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# HORNBY

## magazine

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### FIRST REVIEWS



**EXCLUSIVE**

Hornby's new Collett 'King' 4-6-0



Heljan Metropolitan Bo-Bo



Hornby Gresley 'D16/3' 4-4-0



Rails' LMS pioneer diesels



Dapol 'O'gauge 'Terrier' 0-6-0T

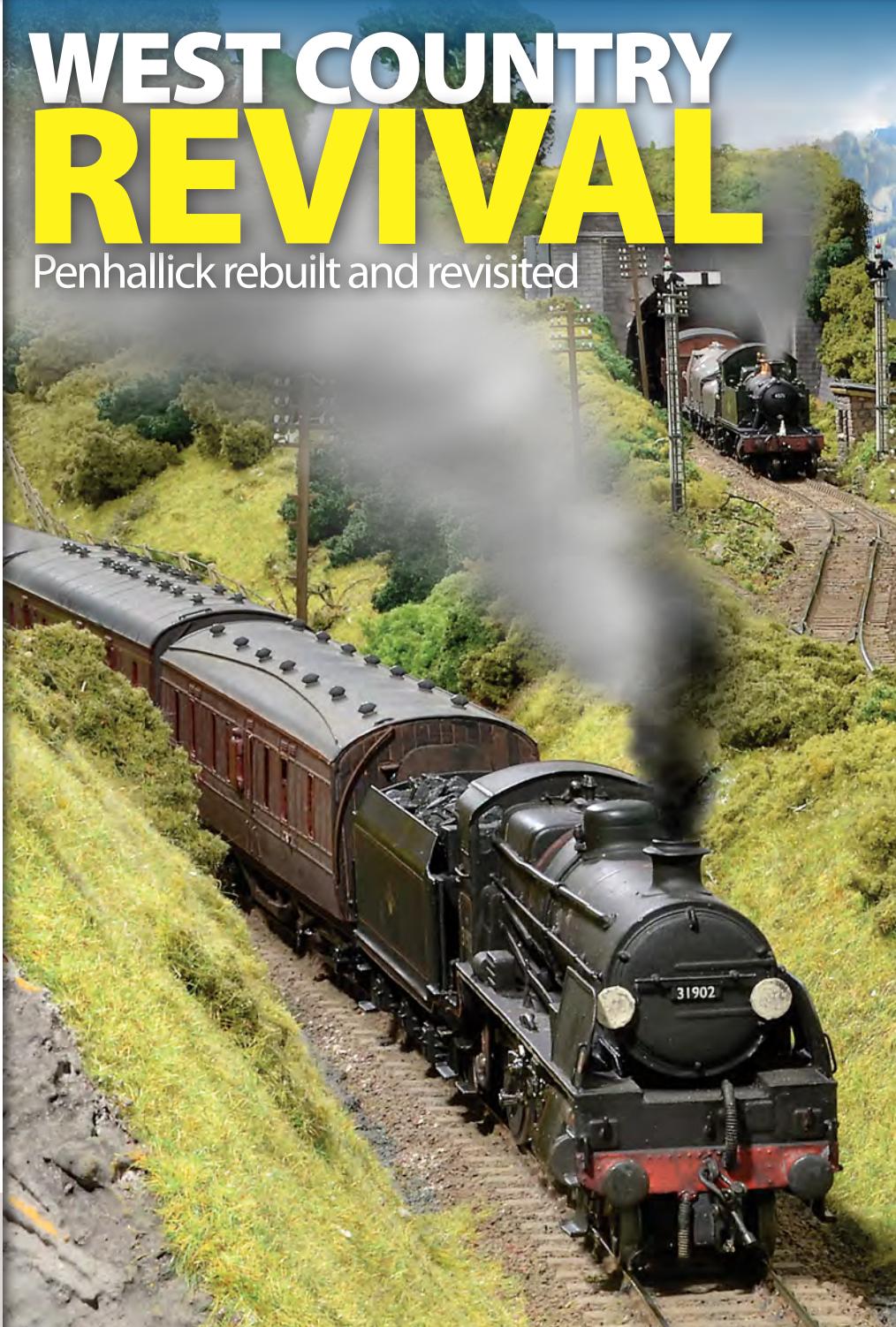
#### PLUS...

