the Family Fun Project, Howard grabs five minutes with him to talk through the contents.

EXCLUSIVE

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



HOW TO... ENHANCE HORNBY'S FAMILY FUN PROJECT

Words & Photography: Phil Parker

We gave Phil Parker a Hornby Family Fun Project to build, but asked him to develop the scenery a step further from the instructions provided.

Everyone wants a train set don't they? When I saw Hornby's Family Fun Project at its launch in Margate, it struck me as a great product. Simon Kohler explained that the idea was to provide something for every member of the average family to get involved in, with a model at the end of it they could be proud of. The project is squarely aimed at beginners and comes complete with a step-by-step guidebook to lead newcomers through the build, plus a supporting video on YouTube.

Now, I'm not a beginner, so when I was handed the box, it was clear I'd better do something different or my place at BRM might not be so secure!

The result is a Family Fun Project I've dubbed as 'Mk. 2' – I've taken everything in the box, added a few small accessories, plus a selection of scenic materials, to produce something recognisable, but different.

I haven't replaced much. There is nothing wrong with the contents, especially if you are willing to wield a paintbrush. Much of the challenge is realising the product's full potential – a pleasant and simple task.

One feature all train sets need, in my opinion, is a tunnel. Including one in the set wouldn't be an option as it would fill the box, but building your own isn't difficult using polystyrene and a few plastic tunnel mouths. Just make sure that you can reach all the way inside in case of derailments to be able to clean the track.

The biggest transformation comes by adding a few ground contours (lumps and

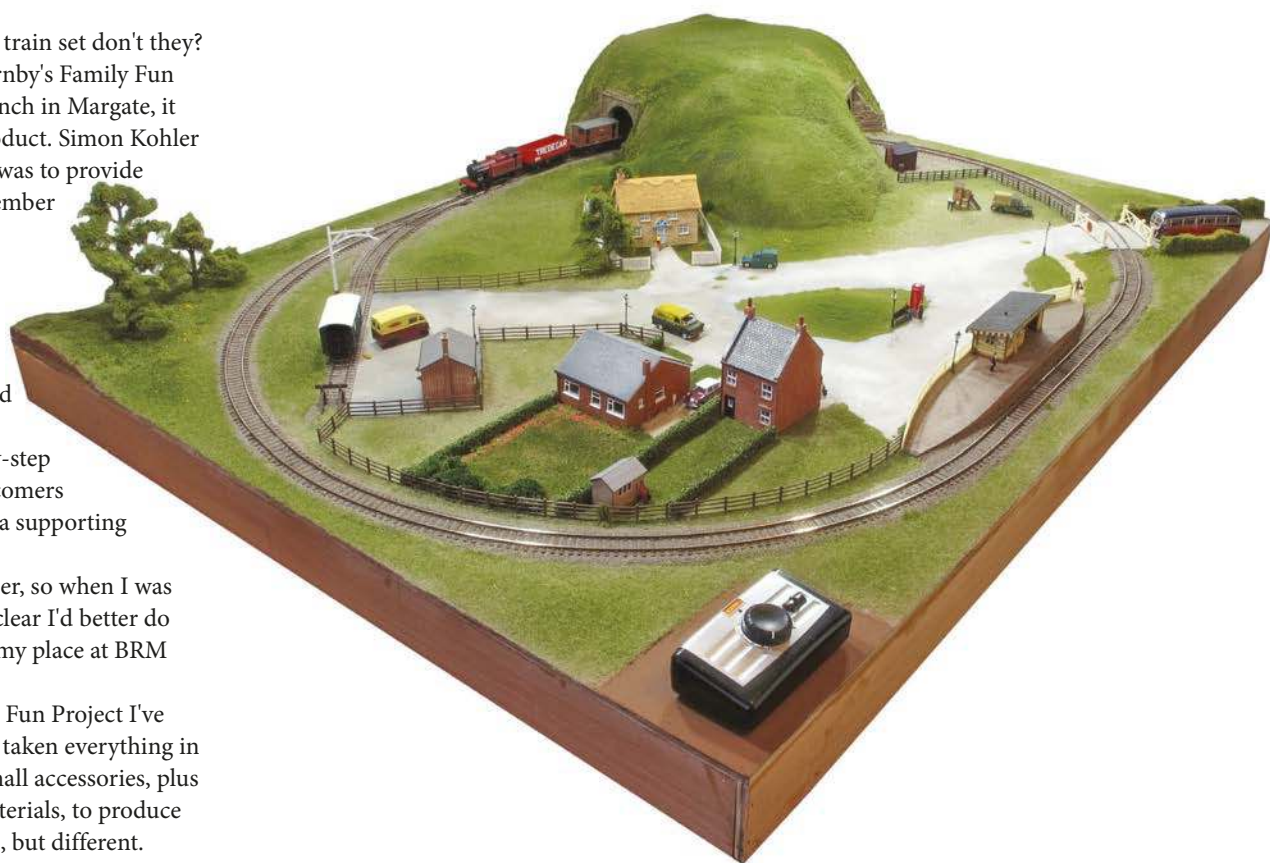
bumps) to get away from the flat baseboard. You don't need to build mountains to change the look of a layout and have it appear far more natural. Real life is rarely flat.

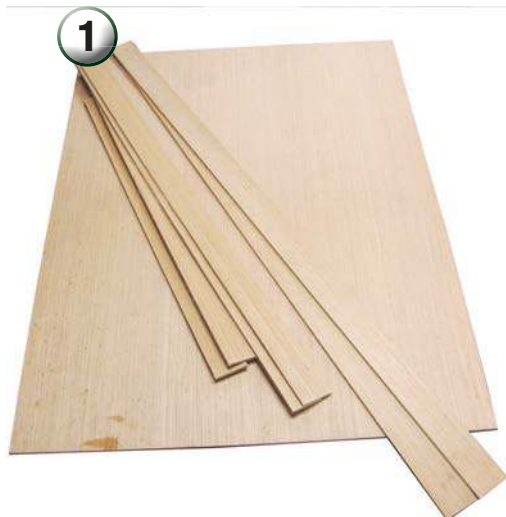
Add to this a coat of electrostatic grass and the model looks very impressive. OK, it's still a train set, but it's a very nice looking train set and just the place to give your smaller locomotives a bit of a run. A rake of four-wheeled coaches would look lovely on here for a start.

All the additions and materials I've used could be substituted with others from different ranges. The Merit gas lamps could be replaced with some from Ratio models,

or working versions from Kytes Lights. Static grass was chosen for colour because fibres can be readily mixed with those from other manufacturers' ranges. Head to a well-stocked model shop or model railway exhibition and see what catches your eye and make the layout your own. That's where the fun lies.

The only job I've not got around to is giving the layout a name. Train sets from my youth always plumped for major main line stations, but I don't feel that calling this Swindon or York would be right. Something more bucolic is required. Margate Green, perhaps?

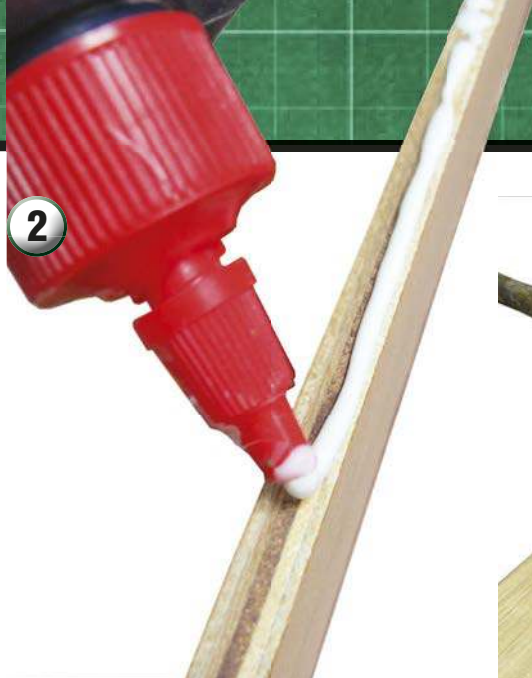




We'll deviate from the instructions. Instead of a 12mm thick slab, our baseboard is built from 9mm thick plywood – although I've kept to the suggested 132cm x 102cm size. A 7.5cm deep strip around the edge provides bracing to keep the board stiff and allows space for wiring and even point motors if we fit them in future.



If you only edge the board it can still twist. A couple of diagonals stop this, although some careful cutting is required where they cross. The ends are angled to provide a reasonable fit and then covered with lashings of glue to fill small gaps. The result is strong, but still reasonably light.



The parts are all cut to size by a local hardware store (some DIY stores offer this service) so construction is simply gluing and pinning them together. I'm taking care to keep everything square and as tidy as possible.

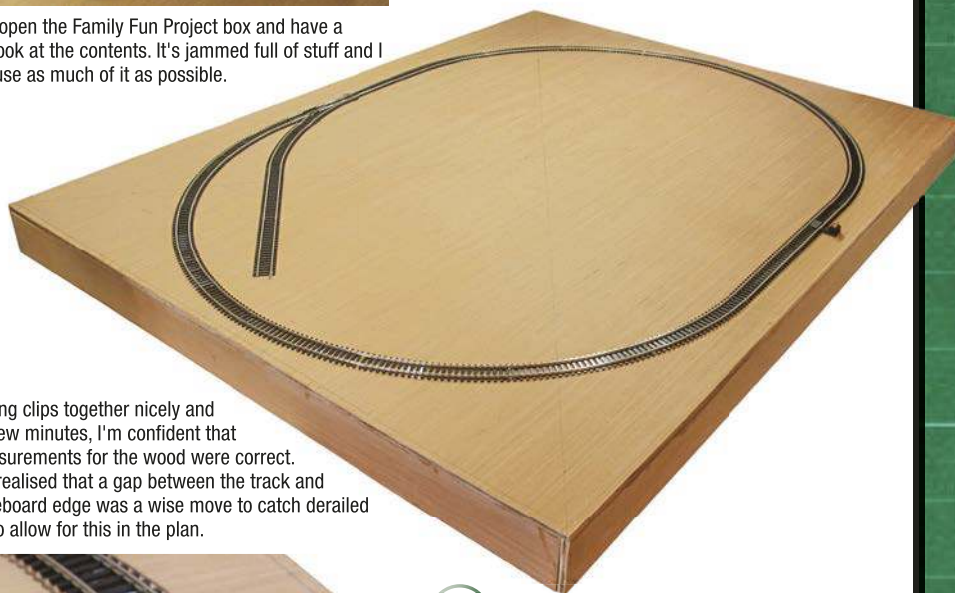


Time to open the Family Fun Project box and have a proper look at the contents. It's jammed full of stuff and I plan to use as much of it as possible.



Each piece of track has a sticker underneath explaining what it is and offering safety advice. These should peel off, but the glue seems rather stubborn. To avoid damaging the track, and since they won't be seen once it's ballasted, I left them in place.

6



Everything clips together nicely and after a few minutes, I'm confident that my measurements for the wood were correct. Hornby realised that a gap between the track and the baseboard edge was a wise move to catch derailed stock, so allow for this in the plan.



Happy with the layout, I draw around the track with a permanent marker then take it apart and put it back in the box for safety.



Since this line is running through the country, a ballast hump is appropriate. Strips of 2mm thick cork are the traditional method to achieve this. Glued in place with PVA, some weights are a sensible idea to make sure it dries flat. Steel offcuts work for me, but piles of magazines are just as good. You knew there was a reason for keeping them...

WHAT WE USED:

Hornby (R1265) Family Fun Project
Airfix platelayers' hut and loading gauge from the
Trackside Accessories kit
Hornby level crossing (second hand)
www.hornby.com
Merit Telephone Kiosk and Gas Lamps
Peco Tunnel mouths and Buffer Stop
Ratio four-bar lineside and GWR station fencing
Gaugemaster hedges
www.gaugemaster.com
Metcalfe garden sheds and children's playground
www.metcalfe-models.com
ScaleModelScenery.com pavements and slabs
Two rolls of Modroc
Woodland Scenics Trees with Hornby foliage
Woodland Scenics and Finescale Model World
static grass
www.bachmann.co.uk

9



The first change I'm making is to replace the easy-to-use, but ugly, power connection track with a spare length of Code 100 track. Nickel silver rail means I'll be able to solder wires to it later.

11



Track down, run a train to check everything works. Rather than wire at this stage, I'm holding a 9V battery on the rails and the locomotive gallops around most satisfactorily.

14



Before the paint has a chance to harden, clean the rail top. A piece of wood rubbed along it should do most of the work, followed by a track rubber. Never use an abrasive paper or metal scraper for this job as you'll leave scratches on the surface that will attract dirt.

HANDY HINT Improving Airfix



The classic Airfix hut from the Trackside Accessories kit is a low-cost and lovely model dating back to 1959. The window is a little clumsy and ruins a nice model.

10



Carefully pin the track in position. Hornby pins have domed heads, so I'm using the Gaugemaster version with a less obvious flat head. If you aren't confident with a small hammer, hold a punch over the pin head and tap the top of this. That way if you miss, you might get a bruise, but the rail won't be damaged.

12



Painting track makes it look more realistic. Using a brush is fine but time-consuming, so I prefer a spray of rust colour primer followed by Railmatch Track Colour. Spray at different angles to make sure you don't leave the edges of the sleepers untouched.

13



Before spraying, mask the point tiebar or you'll get paint on the electrical connections. Unpainted sleepers can be touched up with a brush later, but where the moving rails touch must be clean metal or trains won't run.

15



All good train sets should have a tunnel and this one starts with a pair of Peco stone mouths. Painted with Precision Paints Cotswold Stone colours and washed with dark brown paint, they look the part. On these tight curves, allow enough space for a bogie coach to pass through.

Read how you could make a cliff or rock face on this model. Visit www.world-of-railways.co.uk/techniques/scenery



Improving the window is simple, just fit it inside out. The result is a nice neat frame that just needs a sill made from a length of plastic strip to complete. This trick works with most of the buildings in the range, too.

16



The hill is built from lumps of expanded polystyrene fixed together with PVA glue. Basic shaping is carried out with a hot wire cutter, but work in a well-ventilated room with this tool. Alternatively, a bread knife or saw will work just as well, but will be a lot messier.

17



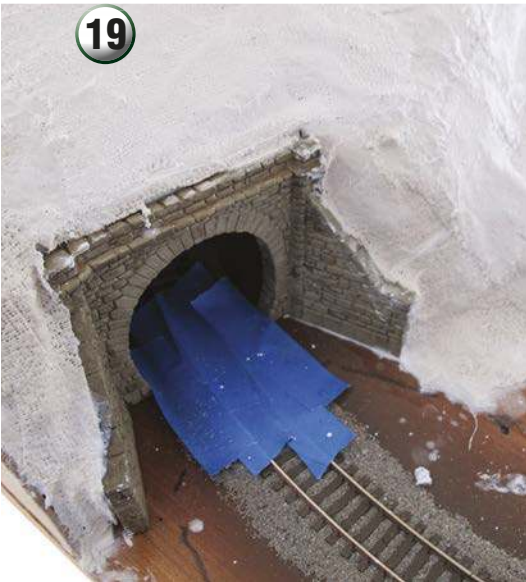
Polystyrene is light but doesn't take knocks very well, so I back the edges of the board with the thinnest MDF sheet I can find. It's glued to the hill with PVA, then trimmed with a small saw to roughly match the contours.

18



Time to get really messy! A surform is ideal for final shaping, but keep a vacuum cleaner handy as you work or the place will fill up with little polystyrene balls. I found that static electricity stuck them to me, so I also needed vacuuming at the end of the job.

19



Two layers of plaster bandage, often sold as Modroc, cover the hill top. This protects the polystyrene from knocks or any glues containing solvents that might eat it away. Using the stuff is messy, so protect the track with masking tape while you work. Once the plaster is dry, paint it with an earth-coloured emulsion.

20



The goods yard needs a nice smooth road surface and the quickest way to model this is a couple of 2mm thick cardboard layers. I've trimmed the ballast away from the edge so the card can butt up to the end of the sleepers.

21



Oddly, the project box doesn't include a level crossing, so to bring the road inside the track oval, I modify a second-hand Hornby one. Designed to fit on a straight section, the base is cut away using a flexible curve from a stationery store as a guide. Between the rails, a piece of Plastikard fits, allowing space for the flanges on rolling stock.

22



Streets need pavements, so I'm using laser-cut ones from ScaleModelScenery. To stop the buildings toppling backwards, I use off-cuts underneath the rear of each which will be hidden in the scenery later.

23



Roads are made using DIY store wall filler. For a smooth finish, the trick is to apply it with a wet palette knife and then once dry, sand any lumps and bumps away. You could leave a few potholes, but don't overdo these.

24



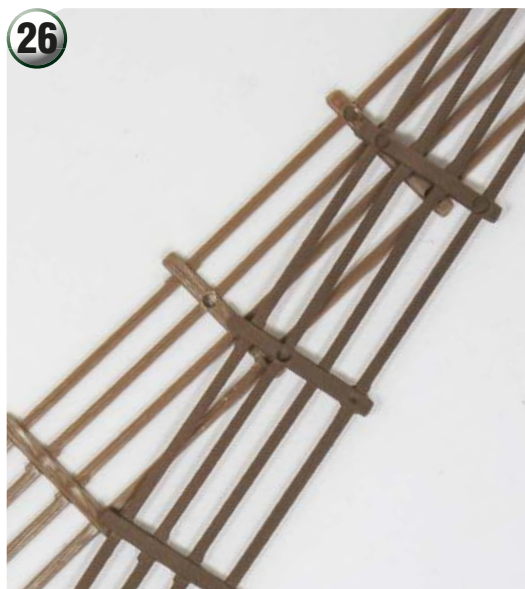
I'm painting the roads with Precision Paints Tarmac colours, dabbing each one on with a sponge to mix the colours. Once painted, but not dry, I dab on talcum powder to lighten the colours a bit.

25



With the roads done, it's time to move on to adding some shape to the landscape. Larger hillocks start with a polystyrene base covered in filler, others just have filler. I'm trying to avoid the baseboard looking like a flat piece of wood.

26



From the packet, Hornby's fence is finely moulded but looks plastic-like. A coat of track colour paint sorts this out. There's not enough in the box for my plans, so I'm adding a couple of lengths of Ratio fence, but the two types can sit happily alongside each other.

27



Since I'm not using the trackside clips, some of the Hornby fence posts are drilled to take 0.5mm brass wire, which then fits through holes in the baseboard. Ratio fencing has longer posts so doesn't need this step.

28



Tidy hedges beside the houses come from Gaugemaster, but the rougher ones beside the road are homemade by chopping up some foam, dipping it in PVA and then into different flock powders.