- Bachmann Hawksworth autotrailer
- Sparmax airbrush and compressor
- Hornby's revised Sentinel shunter

**BACHMANN REVEALS  
'OO' CLASS 117 AND 121**

### WEST COUNTRY REVIVAL

Penhallick rebuilt and revisited



**SOUND FITTING A CLASS 05  
WEATHERING AN 'ATLANTIC'**

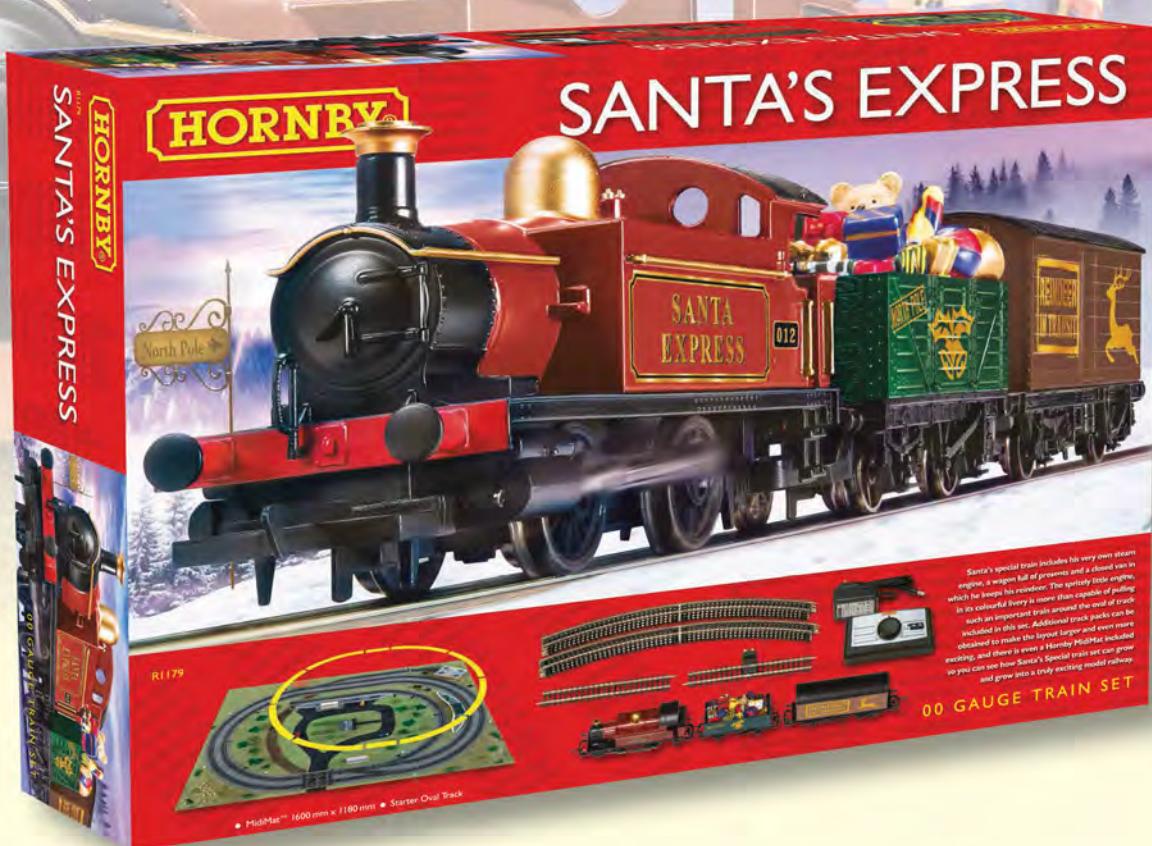
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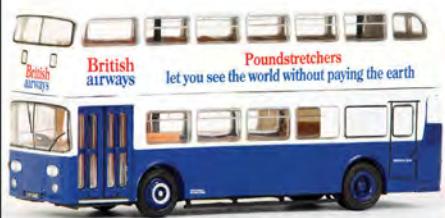
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# HORNBY magazine

November 2015

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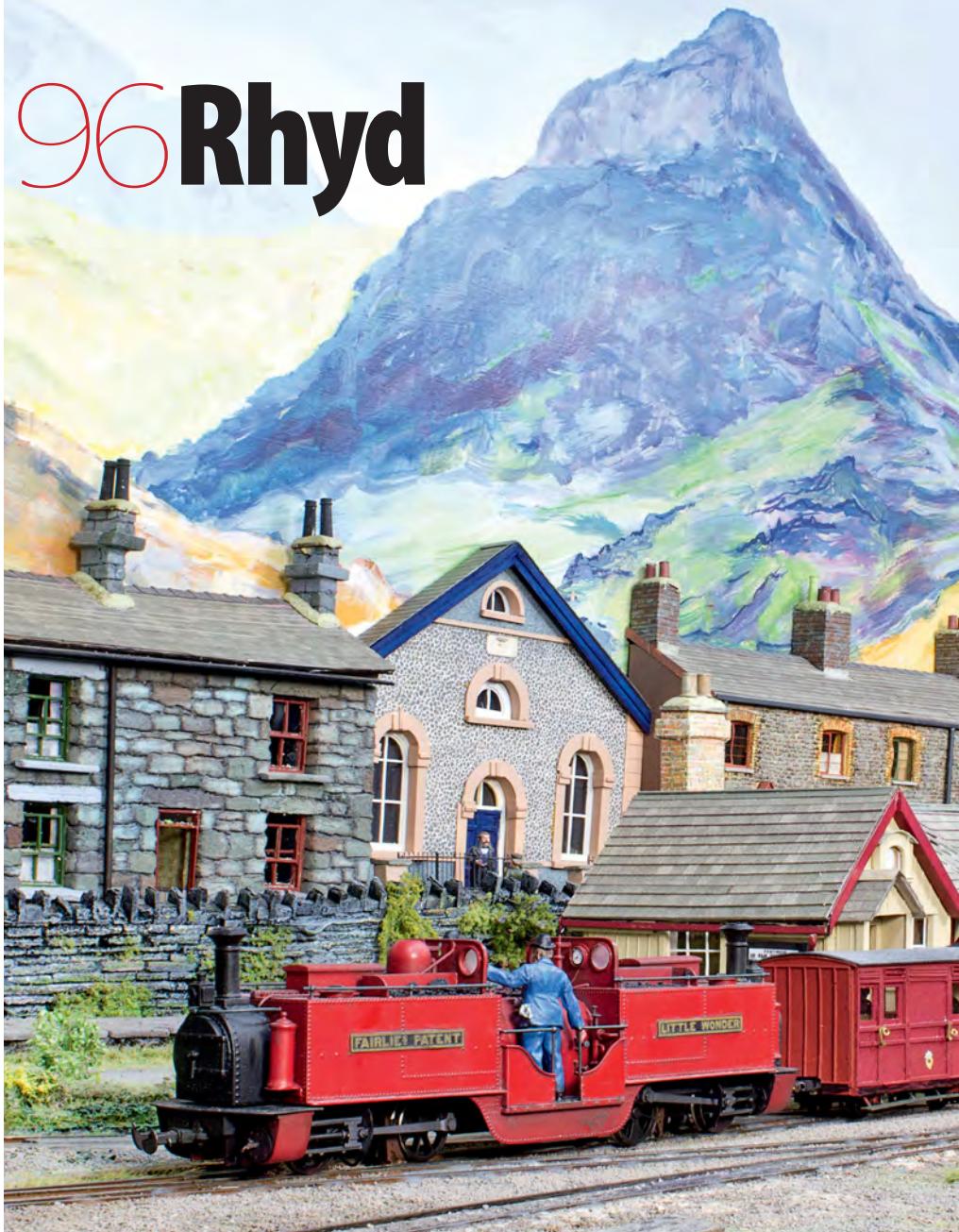
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ISSUE  
101