29

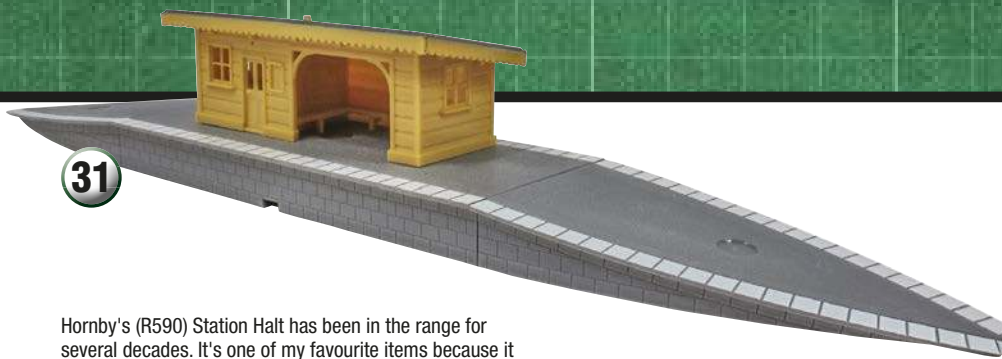


For a well-tended lawn, static grass is too long. Even 1mm strands would be 3in tall in real life. A smooth coat of PVA followed by a light scattering of flock powder is ideal. I'll add some daisies later using yellow scatter material.

30



On rougher ground, I'm starting with a base coat of 4mm long grass fibres from Woodland Scenics, mixing medium-green with beige. Once dry, I'll apply more colours. A static grass applicator is handy, but you could do this with a puffer bottle. Vacuum excess fibres away.



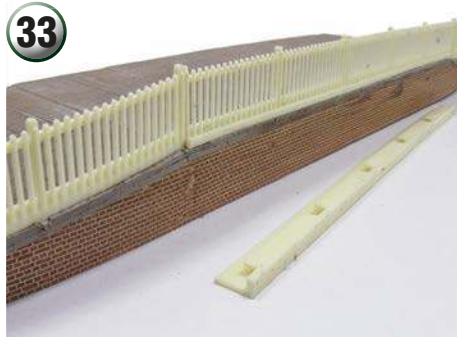
31

Hornby's (R590) Station Halt has been in the range for several decades. It's one of my favourite items because it offers so much potential, despite looking toy-like straight from the box.



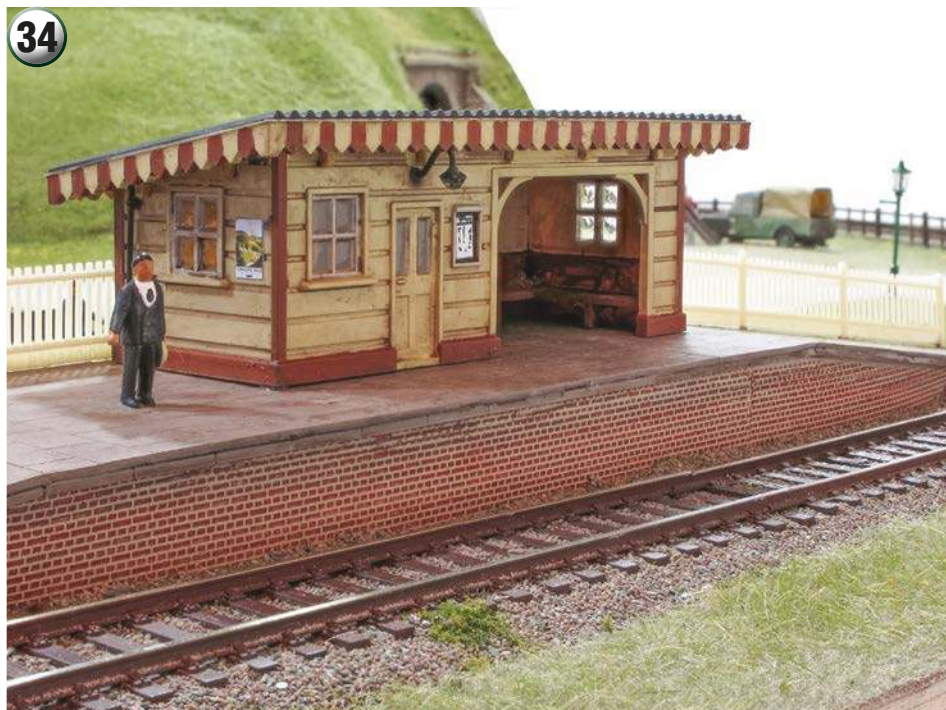
32

The plastic-like platform is improved with a top surface of laser-cut paving stones from ScaleModelScenery. The blockwork on the front is covered with Slater's embossed Plastikard.



33

With the thicker top surface, you can't clip the fencing on, so I cut away the base, drilled holes for the posts and glued it in place. This is a bit of work, but looks a lot more realistic.



34

Finally, a coat of paint weathered with a thin brown wash and the building comes alive. Glazing is Deluxe Materials Glue'n'Glaze, as is the light bulb under the shade. A few posters complete the look.



35

Once the base coat of grass fibres is dry, leaving it overnight is a good idea. Extra layers are built up using extra-hold hair lacquer as a glue. Simply spray it on and then apply more fibres or sprinkle on flock powder, mixing the colours and lengths up as you go. Step back occasionally and see if everything looks right. There's no science to this, if you like the look, it's usually right.



37

Bushes are lichen from the Hornby box sprinkled with some pretty coloured flock powders to look like flowers.

Scenery now complete, a selection of die-cast vehicles are added for good measure. The transformational Hornby Family Fun Project upgrade is accomplished.



36

Buildings are bedded-in using 2mm long fibres, blasted into corners using a puffer bottle applicator – you can't do this easily using an electronic tool.





DIGITAL EDITION EXCLUSIVE

Family Fun Project: the finished build
Phil Parker gives us a guided tour of his
completed Family Fun layout.

EXCLUSIVE

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



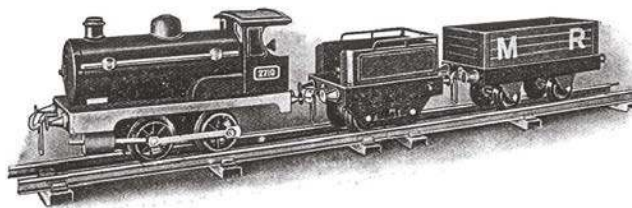
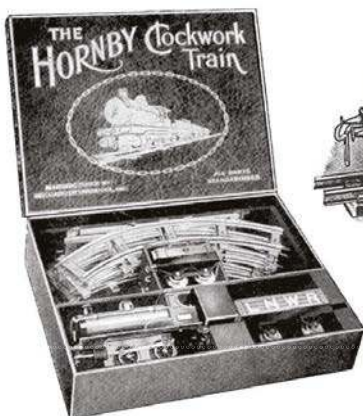
HORNBY'S MOST NOTABLE MODELS

Our beloved manufacturer of model railways has reached its centenary. Andy York reflects on landmark creations from its history.

A look into any history of model railway businesses in this country will soon reveal a complex and intertwined genealogy of new businesses, mergers, dissolutions, acquisitions and inheritances, which would truly take an ample volume to record and illustrate. I'll simplify what this means in Hornby's 100th anniversary year and highlight its landmark events and models over the last century.

1920s

HORNBY



Frank Hornby's Meccano started in 1901 and the first clockwork train set of 1920 built upon those construction principles with components that could be taken apart and re-assembled. Unlike Henry Ford's output of the time, the set was available with red, green or black locomotives and became the first model railway many older modellers will have first played with. This was the first point at which the Hornby brand became linked to a model railway item.

1950s

BUILT IN BRITAIN
BY
ROVEX
SCALE MODELS LIMITED



Rovex was swiftly purchased by Lines Brothers in 1951, who sought to expand into plastic-moulded toys bringing production into its Tri-ang factory at Merton before establishing the factory on Westwood Road, Margate which is where Hornby continues to trade from developing the Tri-ang Railways brand.

1930s

HORNBY DUBLO



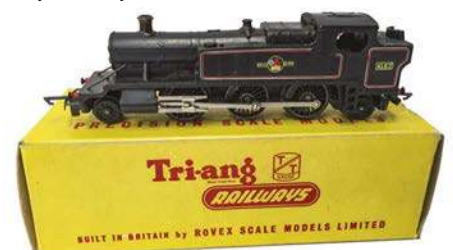
With the emergence of the Trix Twin Railway system marketed by Bing in the 1930s as the first OO gauge electric railway (Bing had clockwork in the 1920s), Hornby wanted to get into the table-top railway market to suit the space available in homes of more buyers and Meccano worked towards the launch of its Hornby-Dublo range in 1938 with a tank locomotive and a Gresley A4. A very respectable Princess Coronation Class had been designed and was about to reach the market when world events overtook plans.

1940s

Meccano's factory at Binns Road, Liverpool like so many other factories, supported the war effort and when hostilities ended, a slow resumption and a changed market saw a decline in its O gauge market. A greater emphasis was put on its Meccano construction system and Dinky cars catered for an austerity market as much as possible.



1957 saw the launch of Tri-ang's 'table-top' or TT range at 3mm to the foot or 1/100th scale with a 'Jinty', 'Castle' and rolling stock in a further bid to entice the occupants of smaller homes, further adding to the range with a streamlined 'Merchant Navy' class by the end of the decade.

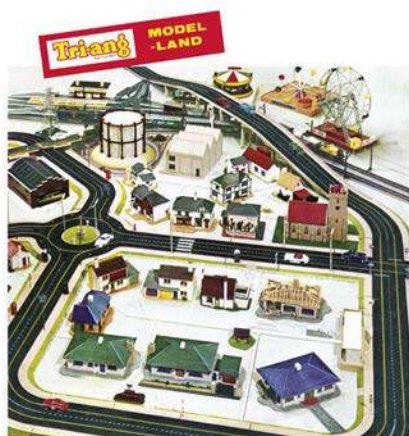


1960s

The Tri-ang TT range continued to expand with the introduction of a Brush Type 2 and 350HP diesel shunter at the beginning of the decade, with a 'Prairie' tank, more coaches and wagons and accessories following.



Further excitement followed with the 1:76 scale Minic Motorway system, which could be integrated with its OO system and its Model-land buildings and scenic items to produce a true range to entice expandability and additional spending from its customers.



Three for the space of one! Tri-ang Railways, Minic Motorways and the Model-Land construction kits of beautifully coloured buildings. Simplicity of construction puts the most exciting layout within the capacity of every beginner and the Model-Land landscape materials provide endless opportunity for the imagination. Lights appear in cottages and evening chimneys from the tower of the church across the surrounding countryside to complete a truly rural scene.



This, as much as compatibility issues and over-stocking, brought more pressure upon Meccano and the Hornby Dublo range, which fell into receivership in 1964, allowing Lines Brothers to acquire the interests and become the dominant player in a decade of major development. The combined empire became the Tri-ang Hornby brand, while the re-packaged Dublo products morphed into Tri-ang Wrenn branding.

Tri-ang HORNBY

1970s

Hornby Railways



HATTONS MODEL RAILWAYS

The range increased by a locomotive or two each year and established a trend that continues with Hornby of models of contemporary trains as they appear, with the launch of its model of the High Speed Train in 1977.

1980s

For decades the market had been used to 12V DC supply to run OO gauge model railways with simple controllers, and isolating sections and switches to create more complex layouts. A revolution came in the final months of 1979 with the launch of the Zero 1 system; not DC but 20V AC, a controller that could operate up to 16 locomotives on the same layout, the potential to double-head and bank, the capability to power accessories and much more.



1990s

Back in the 1970s after the old Dublo range had been taken over by G&R Wrenn, there were occasional developments such as the Brighton Belle Pullman and catalogues with items that never came to fruition. And so, the shutters came down at Wrenn in 1992. Arguably the range never adapted and developed from its heyday in the 1950s.

A lot of pressure started in the late 1970s, when Airfix and Palitoy's Mainline brands brought Chinese-designed and manufactured products for UK market. It too suffered in acquisitions and rationalisations and its disruption was felt by Hornby as much as Wrenn. Buyers were wooed with superior detail and decoration and it saw re-births under Replica and Bachmann brands. Hornby accepted that it had to move forward and it took production to China, working with the Sanda Kan factory. Tooling was transferred from the factory at Margate to China and Hornby's leap forward into the new millennium began.

The preceding decade had seen the emergence of cheaper imported toys dominating the pile of presents under the Christmas tree and pocket money temptations, and so Lines Brothers suffered from competition as much as Meccano had. In a time of buyouts, rationalisations and acquisitions, Lines Brothers had to close the accounting books and the next chapter starts with the change of ownership to Dunbee-Combex-Marx and a further change in branding to Hornby Railways for the Tri-ang lineage, and the sale of the Dublo lineage to G&R Wrenn to become Wrenn Railways.

There was improvement and expansion, notably the Silver Seal range of 'Black Five', 'Britannia' and 9F locomotives with Ringfield tender-drive and increased performance in 1973, and the Silver Seal denotation to coaches and wagons that were improved by the addition of metal wheels.



Quietly, out of sight, Hornby was developing a product to be announced at the end of the decade.

Each locomotive or accessory needed to be fitted with a decoder chip which were comparatively cumbersome and expensive. It impeded adoption by modellers, leading to a quiet demise by the middle of the decade after expensive and lengthy development. Why was it called Zero 1? Binary code, the foundation of all digital coding is based upon two integers, 0 and 1. Maybe it would have fared better if it had placed the trusted Hornby branding on the body or a more knowledgeable and enthusiastic dealer network?

2000s

The year 2000 marked a turning point with newly-designed super-detailed models to the highest standards, and introduced the rebuilt 'Merchant Navy' class, a model which defines what Hornby is today to modellers as much as any other.

HATTONS MODEL RAILWAYS



As standards were further improved, and the number of new designs multiplied, we also saw a nod to earlier years, when products were simpler and less expensive with the introduction of the Railroad brand. This brought the opportunity to exploit older designs and products acquired after the demise of Lima.

HORNBY'S MOST DARING MOMENTS

Hornby has never been afraid to create innovative and unusual products. Phil Parker uncovers a few from his model cupboard...

R752 – Battlespace Turbo Car

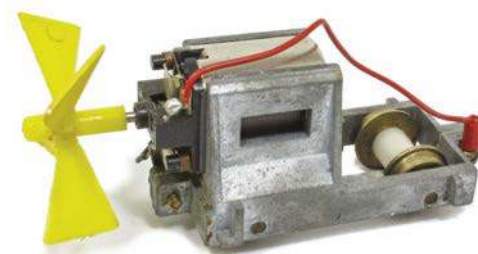
In my opinion, this is the greatest model ever produced by Hornby. Launched in 1966, it's a cross between the propeller-powered German Schienenzeppelin (Rail Zeppelin) and something Buster Crabbe would have piloted in a 1930s Buck Rogers Saturday morning serial at the cinema. According to the catalogue; "The space car can be driven at hair-raising speed and will negotiate inclines and declines safely."

The speed is true enough, a Turbo Car can attain some hair-raising rates of progress given enough straight track, but the safety aspect was compromised by the fitting of a hard plastic spike to the early production models. Someone obviously realised this wasn't clever and it was quickly replaced with rubber, although these rot badly, so any you see with a good spike probably sport a wood or plastic replacement.

Under the curvaceous body was Hornby's first split frame chassis. Rather than employ normal wiping pickups that would act as brakes, the metal frame and wheels are electrically insulated from one side to the other. Power comes from a motor fixed directly to a propeller - if you want to slow down, just run it in reverse.

Turbo cars are popular with collectors and while they may have cost 38/- back in 1970, you'll be looking at around £150 for a good boxed example today. Even tired examples are worth over £30. If you are tempted, check the propeller is complete, because once chunks are missing, it will rattle badly and it's out of balance.

Sadly, despite my regular requests to Simon Kohler, it's unlikely that we'll ever see a new Turbo car released. An unprotected fan capable of giving small fingers a painful whack isn't going to meet modern toy safety laws. I'm not sure how it would fare on DCC either - what sound would you fit in it?



R348 - Giraffe Car

Produced under the Tri-ang Hornby label, the Giraffe car is one of the more novel items of rolling stock produced from 1963 to 1971. The wagon travels in a normal goods train, and when the out-of-gauge giraffe reaches a tunnel or bridge, the dangling telltale instructs her to crouch down to avoid bumping her head.

Operation is both simple and ingenious. The animal's neck and head are fitted to a pivoting arm. At the bottom of this is a magnet and in the box is a steel rail that clips in the middle of your track. When the wagon passes over the rail, the giraffe ducks. The telltale is just decoration.

Inspiration for this model came from Lionel Trains in the US, where it was produced in coarse scale O gauge. Tri-ang picked up a few ideas from there, including the helicopter car. Maybe this is why the model is in a box car from the Transcontinental range? Originally intended to be a brown body, the colour was changed to match the giraffe for production. Oddly, the 1964 and '65 catalogues show a brown car with white giraffe, but I've never seen one in the flesh. There is also a military version with a sniper figure and green-bodied wagon.

According to the catalogues, the giraffe's name is either Georgie or Georgina.

First sold for 16/6, you can pick up Giraffe cars for £15 upwards. Boxed examples with both telltale and clip in rails are worth more. Rarest of all are giraffes with two ears, because the box design usually knocks off the left.



G100 – 3½ in gauge live steam Stephenson's Rocket

No one would have believed in the mid-1970s that Hornby would release a large scale live steam model of one of the most famous locomotives ever, but it did. And it sold.

Rocket is an ingenious model in many ways. Powered by a gas tank in the tender, the working boiler is tiny and well-lagged inside a decorative cladding nearly an inch larger in diameter. It powers a pair of 13mm diameter cylinders connected to the wheels by a hidden 2:1 reduction gear set to increase the power available.

In theory, all this was great and the idea was certainly impressive, but early gas tanks tended to leak. This was quickly fixed and replacements are now available. If you overfilled the boiler, the excess water would soak the generous lagging and the only way you could dry it was to dismantle the model.

On a good day, the model would haul itself along for about eight minutes. Couple up the G104 coach, one of the best models Hornby has made, and performance would suffer. Add a second and you'd be lucky to get it moving on the straight, never mind a curve.

Despite this, the model won awards and sold in the thousands. Boxed examples aren't rare but look at them carefully and budget £150 upwards. Less common is the static kit version that sells for at least £50. If you'd like a coach, those start at £250; particularly galling if you remember a model shop selling them off for a fiver a few decades ago.

Thanks to Cheltenham Model Centre for the loan of this model.



R1058 – OO gauge live steam Flying Scotsman

More live steam, this time in OO gauge and inspired by an article in BRM showing Richard Hallam's 'Duchess'; a model that had taken over two decades to develop. Powered through the track, a boiler in the tender supplies steam via an electrically-controlled valve to cylinders inside the loco frames. The body is a specially developed temperature-resistant plastic based on the company's existing models.

Launched in 2003, full sets cost £520 including A4 locomotive, special controller, oils and tools. Despite running on standard OO track, the models weren't compatible with normal electric-powered locos thanks to the much higher voltage required to generate steam.

Sales started well but quickly fell off as the models gained a reputation for being difficult to control. Most of the problems can be laid at the door of a poorly-produced manual with several sections that were incorrect. The learning curve for a steam loco is also greater than that of an electric model, which might have knocked the novelty a bit.

The A3 *Flying Scotsman* quickly joined the A4, but after only a year in production, no more A4s were made. A3s were produced in 2005 followed by a final run in 2008 with a double tender model. After this, the change in financial climate made the model uneconomic and the range was dropped with just over 14,000 models made.

Fortunately, many still survive and the range is well supported by the OO Live Steam Club, members of which attend many shows with their test track and can offer all the help and assistance an owner is likely to need, including their own controller that overcomes the deficiencies of the supplied unit.



3DS Mission 1



In the 1980s, Hornby was faced with serious competition from video games. To fight back, it decided to create a three-dimensional space war game. Thus 3DS (3D Space) was born.

3DS is a monorail capable of operating horizontally, vertically or upside down. Buy enough track pieces (15ft came with the set) and the instruction manual suggests that if "Adult humanoids living in the vicinity permit", the track supports could be screwed to walls and ceilings to produce a complicated circuit.

To play, a white 'Hypercruiser' is clipped to the track and powered by a 'Hyperdrive Controller'. The player takes the black 'Photon Gunship' and proceeds to blast away at the moving target. A digital readout tells you how many shots you have taken and if enough hits are registered, the 'Hypercruiser' stops moving.

Every shot is accompanied by a suitable noise and, a cassette full of 'Space Sounds' could

be dropped into the family hi-fi for atmosphere. Scenery included posters and a bright orange polystyrene planet, slightly smaller than a tennis ball.

The designers envisaged 3DS evolving into a comprehensive system. 'Fast Interceptors', 'Space City Elements' and 'Robomodule Gamma' were promised, but never materialised.

With two players, one controlling the 'Hypership' and the other firing the 'Gunship', this must have been great fun! Sadly, Hornby's Simon Kohler described the operation as being "a bit dull". The 'Hypership' trundles sedately around the track, but, because you have to be accurate with your aim, it's still difficult to score a hit. It didn't do much to dent the rise of the video game or home computer

boom that followed. Second-hand sets are readily available, and £20 will buy you the basic set and accessories are easy to find online.

While not a great success, this brave attempt deserves recognition. Perhaps someone would like to build a set for an exhibition one day?



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COUNTRY STATION
 00 CODE PO237 - £15.00
 N CODE PN137 - £12.00

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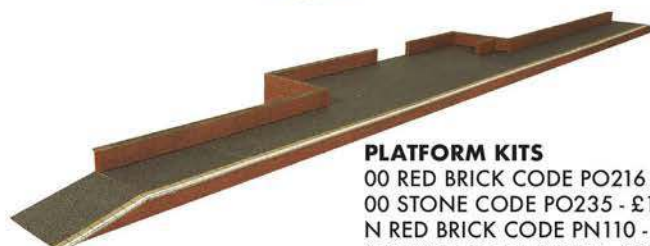
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HIGH TREES JUNCTION

Deploying ingenious solutions, Mike Lynch's model railway has been an experiment in forced perspective and reduced modelling costs.

Words & Photography: Mike Lynch



Factfile

Layout name: High Trees Junction
Scale/gauge: 4mm:1ft scale/ 1:76 / 00 gauge
Size: 14ft x 4ft (L shape)
Era/region: 1970s BR(M)
Location: Midlands
Layout type: End-to-end

Good use is made of brick and work-printed textures on the signal box. The point rodming and mechanism brings a touch of realism to the scene.



Like most of us, I sometimes just want to see prototypical-length trains run through a diorama without the interruption of scenic breaks. With this in mind, 'High Trees Junction' was conceived. I usually like to build micro layouts, but over the last few years I've developed a yearning for expansion. The general idea was to construct a permanent layout on one side of my loft that could be connected to previous micro schemes to form a large run around. While I've never been a fan of 'chocolate box' scenery, the task of populating a 14ft suburban layout with numerous buildings was too daunting to consider. However, constructing this typical British countryside scene proved to be an interesting and enjoyable experience.

Construction

The first thing to do was to construct a series of 3ft tall benches around the perimeter of the loft before any scenic work could commence. This would provide plenty of under-baseboard storage in addition to a level surface for the layouts to sit on. Once complete, it was on to the large country scene. Curves are more visually pleasing than straight runs, so I worked out a generous radius to allow trains to enter from the left. Peco Code 75 track was laid on top of a 4in high plywood shelf that was cut to suit the curve and width of the double track bed. This riser provides a level connection with other layouts and also allowed me to form an undulating landscape to the front and rear.

The idea of a junction leading to a branch connection evolved during this early phase. Code 75 bullhead was used for the branch; something that was still common on the prototype during the chosen era depicted. I find Electrofrog points a drag to install and try to avoid using them. However, the extra effort with these has provided the layout with additional operational interest and also offers the possibility for connection to a future scheme. To save cost, I used a couple of DPDT Switches attached to lengths of hanger wire to control the points. My wiring leaves much to be desired, but it all works fine!

Scenic work

There are loads of proprietary scenic materials available and it can be an expensive exercise covering large areas, but there are techniques you can use to stretch products. Static grass, flocks, scatters and clump foliage are relatively cheap, but

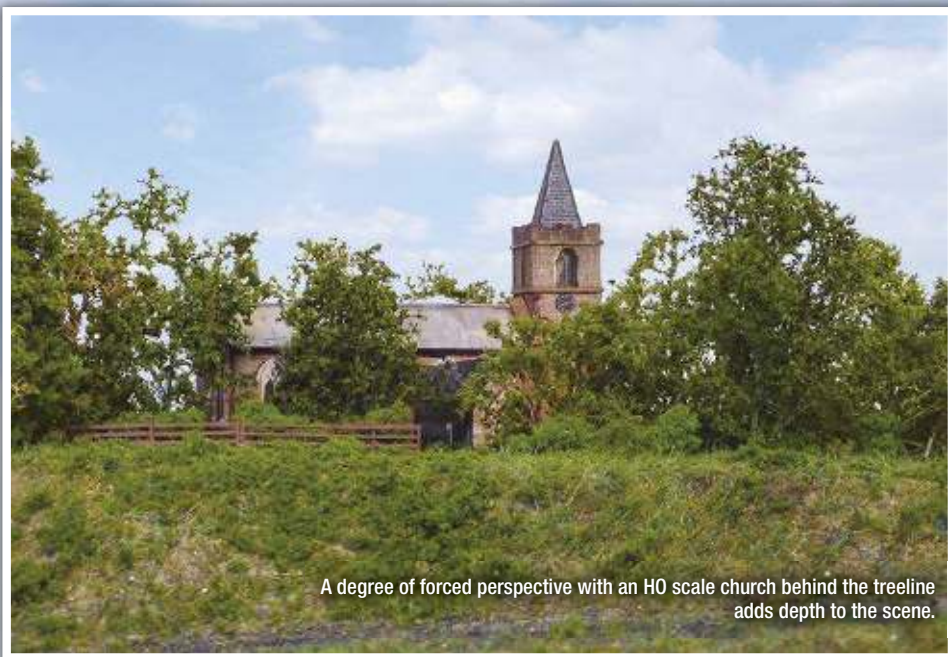
scale trees are not. I therefore used sea foam covered in flock; this makes for a realistic tree in the smaller scales. Several manufacturers supply 'do it yourself' kits, but a forest in a box they are most definitely not and you'd be lucky to cover 8 to 12sq.in in one go. To solve this costly conundrum, I bought around 150 Sea Foam sprigs from a Spanish modelling company called Green

Stuff World. These were reasonably cheap and ranged from three to 6in in length. They were dipped in watered-down PVA and covered in various shades of green flock from Model Scenery Supplies. Making these was a bit of a slog initially, but once a production line was set up, the task became much easier.

The landscape was made using cardboard



profiles, which were glued down and covered in a layer of cereal box card. There was a large triangular void behind the leading curve going back into the corner of the loft. This had to be made as a separate section beforehand in order to save a lot of back breaking effort stretching over to complete the scenic work. It was at this point that I decided to have a go at forced



A degree of forced perspective with an HO scale church behind the treeline adds depth to the scene.



Although a simple scene, care has been taken to include appropriate signalling, which is a prominent feature from low perspectives.

perspective after reading several interesting articles in BRM.

Once this wedge was inserted, the rest of the landscape formers were simply made up around it. The foreground area was then covered in hanging basket liner, which was glued down with PVA. Track was then weathered and ballasted in the usual way before work on the 'green stuff' commenced.

Rolling stock

BR Blue dominates the layout for the moment but, because of the layout's generic appearance, it can also accommodate my

other steam and green locomotives from the Corporate Era. Modern stock is expensive so I tend to buy a lot of second hand, older generation models to bulk up my collection. However, there's a lot of fun to be had in detailing these such as the Lima Class 31, Class 101 and HST set. With new motors and weathering they hold up rather well against beautifully-detailed modern variants. Furthermore, once the flanges on their larger wheel sets have been taken down a little they negotiate the Code 75 track and points with ease.

Conclusion

Long line layouts present a whole set of problems, so it's only sensible to seek advice from other modellers if you have never built one before. Unfortunately, I don't belong to a modelling club so have to turn

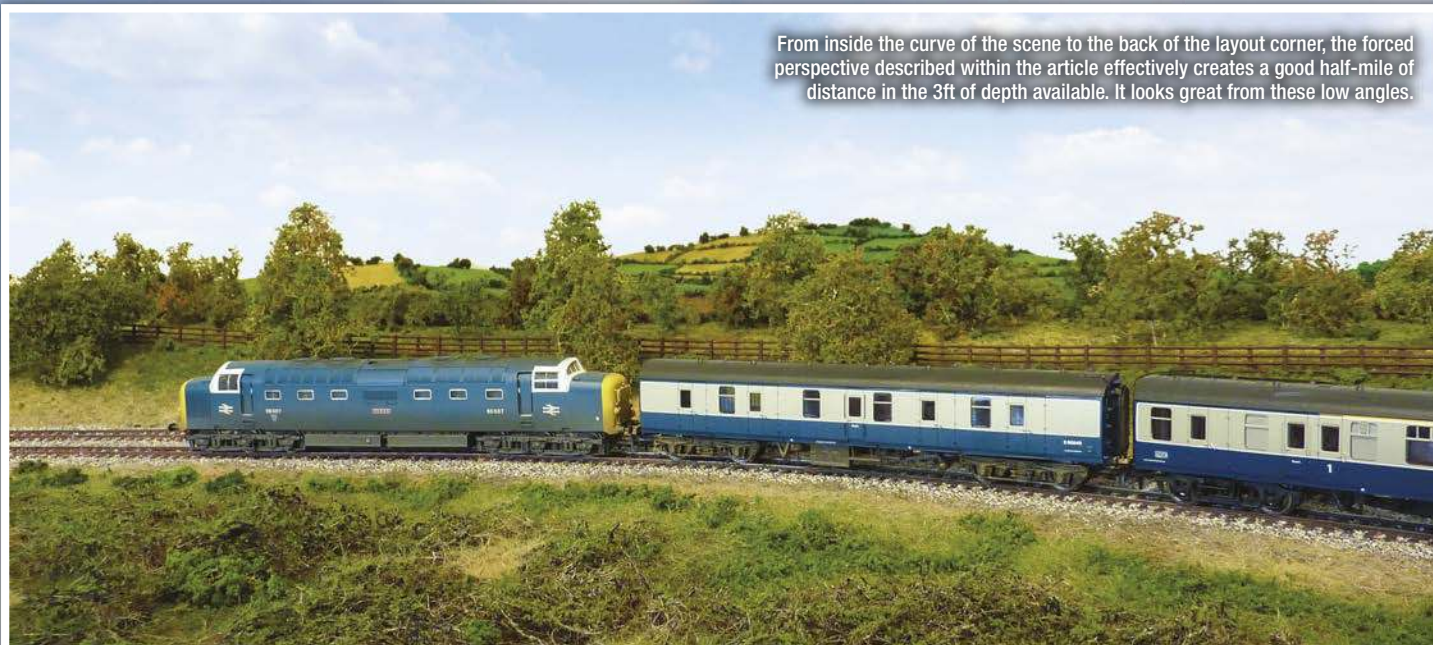
to online forums. I've been a member of RMweb for some years now and solutions to problems are usually only a few clicks away. For example, I made rather a hash with my initial choice of semaphore signals and ended up with an incorrect LNER type; they were even installed the wrong way around at the first attempt! Other modellers pointed these errors out but quickly came to my aid with plenty of advice and encouragement. There is a genuine sense of fraternity at the site and members are much more interested in helping others with the hobby rather than just championing accuracy.

On a final note, the layout turned out to be quite a task, but once I'd found my stride it became quite an enjoyable exercise. The finished landscape now provides a beautiful backdrop for my precious stock and who'd have thought that just two points and a crossing could give you so much fun?



I don't get hung up on the latest and most expensive models, but enjoy the modelling and creating atmospheric scenes.

From inside the curve of the scene to the back of the layout corner, the forced perspective described within the article effectively creates a good half-mile of distance in the 3ft of depth available. It looks great from these low angles.



HIGH TREES JUNCTION: a cunning exercise in forced perspective

There are superb photographic backscenes available and judicious use can yield notable results. However, they distort when viewed from the side and can spoil the appearance of a long layout. The use of forced perspective will help eliminate this and, in just a few spare inches, will provide a believable horizon that will hold up at more oblique angles. The general rule of thumb is that the scenic elements become progressively smaller, in equal proportion, behind the track bed. The trick is to be consistent; decide on a scale and stick to it for each incremental step.



At the left hand of the layout I decided to create a small village scene with a road bridge as a scenic break. Everything in front of the Peco fence is 4mm scale; the Scalescenes country pub and Super Quick cottage are superb kits and really look the part. Beyond the bridge, the freelance church and Metcalfe terraced house are both 2mm. Behind these the trees scale down dramatically and lead to a vanishing point. Note how the road narrows and curves away out of sight in order to maintain the illusion.



The corner module was pre-made and inserted before the rest of the landscape. The fields were simply painted onto a papier mache surface and then divided up using small clumps of scenic material to represent hedges and trees. Instead of trying to work this out to the exact millimetre, I simply studied photographs of prototypical scenes in order to get a feel for the correct ratio. Note how the trees scale down in incremental steps beyond the fence line. Those immediately behind are 2mm scale while the trees behind those drop down to 1mm and so on.



Seen from above, the scene makes no sense at all, but at a more normal viewing angle the illusion begins to work. The use of static grass also needs to be carefully considered; Heki 6mm grass was used at the front of the layout with Heki 2mm meadow grass scattered beyond the fence. Note the brambles in the immediate foreground; these were made from rubberised horsehair covered with various flocks and scatter.



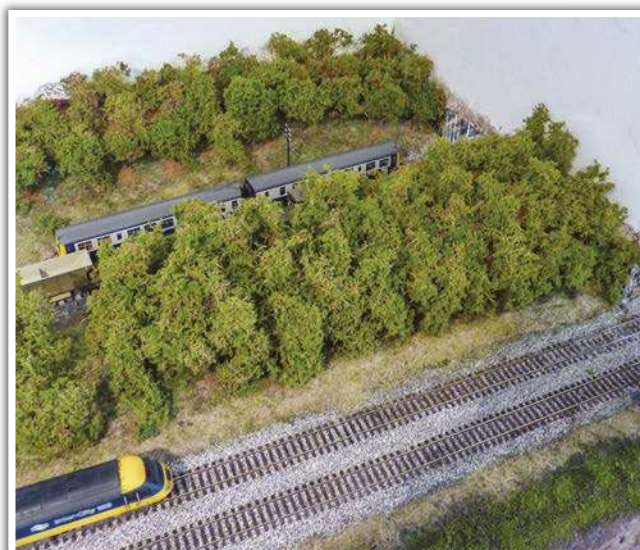
The distant hill top forest was made from dyed sawdust. This was mixed with PVA, clumped up and laid with a small trowel. Before any of the fields were marked out, I applied a thin scatter of sand glued down with PVA to provide some texture. I then simply masked out the squares and sprayed them with cheap acrylics.



The small church to the rear of the junction is approximately 1/200 scale; this was a downloaded photograph that was made up into a three-dimensional model. The superb Scalescenes signal box has been slightly modified and is served by a road that leads from a forest area on the right. A Ratio LMS junction semaphore kit was used to represent the BR upper quadrant signals that were still in service during the era depicted.



The smaller scale trees at the rear now begin to dovetail into a 4mm scale forest in this section. Note again how the trees decrease in equal proportion; those behind the branch line embankment hide an imaginary road and junction that lead to nowhere.



The forest, which lends the layout its name, hides the scenic break to the right. I used a neat trick here to stretch the product I had to hand. The trees around the front of each forested area hide layers of hanging basket liner that are supported by 1in pieces of twig salvaged from my garden. One to 2in clumps of sea foam were then simply placed on the top layer to represent a thick canopy. This saved a lot of material and the liner, which was sprinkled with dyed tea leaves, can only be detected from very close up.

TOP FINDS AT DCCCONCEPTS

Browsing the website of a key model railway electronics specialist, Howard Smith brings you this selection of revered items of use to DC and DCC modellers alike.

Sometimes the name of a manufacturer can be deceptive. You'd think that DCCconcepts is a specialist in conceiving electronic items for DCC – and you'd be right – but did you also know it manufactures devices for DC modellers, too? The 'DCC' part of its name can be enough to make some DC modellers walk past its increasingly growing and vibrantly blue-lit stand at shows and miss out on many helpful electronic products.

DCCconcepts also offers a growing range of modelling hand tools and consumables such as track rubbers, wire, solder or flux. Add to that its continuous development of

model railway accessories such as ground signals, shuttle units or working point rodding and there are many items worthy of a closer look – even for the most basic of model railways.

The manufacturer has always listened to feedback from its customers and developed products accordingly. Be sure to subscribe to its newsletters for updates on new or forthcoming products, or tips on how to adapt them and put them to new uses.

Here's a selection of products for railway modellers. And, the good news is that most can be used by DC modellers, too!

ADS ACCESSORY DECODERS

If you're versed in DCC, you might know that an accessory decoder is a device that makes the control of many DC accessories on a DCC layout possible. If you're still wary of DCC and class it as some 'dark art', you might be foolish for overlooking this clever device from the manufacturer because it's ideal for DC layouts, too.

Each of the eight outputs can power up to two Peco, Seep, Hornby or other solenoid-operated accessories. A separate output can change the polarity of the frog, while inputs are provided for power (DCC bus or DC) and momentary override switches. The device is particularly useful for 'route setting' where multiple points must be triggered at once and on a regular basis, for instance in a fiddleyard or on a station. The override switches allow you to change the direction of a point motor if shunting when using the device for route setting.

Therefore, when using switches in combination with the DC power input (15V DC at 1.5A) it's possible to trigger up to 16 solenoid motors instantaneously at full power thanks to its integrated capacitors on a DC layout. Alternatively, consider switching these inputs using hall, diode matrix or detectors to semi-automate your layout. Solder pads are provided to the underside of each output to which LEDs can be connected, indicating the direction of a point or signal, for instance.

Set/Run switches are integrated with each ADS decoder for fast address setting. DCCconcepts manufactures these accessory decoders with a choice of eight, four or two outputs. Instructions and a comprehensive wiring diagram for common scenarios is included.



WHERE TO BUY?

All of these items can be bought via the DCCconcepts website or your local stockist.

W: www.dccconcepts.com

T: 01729 821080

A: DCCconcepts Ltd, Unit E, The Sidings, Settle, North Yorkshire, BD24 9RP.