# 96 Rhyd



## WE SHOW YOU HOW!

28

### WEATHERING

Tim Shackleton sets out to represent BR's last operational Great Northern Ivatt 'Atlantic' 4-4-2 and recreates the faded yet purposeful look retained by the prototype to the end.



p28

34

### KIT CONSTRUCTION

Building kits can be daunting but it doesn't have to be. Tim Shackleton proves the point with this new 'OO' gauge Plasser and Theurer 12ton crane kit from Make Your Mark Models.

p90



40

### AUTOMATIC COLOUR LIGHT SIGNALS

With a wide selection of multiple aspect colour light signals now available, the next logical step is to consider automating their operation. Nigel Burkin shows you how, using readily available components.

90

### DCC SOUND

Paul Chetter rises to the challenge and installs DCC sound inside Heljan's new 'OO' gauge Class 05 diesel shunter.

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# Inside...



## FIRST REVIEWS



**p72** **Heljan  
Metropolitan  
Railway Bo-Bo**

**p76** **Hornby  
'D16/3'  
4-4-0**



**64** **Hornby Collett 'King' 4-6-0**  
**74** **Bachmann's GWR autotrailer**  
**78** **Rails' LMS twins 10000/10001**  
**80** **Dapol 'O' gauge Stroudley 0-6-0T**

### PLUS...

**64** Hornby's new Sentinel 0-4-0 shunter, Oxford Diecast's new Leyland Titan PD2/12, a new selection of Sparmax budget airbrushes and much more feature in this issue's reviews section.

7

### EDITORIAL

Autumn is a busy time in the *Hornby Magazine* office, with multiple layout projects and lots of new product arrivals, as Mike Wild enthuses.

8

### UPDATE

Bachmann announces new Diesel Multiple Units for 'OO', Dapol updates its latest model projects, Heljan displays the first engineering sample of its forthcoming 'O' gauge Class 25/1, Hornby reveals progress on its 'OO' gauge Class 71 and all the latest model news.

16

### PENHALLICK

Following the retirement of this popular 'OO' gauge British Railways Western/Southern Region exhibition layout set in the West Country, it has now found a new permanent home. Mel Rees reveals how it has been developed into a new format and with an extra station too.

46

### HORNBY POST

Your views, opinions and responses from the *Hornby Magazine* postbag.

50

### OLD MILLS COLLIERY SIDINGS

Wolverhampton Model Railway Club looked to British Rail's Western Region for inspiration when building their latest 'OO' gauge exhibition layout, set in the late 1960s and early 1970s.

58

### TRACKPLANS: DIESEL DEPOTS

Railway depots offer scope to create small, yet fascinating layouts. In the first of a new series, Mark Chivers presents a selection of 'OO' gauge diesel depot trackplans offering plenty of operating potential.

68

### REALITY CHECK

The Great Western Railway's 'Kings' were widely regarded as the ultimate 4-6-0 locomotive thanks to their impressive specification. Evan Green-Hughes looks back at their history.

96

### RHYD

The famous Ffestiniog Railway in North Wales provided all the inspiration required for this stunning 'O-14' narrow gauge layout set in the 1950s and 1960s, as David John explains.

106

### RAILWAY REALISM

In addition to the national network of railway lines, a significant number of private railways also existed. Evan Green-Hughes takes a look at a selection, some of which were quite unusual.

110

### STAFF PROJECTS

*Hornby Magazine*'s Mike Wild has turned attention to preparing Shortley Bridge and Felton Cement Works for its outings after a year in storage for this 'OO' gauge layout.