COBALT REX

Designed as a Single Pole Double Throw device (SPDT), Cobalt Rex (Relay Extension Device) is a small circuit board that can solve a number of common wiring dilemmas. It has two halves that can be operated independently or together at the flick of a switch. Each half offers two three-terminal blocks. The three terminals are left, common and right, just like a switch. As such, you can use the device to automate signals on your layout depending on the direction of points, create a DCC reversing loop, control a three-way turnout, or perhaps set up a DC shuttle. To eliminate user error, you could even consider interlocking, signals or points on your layout, too.

Power can be delivered from your DCC bus, or for DC users, a 9 to 18V DC supply, or a 9 to 18V AC supply. Three terminals are used to control the upper or lower relays (or both, if switched together). Terminals L and C control the upper pair, and terminals L and R control the lower pair. A selector switch on the board can be set to choose the type of input (toggle or latching) for infra-red, push buttons, reed or spring toggle switches. Wiring diagrams are provided with the instructions.



WIRE STRIPPERS

A solid pair of wire strippers is a must for any layout build. I speak from experience – the amount of time saved by using a solid pair of strippers, guaranteeing a reliable and strong cable connection, particularly on a larger layout is worthy of investment. DCCconcepts offers two wire strippers – its FWS for smaller tasks using wire from 3mm to 0.1mm with a locking adjustment to strip just the insulation, or for larger and more repetitive tasks – its BWS will save hours when installing a main power bus or dropper wires and will strip all cable types from 0.13mm to 6mm.

ZEN BUDDHA LARGE-SCALE DECODER

Decoder choice becomes thinner as locomotives become more power-hungry in the larger scales, with larger motors and more functions to feed. From smoke units to working fans or automatic uncouplers, there are many who seek an all-round decoder without sound. DCCconcepts Zen Buddha provides 5A for locomotives with six functions, providing 250mA each. An on-board high-power stay-alive ensures smooth operation, while screw terminals ensure a simple install. Its ABC module is integral, too, providing automatic stop-start functions, if desired and where required.



COBALT TURNOUT MOTORS

Many prefer to control their points with the cheapest solution available – a solenoid point motor. Though rudimentary in their design, they can at times stick, requiring intervention. Their operation is with a sudden jolt which is loud and unrealistic. More discerning modellers are turning to slow-action style point motors such as the Cobalt range from DCCconcepts. These come with low power consumption and are available in DC or DCC guises complete with mounting screws, singly, or in packs of six or 12.

Cobalt-iP Digital offers the choice of either one (toggling) or two (left/right) push-button switches for manual-operation, so you can have digital control and a classic control panel in any style you want at the same time. Cobalt-iP Digital has two on-board switches that only operate if Cobalt-iP has switched fully. One switch is directly linked to the power input wires for direct connection of frog power logic systems or computers, panel switches or accessories; the other is an independent Single Pole Double Throw (SPDT) changeover switch that can be used for secondary frog power, signalling or interlocking.



ZEN BLACK DECODERS

DCCconcepts Zen range of decoders has evolved since its introduction and grown to suit the needs of DCC users accordingly. Its latest Black series sees a suite of decoders available as a six function 21-pin (with 8-pin harness) DCD-ZN218.6 or smaller four function (with 8-pin harness) DCD-ZNmini.4. Zen Black provides smooth motor control and ease of use with its 'one-step set up' – change one CV value to set up the locomotive's driving characteristics. This feature is unique to the manufacturer.

A 'brown-out' protection ensures smooth performance even when running over intermittent, uneven or dirty track.

Its recent ABC Shuttle is a first for DCC, where its decoders that feature the shuttle system can be operated with DCCconcepts ABC circuit boards (see below) for the automatic slowing, stopping or pausing of trains around your layout.



TRACK CUTTERS

I have to confess to using a mini drill with a slitting disc to cut track most of the time, but O gauge rail is somewhat thicker and deeper than that of OO or N gauge track. These sharp cutters have a flat back for a flush cut and have been hardened to stay sharp after prolonged use. They should be used with one jaw on the bottom of the rail so they cut vertically – doing this gives the cleanest and most stable cut and lessens stress on the tool. It's designed for nickel silver, brass or mild steel rail, so don't use them on turnout actuators or track pins made from hardened steel.

SAPPHIRE SOLDER AND FLUX

Whether you construct etched-brass kits or not, a soldering iron should lurk in your toolbox. Don't think of it as the tool of the Devil – just a thick pen that gets very hot at one end. From power dropper wires on your track, to switches, lighting and anything else that's lit, soldering them is a fuss-free way to ensure that they don't come adrift. DCCconcepts produces a solder in 179 and 145 heat temperatures, the lower of the two being ideal for adding finer detail when building kits, with a liquid flux to ensure reliable connections.



ZEN ABC

An instant upgrade to your DCC layout, this clever module enables you to create an automated shuttle around your layout. Use in conjunction with DCCconcepts' Zen decoders fitted with its ABC module and you can configure it to automate other things too, such as the setting of points, signals or other layout accessories. The unit can be used to provide automatic slowing or stopping, and because it's mono-directional, can be used on a branch line ahead of a station with ease. A switch defines whether each ABC unit is a slowing or stopping module. Installation simply requires that you make two cuts to one of your rails, placing the unit in the centre. Comprehensive instructions help you decide where to place your connections.

ALPHA SYSTEM UPGRADE

Many modellers are lured by the appeal of DCC, but only want to dip a toe in the water with the purchase of an entry-level DCC controller. Less expensive, these units are comfortable for beginners' layouts. However, before long your modelling ambitions might overtake the spare capacity of your control system. DCCconcepts has devised its Alpha System upgrade to update your control system, with 5A of smooth power to improve performance and reliability, with the sleek Alpha Central to control your digital accessories.

Simply connect your Starter Set to Alpha Box and then to the track. Alpha Central also connects to Alpha Box to provide an instant ready-made control panel for all your digital accessories. The bundle contains an Alpha Power 18V / 5A, Alpha Box and Alpha Central. Up to 12 digital turnout motors of your choice can be added to achieve complete digital control of your layout – see us demonstrate the system on the Runcorn Salt Union project layout, soon.



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2719 BR two-tone green 5380 with full yellow ends (LMR) lightly weathered*
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2052 V1 flowerpot exhaust, green
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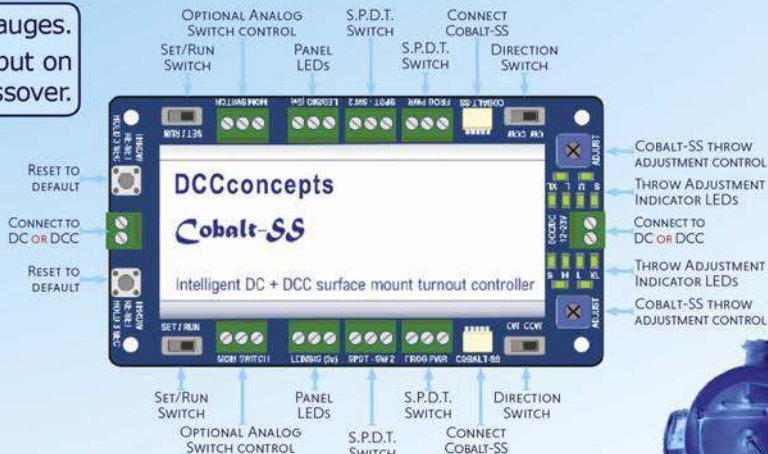
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This picture of Cobalt-SS is presented here full size



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We welcome modellers in all scales and prototypes... and those knowledgeable, specialised dealers who learn about the products they sell and care about their customers from all around the world.

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CAMPBELL'S QUARRY

This animated quarry layout featured in the March 2019 issue of BRM. We revisit the scene for an update on its new extension.

Words and photography: Phil Parker



Factfile

Layout name: Campbell's Quarry
Scale/gauge: 16mm:1ft scale
Size: 8ft 6in x 2ft 6in
Era/region: Industrial 1950s - 1970s
Location: Bedfordshire
Layout type: End-to-end



The new shed area has almost doubled the size of Campbell's Quarry, providing space to show off spare locomotives, plus gives the chance for John to build another digger.

I like building locomotives, but like every other modeller, I have too many for the layout! So, the ideal scenario was to build a repair shop/cum engine shed to store the locomotives not in use.

In the past, we could only use one locomotive at a time, but now we've got two controllers and the ability to run two trains at once, which means both excavators can be working at the same time. The public seem to love the digger action, so this helps to draw the crowds.

The engine shed is simply visible storage for all the locomotives. I've got a total of six, so they need somewhere to live and I've put too much work into them to want to hide them under the layout. There's a two plate-frame Simplexes, a bow-frame Simplex, two Rustons and a Lister, all working and radio-controlled by the Deltang system.

The shed has shades of the Leighton Buzzard Railway. Looking at the original engine sheds that they put up at Pages Parkway, then looking at the photographs of the haphazard way they were strung together, I came up with a model to fit the space available.

Just like the real thing, the shed has a wooden frame made from 6mm square strip pinned and superglued together. Then I've clad it in corrugated plastic sheet. My stock originated from North America.

Being a sand quarry, Leighton Buzzard is an appropriate prototype, but if you look at any industrial railway complex, especially the narrow gauge ones, everything was a bit ramshackle, but full of character. I don't do nice, neat railways.

Originally, Campbell's Quarry was 5ft 6in long and 2ft 6in wide. The extension is 3ft by 2ft 6in. It's made the layout a lot bigger, although still minimum space for 16mm scale. We're a big scale, but there are plenty of N gauge layouts taking up more space.

It took a month of spare time to build. I started with a Grainge and Hodder baseboard which helped. I gave the sizes and they laser-cut it for me.

The main layout uses Mamod cast metal track, and the extension is the same. It works, so why change anything? As all the locomotives are battery-powered, I don't need to worry about picking up from the track. Once painted and weathered, the track looks good and is really robust. Point operation is via Bowden cables, I don't do point motors.

When it comes to scenery, I may use longer fibre lengths, but otherwise it's all the

same methods you'd use in OO gauge. Once we've laid the track, the board is covered with block paving sand. The embankment is made from strips of hardboard over wooden formers. It's then covered with Mod-Roc and painted a suitable brown colour from a DIY store. All the grass is War World Scenics. Flowering plants are down to my sister-in-law as I don't do pretty, fluffy things, while the trees are from The Model Tree shop.

The hut is from Pendle Valley Workshop

in Carnforth. It's a simple resin kit – I could have scratch-built something, but I liked the look of the model on its stand.

You can't avoid adding details in this scale, because the scene would look a bit empty without them. Oil drums, buckets and welding gears are castings from Trenarren Models. The people are from Modeltown as they aren't as cartoony as some 16mm scale figures. I've not glued them down though, they tend to work their way around the

layout. Drivers have been known to move from locomotive to locomotive, too.

To date, a couple of skip wagons have been added. These are the classic Binnie plastic kits that every 16mm modeller will have built. For a bit of variety there is a skip wagon chassis converted to a fuel bowser by



adding oil drums from Trenarren Models and also one of its fuel pumps.

There's also an extra digger. It's a Ruston-Bucyrus 10-RB. Unlike the others, it's a static model from laser-cut plastic parts I designed. At one point I thought of selling these as kits, but it's more trouble than it's



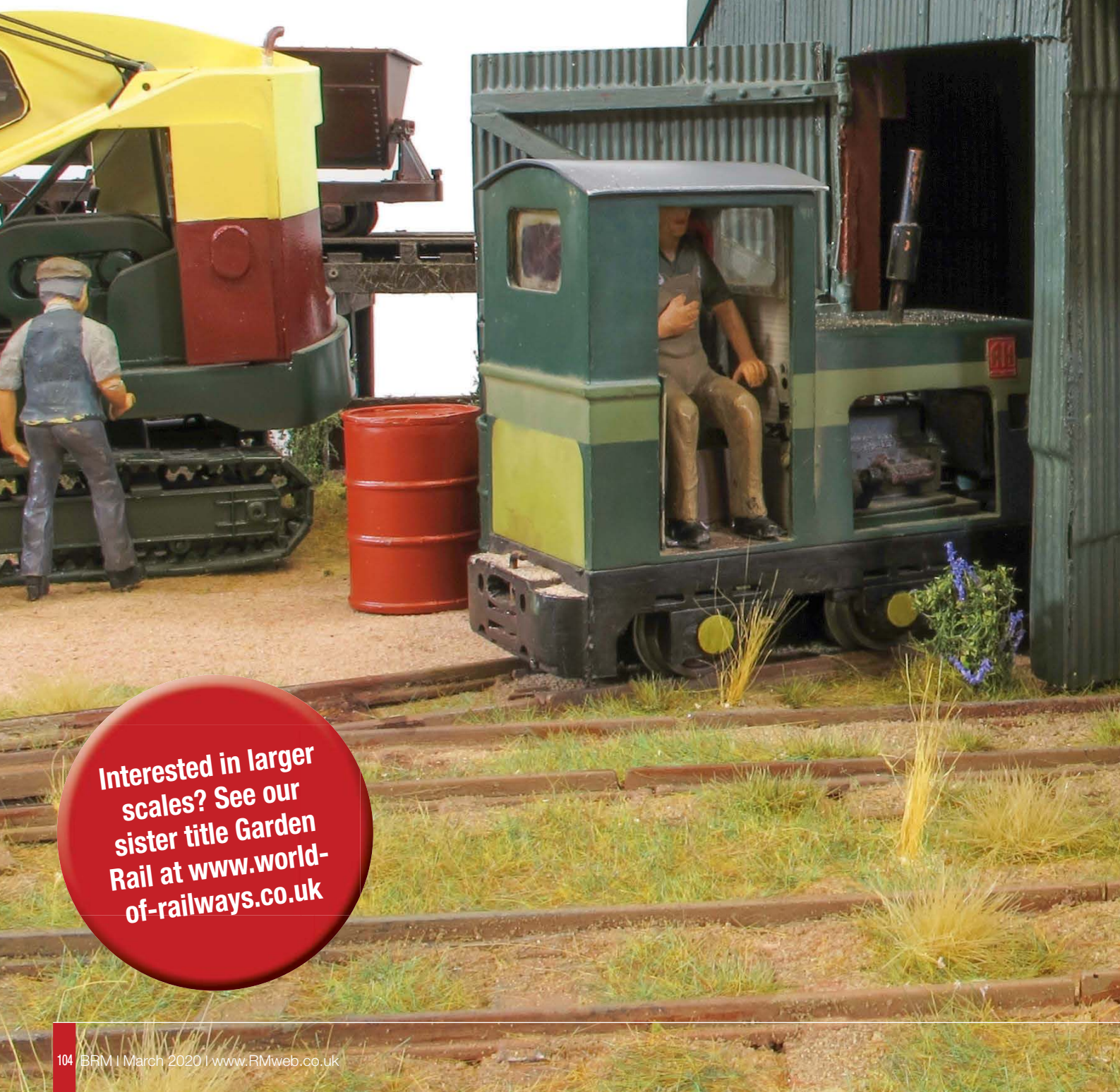
The Ruston-Bucyrus 10-RB is a static model made from John's own design of laser-cut plastic parts. Why it's not moving is obviously a mystery to the fitter charged with fixing it.

worth. After all, not many people want a large scale dragline and there's a lot more work to turn a few parts into a kit to a standard I'd be happy with. Because it's a static model, I've gone to town with the 'gubbins' inside – it's got the lot in there, which you can see if you peer in through the inspection hatches I've left open in the sides.

I'd like to have a working lorry but there isn't space to drive it around on the layout

so maybe one day this will change. For the moment though I'm looking at a miniature version of the layout in 7mm scale. There's a KB scale Ruston waiting to be built and it's just been joined by its fuel bowser.

As my day job is building 16mm scale steam locomotives, I fancied a change of scale. My plan is to use the same radio control technology in the smaller locomotives, though.



Interested in larger scales? See our sister title Garden Rail at www.world-of-railways.co.uk

The Ruston-Bucyrus 10RB is a working model that digs its way through a pile of sand during a show, loading it into the skip wagons.



DIGITAL EDITION EXCLUSIVE CAMPBELL'S QUARRY

Scratch-built working machinery and skilful operation combine, to provide a great exhibition spectacle on John Campbell's narrow-gauge quarry layout.

Words & Photography: Phil Parker

Factfile

Layout name: Campbells Quarry
Scale/gauge: 16mm:1ft scale / 32mm gauge / 1:19
Size: 5ft 6in x 2ft 6in
Era/region: Private owner industrial 1950s – 1970s
Location: Bedfordshire
Layout type: compact end-to-end scene

Campbell's Quarry demonstrates that it's possible to build large scales in small spaces. It measures 5ft 6in by 2ft 6in, but packs enough operation to entertain visitors at exhibitions where it's won several 'Best of show' awards.

Trains don't provide all the movement. Fundamental to the design is a pair of working excavators – a Ruston-Bucyrus dragline and Ruston-Bucyrus Crowd Shovel. Both work in the same way as their prototypes, dating from an era before widespread hydraulic power. They fascinate viewers with their collection of ropes and pulleys, operated to scoop sand into wagons.

Big Ambitions

The red and cream dragline was the first excavator model built by John. Offered a real machine, but informed by his wife that he wasn't bringing it into the garden, a miniature version had to satisfy him instead. Modelled with the post-1954 cab, the model is electrically-powered and plugs into the baseboard with an umbilical cable. This isn't entirely un-prototypical – some real diggers are powered in similar fashion with massive cables linking them to the mains.

Constructed as a removable unit for both transport and maintenance, inside the body is a complicated construction housing the



John Campbell's scratch-built Ruston-Bucyrus Crowd Shovel awaits its next turn as a skip wagon departs fully-laden with sand.

motors and gears. This allows the machine to perform all the actions of the prototype, apart from driving itself around the site.

Building a working dragline isn't a project for the faint-hearted, but being an experienced engineer helps. There are quite a number of practical problems to overcome. For example, the bucket needs to be heavy if it's to sink into the sand, but there's nowhere to hide extra weight. John's first attempt was too light and wouldn't dig in, but a second attempt using 2.5mm thick copper with brass strapping proved itself over many exhibitions. Copper works better than brass in this sort of thickness because it's easier to form without cracking.

Reliability is key

The ropes and pulleys must run smoothly and reliably. The layout operates continuously at shows, scooping many scale tons of sand, so temperamental machinery can't be tolerated. Having met the operators, they aren't the sort to let the builder off the hook, no matter how much respect they have for his efforts!

With the dragline built, the design of the layout was worked around it. Baseboard size was set by the space available in the workshop by the removal of a lathe. If you have a working dragline, you want to dig something and tip it into skip wagons. These need to go somewhere to be unloaded and that somewhere needs to be high enough for the load to fall out into a pile. This means the design has to incorporate a pretty big incline to raise the trackbed by a few inches.

Loaded wagons hauled around tight curves on less-than-perfectly-laid trackwork is the territory of the narrow-gauge industrial diesel. In 16mm scale, there are plenty of kits available. Unfortunately, these normally only drive a single axle, so don't provide enough traction for the job. John scratch-built all his models, only using kit parts where they were appropriate and made the job easier. His formula used for all the models includes worm and wheel enclosed gearboxes driven by 'can-style' motors and Delrin chain sets to make each model four-wheel drive.

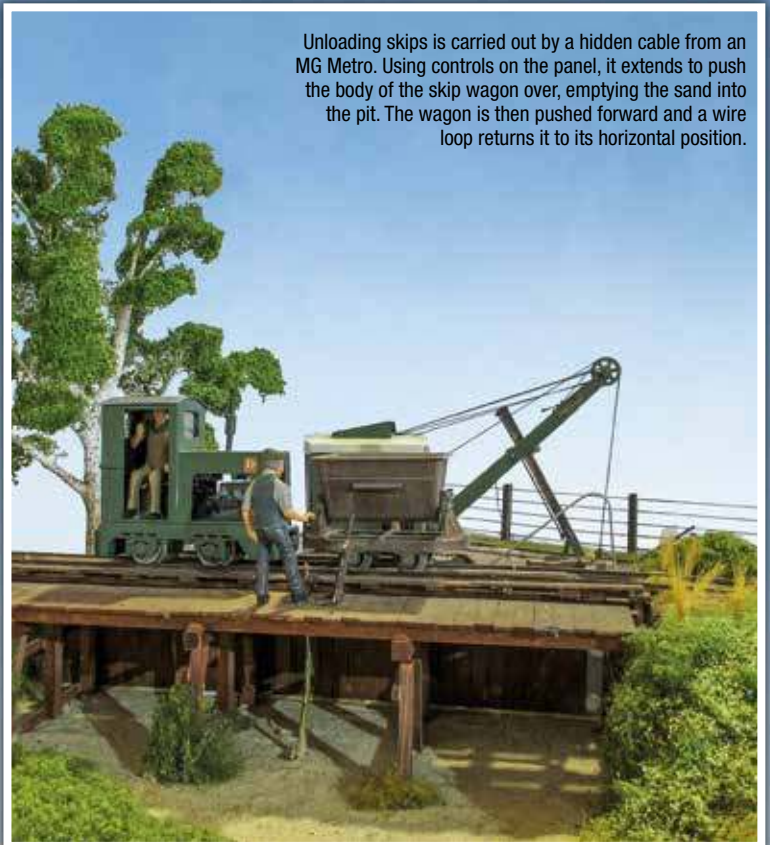
On charge

Track is from the Mamod range. For those not familiar with this, it's made from cast metal with sleepers and rail being a single item. The short panels slot together nicely and the result is durable enough to handle live-steam locomotives. The only trouble is that it's not possible to use it to

The dragline digger sits beside the sand pit from which it scoops. The metal hopper is used to direct material into the skip wagons. You could operate the layout without this, but the operators would need to aim very accurately.



Unloading skips is carried out by a hidden cable from an MG Metro. Using controls on the panel, it extends to push the body of the skip wagon over, emptying the sand into the pit. The wagon is then pushed forward and a wire loop returns it to its horizontal position.



power locomotives, but this isn't a problem because all the locomotives carry their own power in the form of AAA rechargeable batteries. With four locomotives to choose from and only one required at a time for operation, the rest can be on charge. As well as spreading wear, this ensures viewers who return to the model during the day see a different locomotive in use.

Battery power requires radio control and like many garden railway modellers, John favours the Deltang system. As supplied, the transmitter looks like a conventional handheld controller with its large operating knob, but no lead. John stripped his down, building it into the control panel. This way, it can't be left behind when packing up after a show.

A variety of receivers are available, some under 10mm square – although there is a short wire aerial to be hidden in each locomotive. Operating at 2.4MHz, the clever technology avoids frequency clashes that affected older 27MHz systems.

In Action

All operation is hands-free, with points changed by a 'wire in tube' system – a repurposed camera shutter release cable. Before these, servo motors did the job, but their gears didn't like coming into contact with the sand. Unloading the tipping wagons is achieved using another cable, this one designed to work the choke for an MG Metro car. The skip body is righted by a length of wire as the train passes-by.

Both diggers are operated with nothing more complicated than a series of double-pole double-throw switches. Two switches need to be operated at the same time for some movements. Once you've filled the dragline bucket, it has to be raised up but if you don't let out the line used to pull the scoop towards the digger, the bucket tips forward, emptying it again. Lister diesel sounds are run from an electronic unit supplied by Innovative Train Technology Products (ITT) in the US. John is experimenting with a Train-Tech unit to give voice to the Ruston 10RB.

Green-fingers

Despite his engineering background, John is a dab hand with scenery. Considering this is his first scenic layout, that's even more impressive. All the techniques will be familiar to those working in smaller scales with plenty of electrostatic grass and polyfibre clumps from War World Scenics, covered with scatter material from the same

source. Some work has been contracted out – to his sister-in-law who is responsible for the dandelions and blackberry bushes. The tree is a commercial item bought at the Warley show from Ceynix models.

To keep fingers back from the machinery, along the front edge is a fence made from wooden uprights and steel wire rails – strong enough to keep the hands one side and rolling stock the other in case of derailment.

The sand is a mix of block paving and sharp sand from a builder's merchant.

Campbell's Quarry might be a technical marvel, but its success owes everything to the atmosphere it conjures-up. A world where hard-working little diesels bustled around with important jobs. Nothing is clean or tidy, but the decrepitude hasn't been overdone either.

John would like to thank his regular operating team of Joe Pearson and Nyall Rudge for their help at shows. Digging dirt all day takes a surprising amount of concentration! ■

Ruston-Bucyrus 10RB dragline



John's first model, scratch-built in brass, is of a post-1954 machine, identifiable by the modern cab design. These were one of the smaller machines produced by RB and made from the 1930s until 1969.

To excavate, the bucket is dropped to the ground, then pulled by rope towards the body of the machine. Once full, it is raised again by the hoist rope – the one to the top of the jib – and the drag rope is let out to keep the bucket level. The body then slews to place the bucket over the wagon and the drag rope is let out so it tips forward, emptying its contents.



Inside the body are three motors and gear trains. One lifts or lowers the bucket, another pulls it in and out. At the back, behind the Seuthe smoke generator, a smaller motor rotates the body. The prototype would have an extra control to raise and lower the jib, but this isn't required on the model.

Ruston-Bucyrus 10RB 1934 crowd shovel



Like the dragline, this model is scratch-built in brass, but this time represents a 1934-built machine with the earlier metal body with wooden windows.

Designed to excavate material from mounds or walls in front of the machine, the bucket is attached to a steel 'dipper' that pivots in the jib. This can be moved in or out to vary the depth of the cut or position of the dump. This operation is called the 'crowd', hence the name.

Meet the modeller



Apprenticed with British Steel, plant and machinery have been a constant factor in John Campbell's life. Nowadays, he is a professional locomotive builder for those in garden railway scales. Now

a member of the Vintage Quarry and Mining museum at Threlkeld in Cumbria, he still occasionally drives the full-size versions of the machines he has modelled.

A Ruston and Hornsby 16/20 which started life as an IP engineering kit. Heavily-modified with new wheels and motors plus a scratch-built cab. Only the bonnet, footplate and side frames remain from the original kit.



Lister RT petrol locomotive from an IP engineering kit. Narrowed by 10mm and fitted with a new motor and gearbox, the driver is chosen for realism rather than the cartoon-look favoured by many garden railway modellers.



DONCASTER SHOW PREVIEW

Our 2020 show season commences with the Festival of British Railway Modelling, which, for its 24th year, makes a welcome return to Doncaster Racecourse.



Ashtown (N)

Members of Bingham Model Railway Club sought this large-scale rebuild project as a test bed to better hone their modelling skills.

Over 80
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layouts

Layouts Attending

Amalgamated Wagon Works - O
Ashtown - N
Bawdsey - EM
Boston Frodsham - P4
Bournemouth West - OO
Brighton East - EM
Broadhurst Works - O
Broom Junction - EM
Byway MPD - OO
Canons Cross - OO
Caroline Concrete Works - O-16.5
Castle Wharf Kendal 4mm/ft - 009
Falcon Road - O
Faringdon - P4
Fenny Stratford - OO
First - 009
Fredstone Lane - N
Golden Mile 2mm - FS
James Street - N
Kepier Colliery - OO
Lydham Heath, Bishop's Castle Railway - S
Maidenhaiste Station - O
No Place - OO
Overlord - OO
Pedwardine Forest - OO
Ripley - OO
Shwt - EM
Titheridge Junction - N
Todmorden Midland - N
Waltham Wharf - 24mm
Wantage Narrow Gauge Tramway - 009

Fenny Stratford (OO)

An historic trackplan of this station on the Varsity Line was adapted using modern technology to make this layout authentic, yet achievable.





James Street (N)

Steve Wright, creator of this mammoth operational-focused layout, explains how two decades of dedication has resulted in an exhibition favourite.

Bournemouth West (OO)

If Roger Sunderland and Dave Bayman's mission was to create a layout of a lifetime, we can consider that it has been well and truly accomplished!



Overlord (OO)

Chris Mead's OO gauge model of Southampton docks in the run up to D-Day has been a favourite on the exhibition circuit for more than 20 years.



ESSENTIAL INFORMATION

When? 8 & 9 February

Where? Doncaster Exhibition Centre Racecourse, DN2 6BB.

How much? BRM Subscribers £8, Adult £9, Children £5, Family (two adults and up to three children) £30, Group bookings (10+ people).

Tickets are on-sale online now!

Advance booking is available until noon on February 7, 2020.

For more information, head to www.world-of-railways.co.uk/information/all-shows



Todmorden Midland (N)

A fondness for the upland fells and mills of Yorkshire's Calder Valley proved irresistible to Birmingham-born Ed Purcell, who immortalised its atmosphere in this fictitious interpretation.



DIGITAL EDITION EXCLUSIVE

**The Festival of British Railway Modelling -
8-9 Feb 2020 – Doncaster**

Have you got your ticket yet? The 2020 Festival of British Railway Modelling is almost here and this year is looking bigger and better than ever.

EXCLUSIVE

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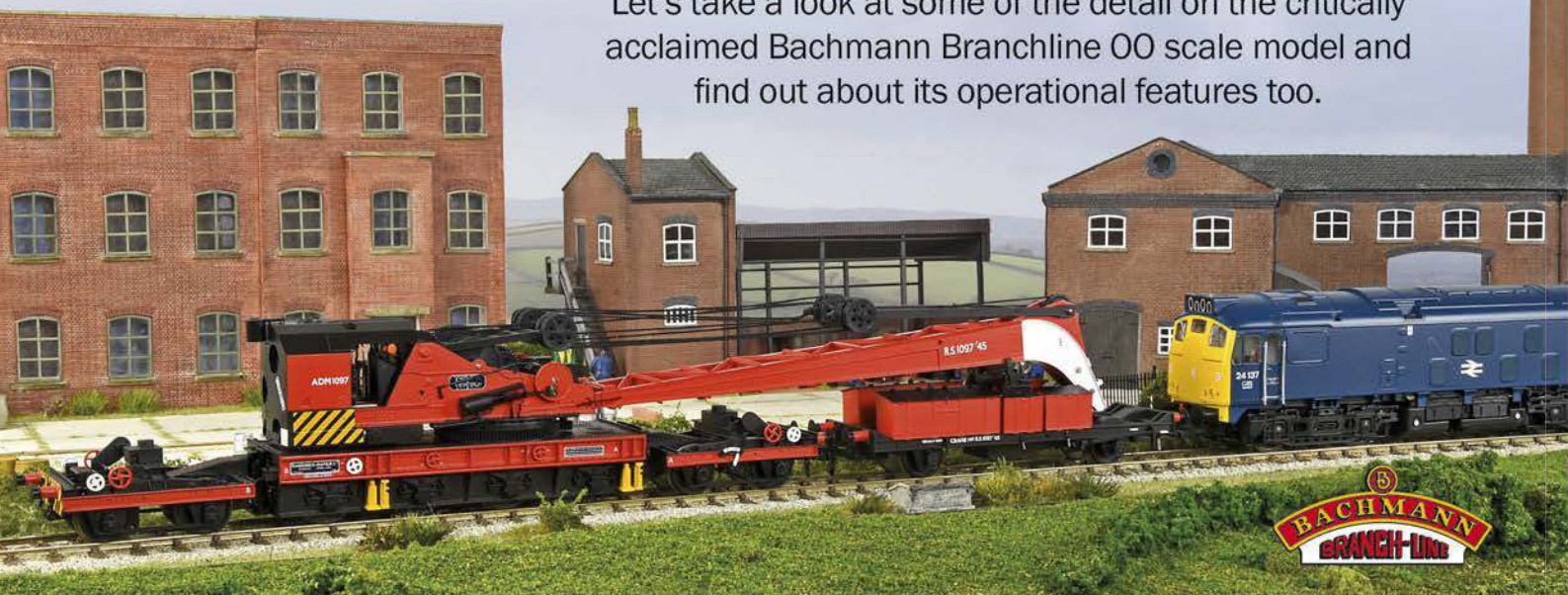
(You must have a wifi connection to stream video content)



LIFTING THE LID ON THE BRANCHLINE

RANSOMES & RAPIER 45T STEAM CRANE

Let's take a look at some of the detail on the critically acclaimed Bachmann Branchline OO scale model and find out about its operational features too.



The Bachmann Branchline OO scale Ransomes & Rapier 45T Steam Breakdown Crane is packed full of features, capturing the complex rigging and the exposed nature of the gears and inner workings of the prototype to perfection. Cranes performed an important role, often kept in steam at their home depot ready for use when disaster struck, yet a high-quality model of these complicated machines has only now become a reality with the release of the Branchline model.

Ransomes & Rapier constructed eight Cranes of this type between 1939 and 1942 and six of these survive into preservation –

proving just as important in providing the preservation movement with lifting capacity as in their former lives when serving the railway companies of the Big Four and later British Railways.

Being built originally for the Southern Railway, Great Western Railway and the London & North Eastern Railway, there were several differences between the eight examples and the Branchline model faithfully portrays these differences – from variations in the jib runner and the relieving bogies to the cylinders with outside steam chests that feature on the Crane built for the LNER (item No. 38-802).

The Crane ready for transport. The driver's platform, chimney and outriggers are stowed and the roof hatch closed. The safe lift weight indicator is near-vertical showing that the Crane has no lifting capacity in this state.



The crane ready to lift. The driver's platform is down, the roof hatch open, the chimney is up and the outriggers have been pulled out. Note that this version has outside steam chests located above the cylinder. The safe lift weight indicator is near-horizontal now, showing that the Crane is ready to lift at full capacity.



The all important Accessory Pack includes vacuum pipes and screw-link couplings for each of the vehicles along with a spreader beam and Jib & Hook operating key - there is even a ladder which can be posed as you wish to allow your miniature crew to access the Crane deck or cab! Each model also includes a set of etched plates which can be fitted over the printed renditions of the cast plates - please note each Crane carried different plates and these differences are accurately portrayed in both the print application and on the etches supplied with each model.



Operation: Each model is supplied with a key which operates both the jib and hook movement, and also provides access to the sockets too.

- 1: The sockets are located behind the two boiler washout covers which, when in place, are scale replicas of the covers found on the prototype.
- 2: The key is fitted with a magnet which is used to remove the magnetised covers.
- 3: With the cover removed, the socket is exposed - the left hand socket controls the hook.
- 4: With the two covers removed, both the hook and jib can be operated.
- 5: The key is engaged in the socket to operate the model. When operating the hook, the cylinders will also turn in synchronisation.

Fully operational, the model employs an ingenious key mechanism located at the rear of the Crane allowing the two boiler access covers to be removed by magnet, exposing the key and socket mechanism. This allows both the jib and the hook to be raised and lowered manually whilst the cylinders operate in tandem with the hook movement and the safe lift weight indicator's position will move concurrently with the jib.

ALL AVAILABLE NOW FROM YOUR BACHMANN STOCKIST



38-800 Ransomes & Rapier 45T Steam Breakdown Crane
SR Grey Length 393mm



38-801 Ransomes & Rapier 45T Steam Breakdown Crane
GWR Grey Length 393mm



38-802 Ransomes & Rapier 45T Steam Breakdown Crane
BR Black (Early Emblem) Length 393mm



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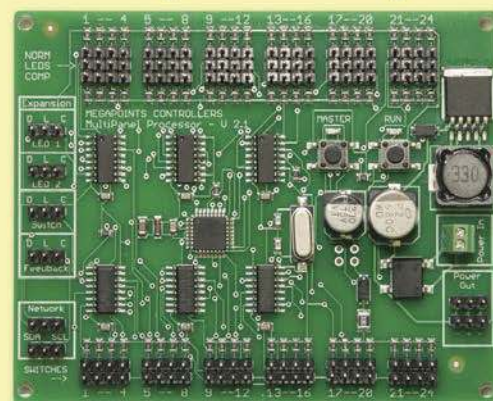
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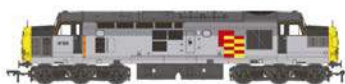
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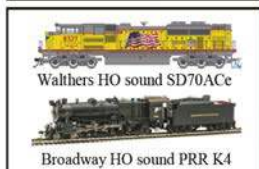
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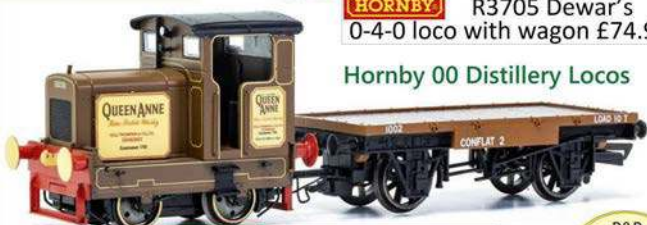
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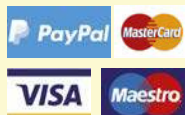
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BACHMANN V2

Words & Photography: Tony Wright

At the Peterborough Show last year, I was given access to examine Bachmann's latest V2, scheduled for release in the autumn. I was asked to examine, test, photograph and comment accordingly as I saw fit.

The model I had was one of the first engineering prototypes, and, as such, has seen much in the way of travel and much in the way of handling. This was evident in that a few add-on details had become detached. However, that said, nothing can take away from how outstanding a new model this will be. It's entirely new-tooling, owing nothing to the original (and not particularly good) Bachmann V2. Though the original was

given a chassis make-over some little time ago (replacing the horrid split arrangement), that replacement chassis has not been employed; everything is new tooling.

Checking with the drawings and photographs at my disposal, this latest V2 appears to be spot-on in just about every way. The subtle smokebox/boiler/firebox arrangement has been captured to perfection, and to say it completely captures the overall look of a V2 is an understatement. Attention to detail is incredible. How tempting it must have

been to just provide one type of sprung buffer, but no. At the front are the correct Spencer double-action ones (complete with a representation of the springs behind the 'beam'), and on the tender are the correct Group Standard type. The dome is perfect – most unlike the flattened one on the original. Even the internal footplate



splashers are present, including the front ones which extend behind the slidebars. There's also the firebox operating rod underneath the fireman's side of the cab. And (would you believe?) there's a firebox glow (a red LED). If you don't like this feature, then close the firehole doors – they actually work!

The cab has all four side windows glazed, usually the rear ones were slid forward. For those who want this more-typical feature, the rear 'glass' will be provided as separate fittings on the production locomotives.