112

### SHOW GUIDE

*Hornby Magazine*'s comprehensive guide to forthcoming events.

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# Welcome

## THE EDITOR'S PAGE



THE RUN UP to the autumn season is always extremely busy for the *Hornby Magazine* team. There are always projects on the go and we eat, breath and sleep model railways through the

summer months to get everything ready.

This year is no exception and as soon as we finish one project there is another to be started. It's exciting and this sentiment is being echoed throughout the hobby with another bumper crop of new releases landing in our office this month.

For the *Hornby Magazine* team the Great Electric Train Show on October 10/11 has been a major focus, ensuring that all the exhibitors know when to arrive, preparing publicity for the show and crossing off all the jobs on the list.

In the background we have been working hard to bring our exhibition layout - Shortley Bridge and Felton Cement Works - back into full running order after a year in storage while at the same time completing work on our brand new 'N'

gauge layout which has been built for *Hornby Magazine*'s annual Yearbook.

Building layouts is a big part of what we do here at *Hornby Magazine*. They bring us closer to the hobby and allow us to try techniques, put together step by step guides and - just as importantly - test locomotives to the full. Obviously we enjoy building them, but everything we build has to have a purpose.

The autumn season is also a time when we attend the most exhibitions. After the Great Electric Train Show we will be at the Spalding Model Railway Exhibition with Shortley Bridge and Felton Cement Works on November 14/15 and two weeks later we will be at the Warley National Model Railway Exhibition with Barrethorpe on November 28/29.

This issue is another busy one with four step by step guides created by the team for weathering, sound fitting, kit building and automatic signals plus there are three stunning layouts, a full and bursting news section and the annual 48 page Dealer Directory - your one stop shop for finding the UK's network of model railway retailers and suppliers as well as listings of clubs and societies. All the information has been fully updated for this new publication.

Of course no issue would be complete without new releases and this issue's review section is quite simply stunning! With two new steam locomotives from Hornby in the form of the GWR 'King' 4-6-0 and LNER 'D16/3' 4-4-0 plus Heljan's fabulous Metropolitan Railway Bo-Bo electric, Rails of Sheffield's exclusive models of LMS twins 10000/10001 and Dapol's 'O' gauge 'Terrier' being the headline events.

Not to be forgotten is Bachmann's impressive new 'OO' gauge GWR autotrailer and a second version of Hornby's Sentinel shunter with an 0-4-0 chassis with coupling rods. Beyond rolling stock we also have full reviews of the new Sparmax airbrush and compressor, new paint sets from MIG Ammo and Modelu's impressive line of laser scanned and 3D printed railway figures.

We hope you enjoy the issue and if you see the *Hornby Magazine* team out at the shows come on over and say hello!

Happy modelling!

Mike Wild  
Editor

## ISSUE GUIDE

### FREE 48 PAGE DIRECTORY

*Hornby Magazine*'s annual Dealer Directory is your guide to retailers and suppliers across the UK including online stockists. Plus there are fully updated club and society listings to help you find a local group.

### FIRST REVIEWS

**64** FIVE brand new locomotives headline this month's reviews section topped by an exclusive first review of Hornby's new GWR 'King' 4-6-0. Also featured is Heljan's Metropolitan Railway Bo-Bo, Hornby's 'D16', and Dapol's 'O' gauge 'Terrier'.

### UPDATE

**8** All the latest model railway news including new announcements from Bachmann in 'OO' and Heljan in 'O' gauge, the latest pre-production samples from Hornby, Dapol, Heljan, Revolution Trains and a preview to the Spalding exhibition.

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### WEST COUNTRY REVIVAL

Penhallick rebuilt and revisited



### 30 NEW MODELS INSIDE!

Our packed News and Reviews sections feature more than 30 models covering new releases, announcements, first looks and more. Highlights include new DMU announcements by Bachmann, the latest sample of Hornby's Class 71, Dapol's 'N' gauge 'Schools', Heljan's first 'O' gauge steam locomotive and much more...