The model I had represents a later BR appearance, with the tender's rear coal division plate moved forward and extended higher. I'm told three types of tender will be available. Though, at the moment, only single chimney versions will be supplied, provision will be made to represent those locomotives latterly fitted with separate

cylinder castings, displaying the prominent outside steampipes. Speaking of the steampipes, these on this new model are asymmetric – exactly as they should be!

The lubricators are not in line – a feature, it would appear, seen on the preserved Green Arrow, and from observation of photographs, typical of the class. Thus, every V2 I've ever made is wrong in this respect. The cab roof ventilators are shown as being asymmetric – again something I didn't know. Bachmann's Steve Purves (the designer) really knows his stuff. The tender lacks toolboxes (these will be fitted on the production ones), and the steam-heating hose is fitted to the wrong side of the buffer beam – it's the conduit for air brakes on the preserved V2 (this will be altered).

The fire iron bracket and a fire iron are really nice touches. As is the fully-open bunker, complete with all rivet detail and lifting rings. A plastic coal load can be popped in with ease or taken out as needed. The locomotive-tender drawbar is the neatest I have seen. It can be unclipped in an instant, revealing just two pin connectors. These carry just the current from the tender pick-ups (phosphor bronze) to the locomotive – there's nothing inside the tender.

datafile

BASICS

Manufacturer: Bachmann Europe Plc

CATALOGUE REFS:

35-200

35-201

35-202

RRP: TBC

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Era: 3-5

Company/Operator: LNER, BR(E)

Body: Plastic **Chassis:** Die-cast metal

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension-lock

There will be several items supplied to be fitted by the purchaser - front steps, full-length cylinder drain cocks (for those with large-radius curves), vacuum standpipes, and scale screw couplings.

Various liveries will also be available, representing the class throughout its life.

On test on 'Little Bytham', the performance was exemplary. All the wheels are true-round and to RP25 profile, running sweetly through hand-made crossings and Peco track with ease. The motion is



hand-cut from brass (production examples will have fully-fluted motion) and whatever powers this locomotive has plenty of strength. It's super-smooth and very quiet. It handled 12 Bachmann Mk. 1 coaches with ease, but was less-happy on the heaviest (14 coach) all-metal rakes. Since few have such lengthy and weighty trains, this is not a problem. I ran it for quite some time, and there were no signs of distress, nor signs of it getting even warm. Quite a difference from the original!

There'll be full provision for fitting DCC, including a speaker – all in the locomotive body. For those not needing DCC, all the 'gubbins' for this can be removed and the space left used for extra ballast.

After I'd conducted my examination, Steve brought along the other two engineering prototypes for a run on 'Little Bytham'. These ran with equal ease, one of them being fitted with a flanged wheelset in the Cartazzi frames (non-flanged ones are supplied at source). As with the full-length cylinder drain cocks, locomotives fitted with these will need layouts with a minimum of 3ft curves. How well the three locomotives ran can be seen on the DVD in this issue.

It's a truly fantastic new model, setting RTR standards higher. It's been a privilege to examine it at this early stage.

Is there a problem? Yes, you'll have to wait until the end of the year to get your hands on a new Bachmann V2!



Steve also brought along the first decorated samples of the 94XX and ex-Midland 1P 0-4-4T. The ex-GWR 0-6-0, with its coreless motor, took 50 kit-built wagons with ease. The 0-4-4Ts' performance was amazing and so quiet we almost forgot it was running! One of them was hooked up to 14 heavy, all-metal coaches and a van, and it just walked away with it!



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HATTONS CLASS 66

Words: Howard Smith Photography: Tony Wright

From the box - Hattons Class 66 is a force to be reckoned with where liveries are concerned. Application of these is faultless and with so many different iterations from which to choose, buyers are spoilt for choice.



Hattons Model Railways highly-anticipated Class 66 models are en route to customers. Selecting the magazine review samples we feature, a few days after a friendly, informative chat with Hattons' helpful staff, 66621 in Freightliner green and 66429 in DRS blue were swiftly dispatched to my desk. This initial production run is unprecedented – 31 models, including tooling variations to account for subclasses, is sure to keep large manufacturers looking over their shoulders.

Selection box

Now the backbone of British freight traffic – 455 having entered traffic since their introduction in 1998 – these functional Co-Co stalwarts imported from their manufacturer GM in Ontario received mixed reviews from drivers, but are seemingly here to stay for the foreseeable future. Multiple operator usage, design alterations to meet emissions targets, operator specifications or changes to group standard practice has seen the class carry exterior detail variations between sub-classes and adopt numerous liveries.

Hattons felt that a super-detailed model

to rival the aging tooling from Hornby and Bachmann was worthy of investment. And the investment has been significant – tooling changes between the locomotives representing the 66/4 and 66/6 sub-classes sees the location of the engine access compartment side door change – a correct single door on 66429 with access steps, 66621 having twin doors. Cab side window styles change between locomotives, too – two panes on 66429, three on 66621. Cooling group design is also different

between locomotives, 66429 having the larger roof and bodyside grilles. Attention to detail between variants is spectacular and I can say with confidence that these are the best RTR OO gauge diesel locomotive models I've seen to date.

Underframe delights

There's great design talent emerging in the world of model railways. The old adage of 'detail largely hidden from view isn't a requirement' has been cast aside for this



Side-by-side, detail variations between the two locomotives can be appreciated. From fuel tanks, to grilles, side doors, cab lights and side window differences, attention to the changes of equipment on these prototypes by the manufacturer is exemplary.



Side profile is distinctively GMD and functional. Look at the pipe detail!

model. Regardless of the angle it is turned for inspection, you discover more pipework. The Class 66 was based upon the previous Class 59 bodysell and running gear design from EMD. The open nature of the lower bodysides for ease of maintenance access is what differentiated the class between previous traditional locomotive designs.

Lower body pipework that snakes its way along the side of the locomotive frames is plentiful. Though deemed unsightly by many enthusiasts when the Class first arrived on our rails, we've become more accustomed to these exposed modern designs, which are favoured by depot staff.

Hattons models have captured the essence of the pipework to perfection. Die-cast into the metal of the chassis – yet incredibly fine – is the base layer of these, in rows of four, above which is additional pipework detail injection-moulded in plastic. Frame supports are also die-cast, as are the pipework supports, with visible bolts. It looks truly incredible – the more you look, the more you see. Catching my eyes are the bogie links - there to prevent bogie and body from separating in the event of a derailment. These injection-moulded items simply push-fit into holes in the die-cast chassis. Elevating detail further are the sandboxes, plastic pipes from which depart in the direction of each associated bogie side, stopping short of the bogie for clearance, only to be continued on each of the bogies. When running on a straight piece of track, the sand pipes look tremendous.

The bogies are among the best I've seen to date on a British-outline model. Though

cast as a one-piece item for production economies, EMD's HTRC radial bogies reduce operating costs by keeping axles tangential to the curvature of the track. In turn, this improves tractive effort on curved track and reduces railhead and tyre wear. Hattons miniaturised equivalents are beautifully-executed. The outer-part of the bogie frame is injection-moulded as a one-piece item, too, with EMD logo, HTRC-E and part number lettering visible. A particular highlight is the rotating axle caps – a cosmetic push-fit over the axle ends. When running, these look convincing and demonstrate another leap forward in design. Further pipes, and a handbrake rod terminating with the moulded impression of a chain, complements the inter-wheel brake detail. It's designed well.

Cab design

Reputed to be very noisy for crew when operating at elevated power, the cab design – as with the rest of the locomotive – is

datafile

BASICS

Manufacturer: Hattons Model Railways

CATALOGUE REFS:

66621 (H4-66-017) in Freightliner green
66429 (H4-66-013) in Direct Rail Services blue

RRP: £150.00, £165 DCC-fitted, £265 DCC Sound-fitted

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Era: 9 to present

Company/Operator: DRS/Freightliner

Weight: 740g

Body: Plastic **Chassis:** Die-cast metal

Wheel Profile: RP25

Couplings: NEM Tension lock

Accessories: Spare front steps, air pipes, cosmetic screw-link couplings, solid front valance, NEM tension-lock coupling

functional. Of flat-sided nature owing to their Class 59 bodysell heritage of the late-1980s, the most notable change to cab design was the cab-side windows and lights. Hattons' model incorporates these and interior detail is to a high standard.

Hattons lighting setup on this model has switches that can be used to select light features. These enable the locomotive lights to be configured for a particular setup in use. Marker lights, day headlight, night headlight, parking lights, cab lights and tail lights can be switched on or off and configured when using DCC or DC. A decoder with a minimum of four functions is required – a six-function decoder providing better lighting control. For best results, factory DCC-fitted versions with an ESU Loksound V5 decoder and exclusive sound project for Hattons from Legomanbiffo is heartily recommended. Having listened to the charismatic 'ying ying' of the two-stroke diesel, it's an epic model that I can endorse with confidence.



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HORNBY LMS 20T BRAKE VANS

Words & Photography: Tony Wright

Disappeared now (for quite some time) in normal goods service, the brake van at the rear of a freight train was essential well into the last quarter of the last century. All the separate companies built types to their own designs, and the LMS 20T reviewed here were among the most common.

The design dates back to the late 1930s and was the last type built by the LMS. With its 20ft wheelbase, it was larger overall than the previous 16ft wheelbase type, and, although still wooden-bodied, the ends were metal, giving a more modern appearance. The extra length also ensured good riding for the guard, often at high speed. Some vans were fitted, some were piped and some had no continuous brakes at all. The unfitted ones were painted grey and the vacuum piped/fitted ones painted brown, or bauxite

in BR days. Indeed, BR continued to build the type, until the ex-LNER 'van became the standard. To increase braking capacity, some of these 'vans received extra ballast, fitted between the axles. The fitted ones lasted well into the 1970s (and even beyond) and, despite their being LMS in design, they were ubiquitous on British Railways. At least one has been preserved.

Hornby has long had a model of this type in its range, a descendant from the original Airfix range. This one represents entirely new tooling, and two examples were presented for review – one in LMS unfitted grey and the other in piped/fitted BR bauxite. Both are exceptionally fine examples of modern RTR rolling stock. They check out exactly in all principal and minor dimensions. The fitted van incorporates the extra ballast between the axles. Though

the original Airfix/Hornby example had moulded-on handrails, these latest ones are equipped with separate metal ones (with the exception of the safety rails, which are moulded-on and modelled as dropped down). A keen 'improver' might consider remaking these, for it was usual to have the rails in the horizontal safety position when travelling. The long, horizontal handrails on both models have a tendency to bow, and, although the inboard stanchions are modelled, they're not actually attached to the rails. The roof is commendably thin, and far superior to the 'chunky' one of old. In fact, all detail is commendably fine, including a full interior, including stove, handbrake wheel, seats, benches, cupboards and desk. The stove and handbrake wheel are painted, but the other items are just moulded in the same clear plastic as the glazing. Though





The new pair together. Both liveries are correct for the types and the periods depicted.

all-but-invisible, more 'extreme' modellers might paint them. The body is easily removed from the frames by undoing four screws, revealing a metal weight in the chassis.

Both liveries are exceptionally well-applied, with lettering and branding all crisp and correct. The LMS builder's plates on the solebars are legible, but more easily-read by

the camera!

The wheels are true round, concentric and have consistent back-to-backs – consistent enough to run through both hand-built and Peco trackwork. The brake blocks are in line with the tyres, which will make conversion to EM or P4 a bit difficult. Believe me, these models will be used by those who model in the more-accurate 4mm gauges!

datafile

BASICS

Manufacturer: Hornby Plc

CATALOGUE REFS:

LMS grey (R6907) and (R6907A) BR Bauxite (R6909), (R6909A), (R6935), (R6936)

RRP: £22.99

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Era: 3 to 8 plus preservation

Company/Operator: LMS, BR

Weight: 34g **Body and chassis:** Plastic

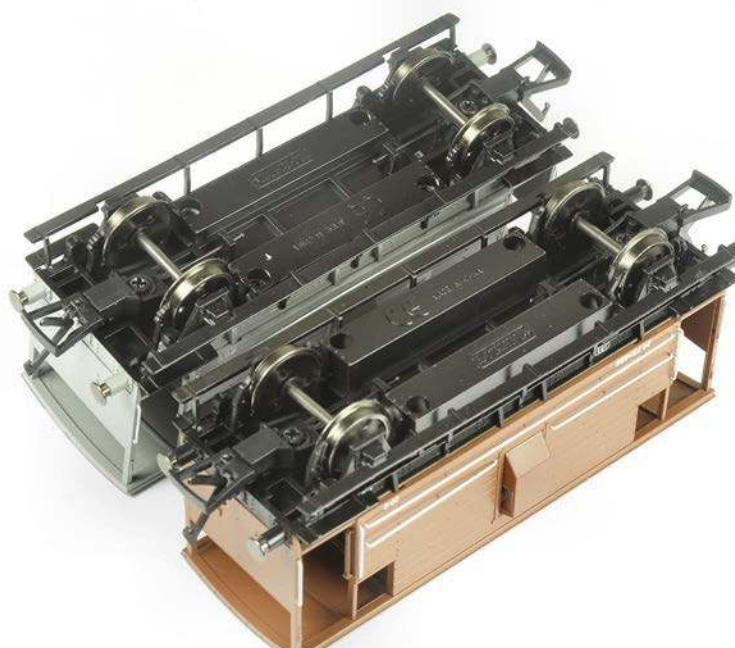
Minimum Curve Radius: 371mm (R1)

Wheel Profile: RP25

Couplings: Tension lock

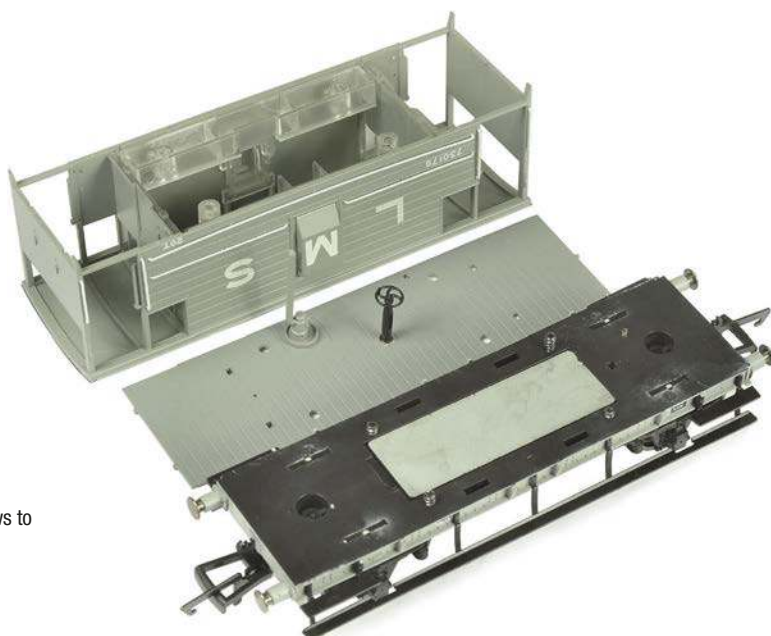
Standard tension-lock couplings are fitted at both ends, in NEM pockets. They're self-centring by means of a plastic 'tail' to their rears. The couplings can be removed by undoing a single screw at each end. Separate vacuum pipes are provided for those who wish to fit these, though they will interfere with the tension-locks if so done. These pipes are also included with the unfitted version, which it never would have carried. For much greater realism, the piped/fitted 'van should have screw couplings and the unfitted example should have three-links.

All in all, then, a pair of exceptional new models. Thoroughly recommended!



Extra ballast weights (to improve braking) are evident on the BR brake van. The four screws to hold the bodies together pass through the weights.

The LMS 'van split into its component parts. Internal detail like this is rarely (if ever!) incorporated into kit-built equivalents.



HORNBY LSWR 20T/24T BRAKE VAN

Words & Photography: Tony Wright

Also presented for review this month, alongside the LMS types from Hornby, was this trio of LSWR 20T brake vans.

This long-lived type was first introduced by the LSWR in 1915, with a total of 75 built between then and 1921. They were built to Dia.1543. A further 25 conversions from older 'vans were added in 1922/23, at the Grouping. These were to Dia. 1547, and were two and a half inches wider than the Dia. 1543 ones. All were originally rated at 20T, but this was increased to 24T from 1920, with all but two examples 'gaining weight'. With this increase, the original 3ft 1in spoked wheels were replaced with disc wheels of the same diameter. From 1925, the original fixed LSWR side lamps were removed. By the Grouping, these brake vans could be seen all over the Southern Railway and the Southern Region after Nationalisation. It would appear that the type was not fitted with vacuum brakes, though the 'vans were equipped with



The Southern Railway example. There is some speculation as to whether the solebars should be body-colour, though the mouldings are superb. Note the patches covering where the original side lamps were fitted, next to the RH window.

A very fine trio indeed. Note the sandpipes on all, and the side lamps on the LSWR version.





The British Railways example. The unfitted grey here is fine. Separate route-restriction boards are supplied, though you'll need a camera to read them! Though originally running 'down South', one of these 'vans ended up at Toton.

sanding to increase braking effectiveness. These 'vans were very popular with guards (who preferred them to the later SR 25T ones – until the 'Queen Marys' arrived), and lasted well into BR steam days.

An RTR model of this type has never been available before, and Hornby has produced an outstanding example here. Checking with the photographs and drawings at my disposal, these three check out in every way. Attention to detail is incredible and includes much which even a top builder would not incorporate. The LSWR example correctly has the fixed side lights (removed in 1925) and the SR and BR examples even have the little metal plates covering the places where these lamps were removed!

Pedants might wish to fit spoked wheels to the LSWR-liveried example, suggesting its

original weight. Regarding very fine detail, the sandboxes are modelled at each end on the verandas, and also the sandpipes leading to the wheels! A first? As with the LMS vans, a full interior is supplied, including the sand-operating lever. Has any manufacturer gone to these lengths of detail before? As with the LMS vans, the glazing is flush, and the glazing bars are particularly fine. The handrails are separate metal fittings, and the horizontal ones are actually attached to the inboard stanchions. Spare 'route restriction' boards are provided with both the Southern Railway and Southern Region vans.

The wheels and couplings are the same as on the LMS examples and, as with those, the buffers are not sprung, though they're very accurate representations.

It's in the matter of liveries where there

datafile

BASICS

Manufacturer: Hornby Plc

CATALOGUE REFS:

R6911, R6911A, R6911B, R6913, R6913A, R6915, R6915A, R6915B

RRP: £24.99 (each)

Gauge/scale: 16.5mm gauge, 1:76 scale OO

Era: 2 to 4

Company/Operator: LSWR/ Southern Railway/BR Southern Region

Weight: 30g **Body and chassis:** Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension lock

might be some concern over these models. Not the BR grey one – that's fine, but both the LSWR and SR examples raise some issues. At the Grouping, the SR chose the LSWR very dark brown/plum colour for its brake vans. Though both the LSWR and SR example have the correct red ends, they're really nearer BR bauxite, which is a much lighter colour. I know colour perception is very subjective, but I think the 'brown' is much too light. A pity, because in all other areas, the application of the livery/branding/lettering/numbering is perfectly-applied. Colour aside, these are such fine models that those who are concerned will repaint them if they choose. I wonder whether the colour was chosen from a preserved 'van? Whatever the colour, for true realism, all these brake vans really need weathering.