### PENHALICK

**16** Famed on the exhibition circuit for its impressive 56ft length, this North Cornwall set BR Western and Southern Region layout has a new life having been rebuilt and revitalised in its new home.

### WE SHOW YOU HOW

**28** This month the *Hornby Magazine* team shows how to install sound in a Heljan Class 05, weather an Ivatt 'Atlantic', how to create automatic signalling in simple steps and how to build resin kits.

# BACHMANN ANNOUNCES

Class 117/121 DMUs for 'OO'



Bachmann has revealed that it will be producing a 'OO' gauge ready-to-run model of the Class 117 DMU. On May 8 1995 117305 leaves Carbis Bay heading for St Erth. John Chalcraft/www.railphotoprints.co.uk.

## IN BRIEF

■ Dapol has confirmed the identities of its forthcoming 'OO' gauge Vossloh Class 68 diesel-electric locomotive.

Six models will be released initially as 68002 *Intrepid* in Direct Rail Services (DRS) blue, (Cat No. 4D-022-001), 68005 *Defiant* in DRS blue (4D-022-002), 68010 and 68014 in Chiltern Railways silver and grey (4D-022-003 and 4D-022-004), and 68006 *Daring* and 68007 *Valiant* in Scotrail Saltire colours (4D-022-005 and 4D-022-006).

Prices are set at £139.95 with delivery anticipated during the first quarter of 2016.

■ Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

■ Dart Castings has added two new 'OO' gauge figures to its Monty's Models range of white metal castings. A casually dressed photographer (Cat No. MGV17) and shunter (MGV18) form the latest additions, the latter also featuring a separate shunter's pole. Supplied unpainted, they are priced at £3.80 each.

## HELJAN STEAMS AHEAD



The GWR '61XX' 2-6-2T is to be Heljan's first venture into 'O' gauge ready-to-run steam. 6103 leads a mixed goods through Reading West in 1963. Jim Carter/www.railphotoprints.co.uk.

Heljan is working on its first ready-to-run 'O' gauge steam locomotive, with a Great Western Railway (GWR) 'Large Prairie' 2-6-2T under development.

Heljan will develop the 'Large Prairie' based on the GWR's '61XX' 2-6-2T, although the company may also consider models of the similar '41XX' and '51XX'

locomotives in the future.

The GWR '61XX' 2-6-2T was designed by Charles Collett as a development of the GWR '5101' 2-6-2T, with boiler pressure being the main difference. 70 were built for use on GWR suburban services, with the first entering service in 1931. They remained in use with

BR's Western Region until the mid 1960s when new Diesel Multiple Units replaced them on many of the services they were designed for.

Heljan's '61XX' will come pre-numbered and will be available in GWR green, BR black and BR green.

■ Visit [www.heljan.dk](http://www.heljan.dk) for further information.



Also announced by Bachmann is the Class 121 single car DMU. W55033 leaves Bristol Temple Meads for Severn Beach on April 16 1979. John Chalcraft/www.railphotoprints.co.uk.

**B**ACHMANN PLANS to produce Class 117 and Class 121 Diesel Multiple Units (DMUs) as its next 'OO' gauge ready-to-run models. The three car Class 117 high density DMUs and single car Class 121s were built by Pressed Steel for use on BR Western Region suburban services.

Bachmann's new tooling will cater for exhaust pipe variations, gangway and non-gangway variants and will feature interior lighting, switchable directional lighting and a 21-pin DCC decoder socket.