Fantastic models, particularly with regard to detail, thoroughly recommended.



DAPOL LNER Y1

Words: Howard Smith Photography: Tony Wright



model with DCC-fitted and DCC sound-fitted options. Simply add a 'D' or 'S' suffix, respectively, after the catalogue reference numbers for these.

Creature comforts

Despite its size – just 136mm between buffers – the cab is very large, extending almost three-quarters along the underframe. Glazed on this model without appearing prismatic adjacent to the large vertical boiler, it must have provided its crew with winter warmth when the cab doors were shut. On the model, the cab's doors can be positioned to suit. These are hinged on a piece of wire and operate prototypically. In the heat of summer, perhaps the crew would benefit from better air circulation? Not a problem on the model, simply slide the cab roof air vent to its open position. Though a little stiff on the model, it only requires a finger nail and was soon slid.

Further roof detail includes turned brass safety valves, an injection-moulded whistle and the double stacked chimney. Roof detail is fine – rivets are clearly defined against the satin-black paint, with an impression of the angle iron rain strips.

Detail within

Though fortunate for its crew, it's a shame that Sentinel's cab design is so enclosed because Dapol has created one of the best detailed cab interiors I've seen. It takes a while to appreciate, peering through the cab doors as you rotate the model, but it was certainly worth the effort. Only 68153 on the Middleton Railway, Leeds and No. 6515 *Islebrook* on the Buckinghamshire Railway Centre, Quainton, have been preserved and I suspect a survey to inspect the locomotives revealed a bucket load of ideas to the designers of these models. The centrally-located twin horizontal cylinders are formed from multiple components, each painted

The history of the Sentinel Waggon Works Ltd is interesting, yet filled with lessons for the manufacturing industry. The firm operated from Shrewsbury, Shropshire and expanded, fuelled by its production of steam-powered chain-driven road lorries with vertical boilers. It encountered financial difficulties more than once, moving production site and changing its specialities. Expanding into the rail sector, it offered a range of similarly-designed small shunting locomotives for the UK and export markets, though was slow to adapt to the advances of dieselisation in the 1950s. The factory was acquired by Rolls-Royce Ltd for diesel engine production and the name became defunct by the late-1960s.

Innovative design

Kindly received for review by Dapol is a

model of one of Sentinel's vertical-boilered Y1 Class 0-4-0T steam locomotives. The Y1 class was introduced from 1925 for the LNER and underwent design changes, with Y1/1, Y1/2, Y1/3 and Y1/4 sub-classes of differing weights and boiler types.

One of the smallest RTR locomotives we've seen in the scale for a while, the 7ft wheelbase of the prototype scales out exactly on this model at 49mm. There's much to admire on Dapol's iteration, above as with below the underframe. Ingeniously, the coal load in the bunker can be lifted using the water filler as a handle to reveal a 21-pin DCC decoder socket. The solution is neat, efficient and logical – perhaps other manufacturers should take note? Wielding a screwdriver to disassemble your new RTR model seems so counter-intuitive.

Dapol is producing its six versions of the

its relevant colour. Control valves, lubricant and steam delivery pipes are all present and it's a welcoming sight that greets the eyes. Adjacent, painted bright red atop that sits an etched brass wheel is the handbrake. Its detail concludes under the chassis with the brake mechanism and rods. Dominating the space at the far end of the cab is the boiler. Though small in comparison to the size of the locomotive, the efficiency of its superheated water-tube design was superior to that of conventional fire-tube types, resulting in an average coal consumption of just 15lb per mile.

Driver/fireman and shunter would have been cosy inside, looking at the distance between controls and the cabsides. Luckily, shunting around a yard, the locomotive's consumption of coal and water would have been minimal and regular stops to couple and uncouple wagons would free a member of crew from the cab to enable a check of the sight gauges. These are located on the cabside, mounted to a wooden panel. Dapol has depicted these gauges, with needles and their pressurised pipe feeds in full. A raised brown-painted backing depicts the piece of hardwood. Look carefully and you'll spot the two brass-painted plaques that adorn this, too.

The hardwood cabinetry continues inside, two large boxes housing sundries and no doubt providing a slightly more comfortable flat surface on which to place one's posterior.

Underframe highlights

Designed for shunting, these locomotives weren't renown for a high top-speed. The Y1s only had one speed unit (later designs, such as the Y3s had low and high gears). From the centrally-located drive gear, a

chain drive to each axle provided power to the 2ft 6in wheels. Top speed would have been around 20mph, though for most of their time, the locomotives would have run at 10mph.

Dapol's locomotive is fitted with a five-pole motor. Armed with a brass flywheel and coupled to its small diameter wheels via a neat drive-train, performance is exceptionally smooth – ideal for shunting manoeuvres. From their early use with the LNER in 1925, to BR and later departmental use (seven seeing service into the 1960s), these are exceptional locomotives for industrial layouts. Highly recommended.



A decoder board housed in the spacious water tank and coal bunker is revealed by lifting the tank lid. Very neat.

Axlebox detail is incredible and the units look accurate. Note the drive chains, brake gear and boiler – all visible when viewed from a low angle.



The obscure 'bent' whistle to fit the loading gauge is fitting touch. Sprung buffers and couplings with fine lamp brackets adorn each end.



datafile

BASICS

Manufacturer: Dapol

CATALOGUE REFS:

7S-005-001 No. 42 in LNER livery

7S-005-002 No. 39 BR Departmental with early crest

7S-005-004 No. 7160 in LMS black

7S-005-005 68164 in BR black with early crest

7S-005-006 No. 2 *Islebrook* in GWR light green

7S-005-007 No. 14 *Maude* in NCB blue with chevrons

RRP: £175.00

Gauge/scale: 32mm gauge, 1:43.5 scale O

Era: 3 to 5 and preservation

Company/Operator: LNER/BR

Weight: 458g

Body: Plastic

Chassis: Die-cast metal

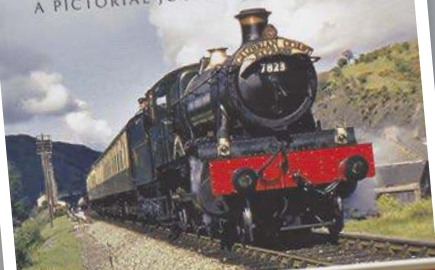
Wheel Profile: GOG Finescale Standard

Couplings: Sprung three-link



CAMBRIAN RAILWAYS GALLERY

A PICTORIAL JOURNEY THROUGH TIME



DAVID MAIDMENT & PAUL CARPENTER

CAMBRIAN RAILWAYS GALLERY A PICTORIAL JOURNEY THROUGH TIME by David Maidment & Paul Carpenter, Pen and Sword.

Pen and Sword is the most prolific of publishers right now, and out of a large selection of books from this house this month (including volumes space precludes me from commenting on, about works' trams, the Corris Railway, luxury travel, the Southern and Western Regions and buses) I've chosen three. We begin with this wonderful book describing the much-loved Welsh system, which became part of the GWR and latterly the WR of British Railways. The co-authors have a well-deserved pedigree, and this shines through in this profusely-illustrated, high-quality book. Though, as described in the title, the emphasis is on the pictorial, there is a brief (and accurate) history of the company, and the captions to the pictures are extended and informative. It's mainly in B&W, with some 40 pictures in colour (including a 'colourised' one – quite effective). All the images have reproduced well, and all are printed on the best-quality gloss stock. The importance of Oswestry to the system is not underestimated (even though the actual HQ is in England), and, the whole book's use as a work of reference for railway enthusiasts and, particularly railway modellers, should never be underestimated. Locomotive-builders will find the appropriate section of great value, as will those with an interest in narrow gauge. The whole thing is a gem! One must try and be objective, but this work is of great personal interest to me. The line beyond Wrexham Central (the station adjacent to what must be the ugliest church spire in the realm) towards Ellesmere was near to where my stepmother lived and also alongside a farm belonging to friends. The

shots illustrating that section brought back many memories. The volume concludes with an optimistic view of

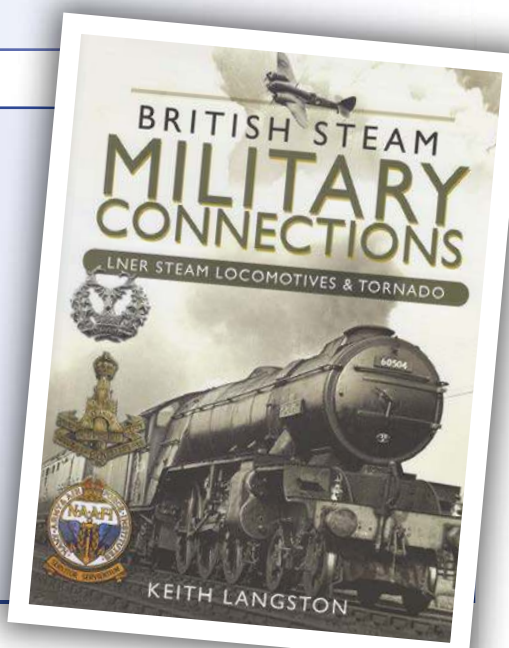
'The Cambrian Railway's Second Coming'. Thoroughly recommended.

Price: £30.00 W: www.pen-and-sword.co.uk

BRITISH STEAM MILITARY CONNECTIONS LNER STEAM LOCOMOTIVES & TORNADO by Keith Langston, Pen and Sword.

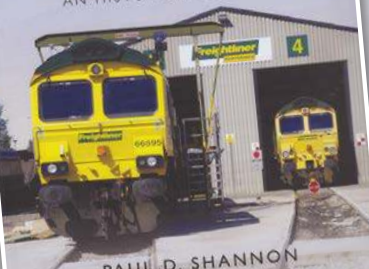
This is the companion volume to the same author's work on the military connections with the LMS, and follows the same interesting and very-educative format. It differs mainly because the LNER and its successors honoured the military less than the LMS, and out of its 152 pages, 58 are used to illustrate the life of the new A1, *Tornado*. Personally, though I have great respect for 60163, as a work of reference, those pages might have been better-used to explain the military connections the GWR and SR had with the railways. Though I thought the LMS book was first class, this one has too many errors for me to really enjoy. Despite being printed on best-quality stock with some superb pictures, better (informed) proof-reading would have intercepted some errors.

Price: £25.00 W: www.pen-and-sword.co.uk



BRITISH RAILWAY INFRASTRUCTURE SINCE 1970

AN HISTORICAL OVERVIEW



PAUL D. SHANNON

BRITISH RAILWAY INFRASTRUCTURE SINCE 1970 AN HISTORICAL OVERVIEW by Paul D. Shannon, Pen and Sword.

It's probably true that our home railways changed more after the end of BR steam in 1968 than at any other period in our history. This splendid book really shows this. The author has a well-deserved reputation in this more-modern field, and this is justified in this highly-informative volume. It's divided into five chapters, examining the Changing Network, Stations Old and New, Freight Terminals, Depots and Yards and Signalling and Electrification. All of these are well-written, informative and accurate. The picture quality is superb, and it's all printed on the best-quality stock. Much of what's illustrated has not only changed, but is now gone for good – the shot on page 117 of Kings Cross 'Bottom Loco' is particularly poignant to me. For the railway modeller interested in more-recent times, this lovely work is an absolute must, if only for the reasons of creating something that (in some cases) has been obliterated or altered beyond recognition. The chapter on signalling contains some perfect gems of pictures. Just think, well into the last quarter of the 20th Century, GN somersault signals were still controlling our trains in Lincolnshire!

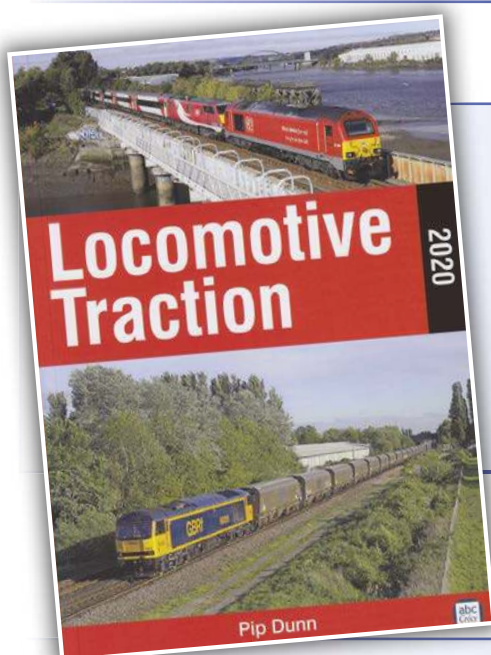
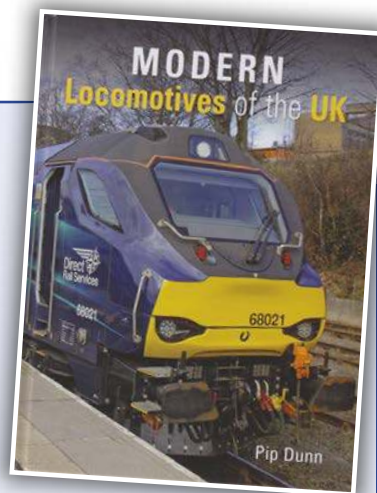
Entirely recommended.

Price: £25.00 W: www.pen-and-sword.co.uk

MODERN LOCOMOTIVES OF THE UK by Pip Dunn, OPC/Crecy.

The author has two books from Crecy for me to examine this month, the first being a substantial A4 hardback describing the locomotives built for our railways post-Privatisation. Classes described in detail include 66s, 67s, 70s, 68s, and 88s, plus rebuilds including 57s, 43s, 73/9s, 93s and 69s. The writer really needs no introduction, and this is yet another work of reference for anyone interested in the current scene (I say 'modern', but semaphore signals are still around!). The book is profusely-illustrated, and everything has reproduced to a very high-standard indeed. It's obvious that anyone contemplating making a model railway set in the late-20th Century/early-21st Century will find this work of the greatest value. I can only reiterate what's been sent with the publicity literature – 'This book provides a comprehensive and authoritative survey of the locomotives of the post-privatisation era and will be welcomed by all those interested in the current railway scene in Britain.' Its 'nice' to see some things never-changing; for instance, the blaze that severely damaged 70018, between Basingstoke and Winchester in 2012, was very reminiscent of what used to happen to the original Bulleid 'Pacifics' on the same road, generations before. Entirely-recommended.

Price: £25.00 W: www.crecy.co.uk



LOCOMOTIVE TRACTION 2020 by Pip Dunn, abc/Crecy.

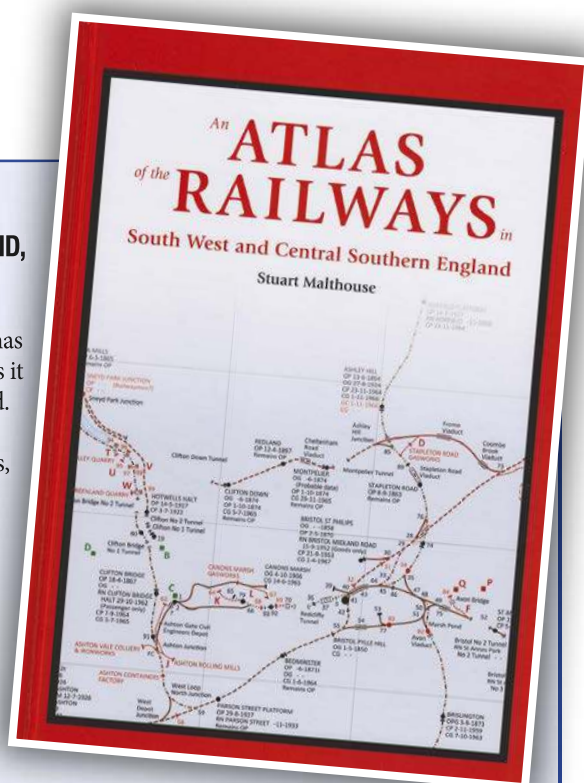
This is a pocket-sized (just) complementary companion to the same author's book reviewed above, except it contains a lot more than descriptions of the post-Privatisation motive power. In fact, not only does it describe all the current locomotives running on the system, it also lists all the diesel/electric locomotives built for BR. It is fantastic value for money, printed on high-gloss stock and is profusely-illustrated. It's a perfect travelling companion for every current-day trainspotter, and I for one will take it with me on every rail journey I make in future. I'll wait until I get home before underlining what I've seen, though. One mustn't make a mess! Remember those beloved Ian Allan Combined Volumes of yesteryear? I do. This is a worthy successor.

Price: £7.95 W: www.crecy.co.uk

AN ATLAS OF THE RAILWAYS IN SOUTH WEST AND CENTRAL SOUTHERN ENGLAND, INCLUDING THE CHANNEL ISLANDS FROM 1731 TO THE PRESENT DAY by Stuart Malthouse, Crecy.

To say this great book is 'monumental' is an understatement! The scholarly work that has gone into its research and preparation must have been incredible. The author considers it to be 'one of the most difficult tasks I have ever carried out in my life.' I'm not surprised. It is so comprehensive. I've always relied on my crumbling Ian Allan British Railways Pre-Grouping Atlas and Gazetteer to check geographical locations when writing articles, but this mammoth tome is so much more. That said, in its 432 pages it 'only' covers the region in the title. How many more books of this stature will be needed to cover the whole country? As well as the beautiful maps, there are also many most-useful photographs. To get the most out of this 'definitive' work, some concentration and diligence will be required; there are so many cross-references, but to the student of railways and those building model railways depicting the area described, it is an invaluable source of reference. The content also includes private as well as public railways. In addition to the maps, there's a chronology of the railways mentioned and a list of all the stations and features described. Recommended without reservation! There'll be more books to review from Crecy next month.

Price: £40.00 W: www.crecy.co.uk



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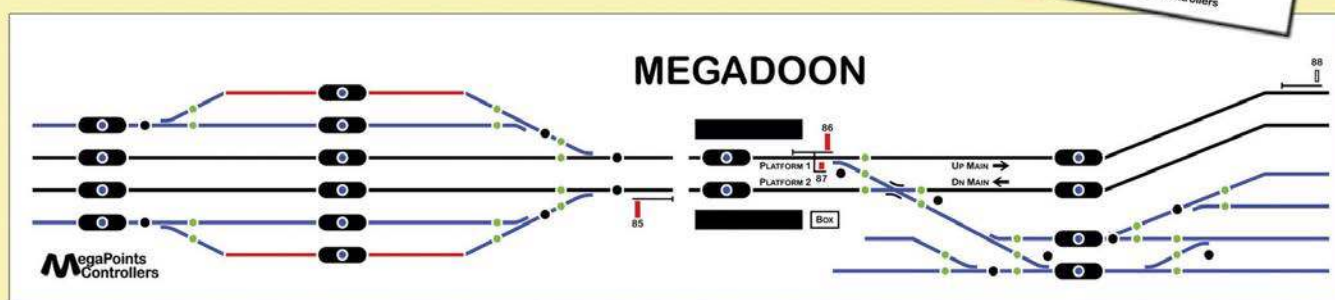
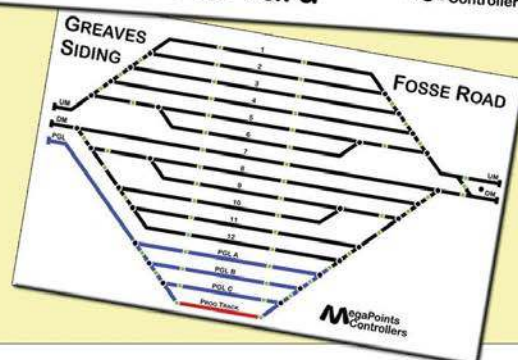
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EVENTS

EXHIBITIONS

FEBRUARY 29 - MARCH 1

Preston and District Model Railway Society Model Railway Exhibition Sports Hall, Preston's College, St Vincent's Road, Fulwood, Preston, Lancashire PR2 8UR
Opening Times: Saturday 1000 - 1700, Sunday 1000 - 1600.
Prices: Adults £8.00 Children £4.00
T: 07776 438 933

Lincoln & District Model Railway Club - General Exhibition 2020

Lady Eastwood Pavilion, Newark Showground, Drove Lane, Newark, Nottinghamshire NG24 2NY
Opening Times:
 Saturday (0930) 1000 - 1700
 Sunday (0930) 1000 - 1630
Prices: Adults £8.00 Children £4.00 Family £20.00
T: 07961 060930
W: www.ladmrc.wixsite.com/ladmrc

MARCH 7 - 8

Leamington & Warwick MRS Model Railway Exhibition Royal Leamington Spa College, Warwick New Road, Leamington Spa, CV32 5JE
Prices: Adults £8 Children £2 Family £18
T: www.lwmrs.co.uk

TRAIN & TOY FAIRS

FEBRUARY 8

Chester - Toy Fairs The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester, CH2 1PR
Opening Times: 1030 - 1400
Prices: £2.00
T: 01270 652773 Tony Oakes

FEBRUARY 23

Barry Stockton Model Train & Toy Fair Hulme Hall, Port Sunlight, Wirral CH62 5DH (off the A41 - in the beautiful village of Port Sunlight)
Opening Times: Saturday 1030 - 1400
Prices: Adults £2.50 Children 50p
T: 01513343362
 Barry Stockton

MARCH 1

Barry Stockton Model Train & Toy Fair, Haydock Park Racecourse, Exhibition Centre, WA HQ (M6 Junc 23 - 1 mile)
Opening Times: Saturday 1030 - 1400
Prices: Adults £3.00 Children 50p
T: 0151 3343362
 Barry Stockton

Ray Heard Train & Toy Fair

Newton Abbot Racecourse, Newton Road, Kingsteignton, Newton Abbot, Devon TQ12 3AF
Opening Times: Saturday 1000 - 1530
Prices: £3.00
T: 01823 480097

Tewkesbury - Toy Fairs

Tewkesbury School, Ashchurch Road, Tewkesbury GL20 8DF (JUNC 9 M5)
Opening Times: 10.30 - 14.00
Prices: £2.00
T: 01270 652773
 Tony Oakes

MARCH 22

Barry Stockton Model Train & Toy Fair, Hulme Hall, Port Sunlight, Wirral CH62 5DH (off the A41 - in the beautiful village of Port Sunlight)
Opening Times: Saturday 1030 - 1400
Prices: Adults £2.50 Children 50p
T: 01513343362
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TOY & TRAIN FAIRS

ASHFIELD

SUNDAYS 10am - 2pm

Kirkby-in-Ashfield, Festival Hall, NG17 7DJ
 9th Feb 20, 19th April 20, 14th June 20,
 9th August 20, 27th Sept 20, 8th Nov 20

NOTTINGHAM

SATURDAYS 10am - 2pm

Bluecoat Academy, NG8 5GY
 7th March 20, 6th June 20,
 22nd August 20, 3rd Oct 20, 5th Dec 20

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 12th Feb 20, 22nd April 20,
 23rd Sept 20, 9th Dec 20

ALFRETON

FRIDAYS 7pm - 9pm

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 20th March 20, 11th Sept 20,
 6th Nov 20

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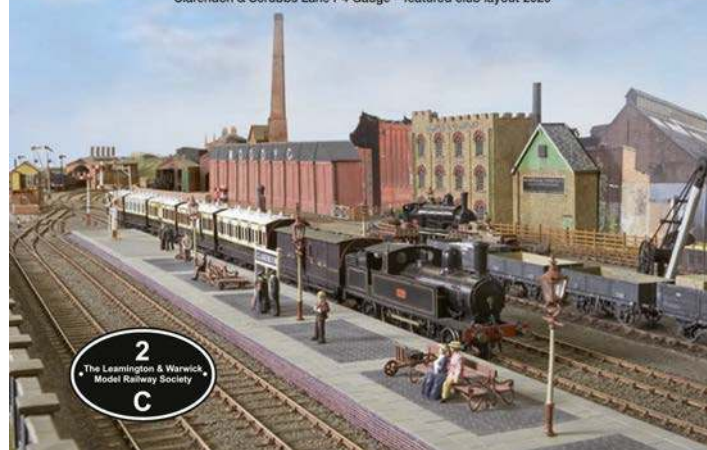
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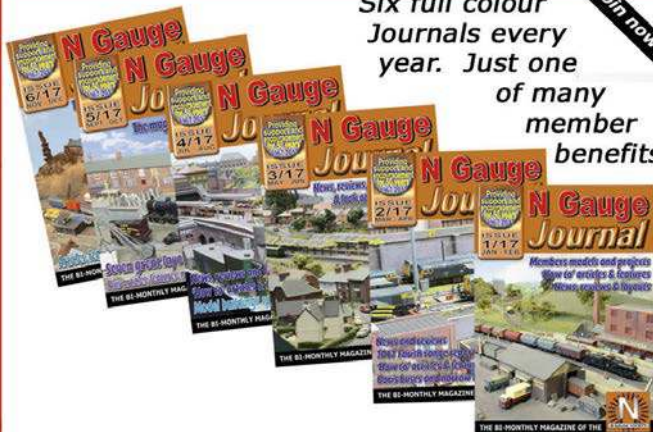
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Squires will be exhibiting at the following shows in 2020

Feb 1/2 - ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggsars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 15 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, TN9 1SF 10-5 www.tonbridgemrc.com, Less than 5 mins walk Tonbridge Railway Station.

Feb 16 - SHUTTLEWORTH Model Exhibition, The Shuttleworth Collection, Old Warden Aerodrome, Nr. Biggleswade, Bedfordshire, SG18 9EP. Sun 10 - 4. www.shuttleworth.org
Entry Price inc admission to the Aircraft & Vehicle Collection AND Children U16 go FREE

Feb 21/22/23 - GLASGOW Model Rail Scotland, Scottish Exhibition & Conference Centre, Glasgow, G3 8YW.

Fri 10.30-6, Sat 10-6, Sun 10.30-5

www.modelrail-scotland.co.uk

Coming to Glasgow? Why not try Saturday? or Sunday??

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AND a lot easier to get to our stand!

Note - Squires has two stands at Modelrail 2020

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Feb 29/Mar 1 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat 10 - 5pm, Sun 10 - 4.30

Mar 7 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Saturday 10 - 4. ***Plenty of FREE parking***

Mar 14/15 - BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, RG22 6HQ. Sat 10 - 5 Sun 10 - 4.

Mar 14/15 - MACCELSFIELD M/Railway Group Exhibition, Tytherington School, Manchester Rd, Macclesfield, SK10 2EE. Sat 10 - 5, Sun 10 - 4.30.

Mar 14/15 - PERTH GREEN Model Railway Exhibition, Primrose C.A. Lambton Terrace, Jarrold, Tyne and Wear, NE32 5QY Sat 10 - 5. Sun 10 - 4. **Note - change of venue**

Mar 21 - EGHAM Egham & Staines MRS Exhibition, Stode's College Sports Hall, Egham High Street, Egham, Surrey, TW20 9DR. Sat 10.30 - 5.

April 4 - NORWICH Model Railway Exhibition, Hellesdon High School, Middletons Lane, Norwich, NR6 5SB. Saturday 10 - 4.30. **FREE Parking on Site**

April 11/12/13 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Sat & Sun 10 - 5, Mon 10 - 4.30.

Coming to York? Why not try Sunday? or Monday??

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April 18/19 - BANGOR North Down Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU. Sat 10 - 5, Sun 12 - 5. www.ndmrs.co.uk

April 18/19 - CORSHAM Trainwest 2019 MRE, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**

April 18/19 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Sat 10-5 Sun 10-4. ***FREE PARKING**

April 25 - LEIGH O SCALE NORTHWEST, O Gauge Model Railway Exhibition Leigh Sports Village, Sale Way, Leigh, Lancashire WN7 4JY. Sat 10 - 4.00. ***FREE PARKING**

April 25/26 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wylde Green Road, Sutton Coldfield, B76 1QT. **Plenty of FREE Parking** Sat 10-5, Sun 10-4.30

April 25/26 - BONNYBRIDGE MRC & Scottish Diesel & Electric Group MRE, Bonnybridge Community Centre, Bridge Street, Bonnybridge, FK4 1AA. Sat 10-4.30, Sun 10-4.

April 25/26 - HELSTON Helston & Falmouth MRC Model Railway Exhibition, Pool Academy, Church Road, Pool, Cornwall, TR15 3PZ. Sat 10-5, Sun 10-4. *** NEW VENUE ***

May 1/2/3 - BRISTOL The 52nd Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.

May 2 - HAYWARDS HEATH M/Railway Exhibition, Dolphin Leisure Centre, Pasture Hill Rd, Haywards Heath, West Sussex, RH16 1LY. Sat 10 - 5. **22 Layouts Booked to Attend**

May 9 - READING Association of Larger Scale Railway Modelers Trade Show & Exhibition, Rivermead Leisure Centre, Reading, RG1 8EQ. Sat 10 - 4.30. *FREE entry to ALSRM Members*

June 6 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00.

June 13/14 - GLASGOW 'O' Gauge MRE, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10 - 4, Sun 11 - 4. ***Free Parking, Close to Railway Stations***

June 27/28 - PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, PH2 0TH. Sat 10 - 5.30, Sun 10 - 5. www.perthmrc.com

July 4/5 - BARRY & PENARTH Model Railway Exhibition, St Cyrus School, Sully Rd, Penarth, CF64 4XP. Sat 10-5/Sun 10-4 FREE PARKING ON SITE

July 4/5 - GUILDFORD Railway Gala Weekend, Guildford Model Engineering Society, Stoke Park, London Rd, Guildford, Surrey, GU1 1TU. Sat 10-5/Sun 10-4 ***FREE PARKING ON SITE**

July 5 - ROMSEY IPMS The Romsey Scale Model Show, Crossfield Hall, Broadwater Road, Romsey, SO51 8GL. Sun 10 - 4. www.romseymodellers.co.uk

Aug 8 - BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill on Sea, TN40 1SE. Sat 10 - 5. ***FREE PARKING ON SITE**

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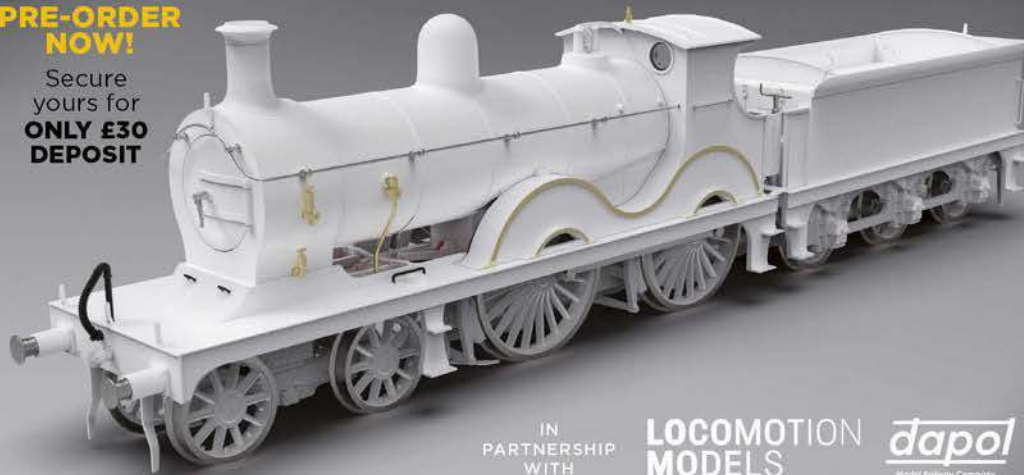
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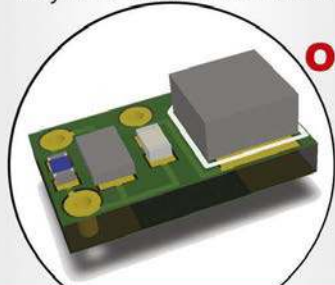
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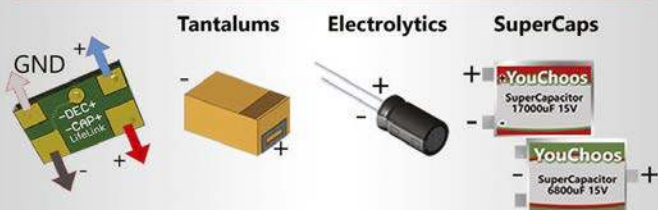


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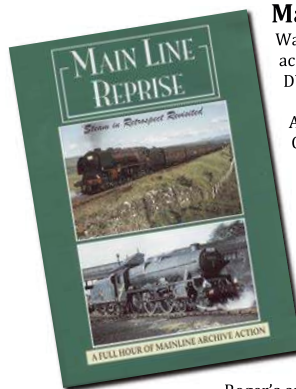


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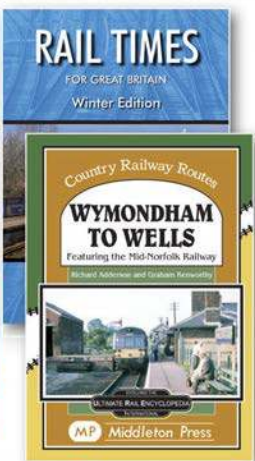
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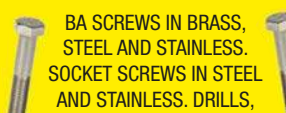
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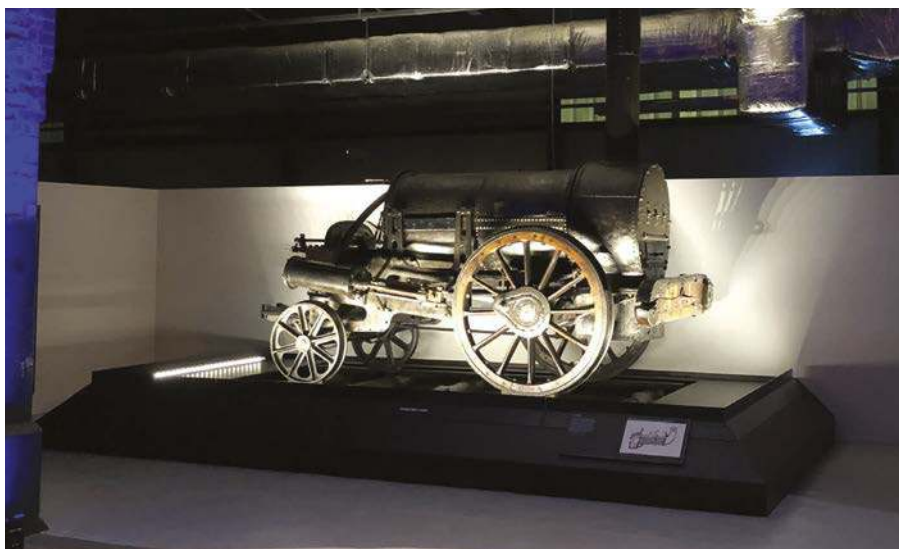
Ready for a Rocket

Don't railway modellers have unusual tastes? Every year The Wishlist Poll Team run a serious survey to find out what we'd like to see the ready-to-run manufacturers produce. After much enjoyable discussion on RMweb and some seriously-considered voting, the results are widely reported.

Over Christmas, the team decided to ask the same question, but looking at some seriously oddball subjects. Would you prefer an LMS Road/Railbus or a Parry People mover? Battle Space Turbo Car or Spooner Boat?

By the end of the festive break, the winner was Stephenson's Rocket, closely followed by Ivor the Engine and an Aveling and Porter Stirling. Sadly for fans of the tracked hovercraft train, it fared no better than the prototype and came in last!

Of course, no-one will actually make these things. Or will they?



Burning Question...

Which Hornby announcement are you most excited about?

Andy: The APT, it's from an exciting time when rail travel was being revolutionised with 'high-tech' gadgetry and electronic wizardry.

Phil: The Rocket. I have the old Tri-ang model and the 3 1/2 gauge version, so I might as well complete the set..

Howard: Standard 2MT. It's perfect for the sort of secondary routes most modellers build.

Debbie: The Hamant & Morgan mobile app-based control system for me. It could be the start of a whole new chapter for DC control.

Ruth: As a designer, I really appreciate the retro packaging Hornby has re-introduced.

This month in pictures...



Andy and Phil borrowed a few Bachmann G gauge models and took a trip to East Anglia in search of Thomas. While there, Toby went home to Outwell Village.



How fast can you build a model railway? The Sleaford and Market Deeping clubs managed to get the job done in just two days, and then donated the end result to the Little Miracles Charity in Peterborough.



It's a pleasure to photograph model railway scenes where the trains are just part of a bigger landscape. Hills of the North and Blueball Summit have made Andy very happy indeed!



Bought for only 99p in an on-line auction, the only catch for the new owner of this N gauge layout was he had to collect it from Luxembourg.

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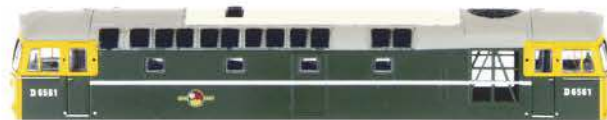
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OO Gauge Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOBC Crane	hattons.co.uk/gpc	£69	Nov 2018							
OO Genesis 4 & 6 Wheel Coaches	hattons.co.uk/genesis	from £30	Oct 2019							

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N Gauge Class 50	hattons.co.uk/c50	£123.21	Feb 2013							
OO Gauge Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
OO GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

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O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
OO Gauge Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
OO Gauge Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
OO Gauge Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
OO Gauge Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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Stephenson's Rocket 0-2-2	hattons.co.uk/rocket	from £162	Jan 2020							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
LNER W1 Hush-Hush 4-6-4	hattons.co.uk/hushhush	£180	Jan 2020							
LNER Thompson A2/2 4-6-2	hattons.co.uk/thompsona22	£171	Jan 2020							
LNER Thompson A2/3 4-6-2	hattons.co.uk/thompsona23	£171	Jan 2020							
BR Standard 2MT 2-6-0	hattons.co.uk/hornby2mt	£162	Jan 2020							
Class 370 APT-P	hattons.co.uk/hornbyapt	from £356	Jan 2020							
Class 91	hattons.co.uk/hornby91	£153	Jan 2020							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	from £94	Jan 2019							

 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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Information correct at the time of going to press on 10/01/20.