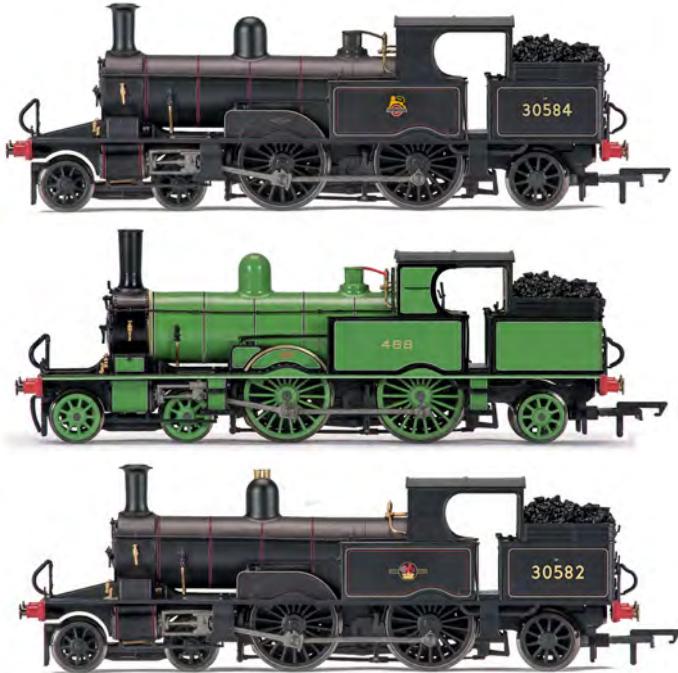
Three Class 117s will form the initial batch of standard releases in BR green with speed whiskers (Cat No. 35-500), BR blue and grey (35-501) and Network SouthEast (35-

502) together with three Class 121s in BR green with 'speed whiskers' (35-525), BR blue and grey (35-526) and Network SouthEast (35-527).

Acknowledging the assistance and research provided by Kernow Model Rail Centre for this project, two exclusive limited editions will be produced for the retailer representing the DMUs repainted to mark the 150th Anniversary of the Great Western Railway in 1985 as Class 117 B430 (35-500Z) and Class 121 W55020 in GW150 chocolate and cream (35-525Z). Prices and delivery date are to be announced. The previously announced Kernow Model Rail Centre/DJ Models Class 117 project has been cancelled.

● Visit [www.bachmann.co.uk](http://www.bachmann.co.uk) and [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com) for more details.

## Hornby issues Radial artwork



Hornby has issued livery artwork for its forthcoming 'OO' gauge London & South Western Railway (LSWR) Adams '0415' 4-4-2T.

Identities of the three locomotives are confirmed as 488 in as-preserved LSWR lined green (R3335), 30584 in BR lined black with early crests (R3333) and 30582 in BR lined black with late crests (R3334). The latter also features safety valves

built into the dome while the model of 488 is finished with Stove pipe chimney. Each will feature a die-cast metal chassis and boiler, five pole skew wound motor, sprung metal buffers and removable coal load.

Prices are set at £119.99, with delivery anticipated during January 2016.

● Visit [www.hornby.com](http://www.hornby.com) for more details.

## Weathering Skills Guide Vol Two

Volume Two of Hornby Magazine's Weathering Skills Guide is now available, featuring more than 20 hands-on projects, demonstrations of airbrush and weathering powder techniques, advice for getting started with an airbrush, essential airbrush maintenance and much more.

Tim Shackleton and Mike Wild guide you through this fascinating pastime with plenty of hints and tips along the way to ensure you get the most out of your weathering projects in whatever scale and era you model, from 'N' to 'O' gauge and steam or diesel.

Priced at £6.99, Hornby Magazine's Weathering Skills Guide is available now from newsagents and model shops or online



from the Key Publishing shop.

● Visit [www.hornbymagazine.com](http://www.hornbymagazine.com) for more details.

## NEW WHEELS FOR 'N' GAUGE

N-Train has developed a new set of fine standard 'N' gauge wheels which are designed for use with its own range of kits, as well as those from other manufacturers.

N-Wheelz feature 6.2mm brass disc wheels mounted on 14.9mm

blackened steel pinpoint axles. Two pack sizes are available containing ten axles priced at £9 and 50 wheelsets priced at £42, plus postage and packing.

● Visit [www.n-train.net](http://www.n-train.net) for more information.



### HELJAN EVALUATES CLASS 25/1

The first engineering prototype sample of Heljan's new 'O' gauge Class 25/1 has arrived for evaluation.

Two standard models will be available in BR green with small yellow panels (Cat No. 2551) and BR blue with full yellow ends (2552) together with an

exclusive run of 100 models produced for Tower Models in BR plain green (2551).

Each will feature two five pole motors, directional lighting, rotating roof fans and detailed cab interiors.

Prices are set at £699 each with delivery anticipated in 2016.



### Hornby Collett coaches approach

New Engineering Prototype samples of Hornby's recently announced 'OO' gauge ready-to-run Great Western Railway (GWR) Collett 57ft 'bow ended' corridor coaches (HM97) have arrived for evaluation. Five vehicles will

be available in GWR chocolate and cream and BR carmine and cream. Priced at £39.99 per coach, delivery is anticipated during the first half of 2016.

● Visit [www.hornby.com](http://www.hornby.com) for more details.

# HORNBY CLASS 71 DEVELOPS



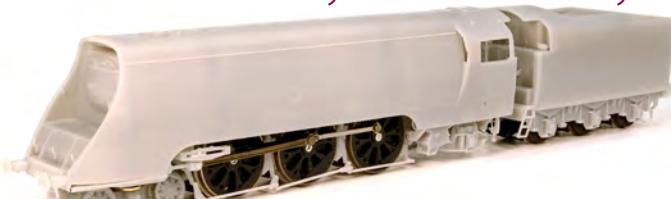
**T**HE SECOND RUNNING sample of Hornby's new 'OO' gauge Class 71 has arrived with the company's engineers

for evaluation, fitted with an operating metal pantograph. Announced at the Warley National Model Railway Exhibition last November, three

models are due for release in 2016 as the National Railway Museum's E5001 in BR green (Cat No. R3373), E5022 in BR green (R3376) and 71012 in

BR blue (R3374). Prices are set at £149.99 with delivery anticipated during May 2016.  
● Visit [www.hornby.com](http://www.hornby.com) for more details.

## First view of Hornby's 'Merchant Navy'



Hornby has revealed the first 3D rapid prototype of its forthcoming 'OO' gauge air-smoothed Bulleid 'Merchant Navy' 4-6-2, due for release in its 2016 range. This first stereo sample produced from the CAD/CAM drawings allows the

company's engineers to check the overall shape is correct and that there are no mechanical issues before tooling starts. Delivery is expected in late 2016.  
● Visit [www.hornby.com](http://www.hornby.com) for more details.

## Dapol 'Schools' 4-4-0 sample arrives



The latest engineering prototype of its 'N' gauge Southern Railway (SR) 'Schools' 4-4-0 has been received by Dapol for evaluation. The new model will feature a tungsten chassis, super creep motor, 6-pin DCC decoder socket,

separate metal handrails and etched metal nameplates. Prices are set at £131.35 for DCC ready and £154.35 for DCC fitted models. Delivery is due in early 2016.  
● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

## Dapol mocks up 'N' Class 68



Dapol has unveiled a 3D printed bodyshell of its 'N' gauge Vossloh Class 68 before it is approved for tooling. The impressive specification for this model includes tungsten chassis, all wheel pick-up, coreless motor, directional lighting and 6-pin

DCC decoder socket. Six models are planned in DRS, Chiltern Railways and Scotrail liveries. Delivery is scheduled for the third quarter of 2016 with prices to be announced.  
● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

## Dapol's valanced 'A4s' progress



Dapol has received the first decorated samples of its new 'N' gauge Gresley 'A4' 4-6-2s with streamlined valances. Models planned include 2510 Quicksilver in LNER silver and grey, 2512 Silver Fox in LNER silver and grey, 4464 Bittern in as-preserved LNER garter blue, 4467 Wild

Swan in LNER garter blue and 4482 Golden Eagle in LNER apple green. Featuring a new detailed bodyshell with streamlined side valances, prices and delivery dates have yet to be announced and the samples are subject to revisions.  
● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

## 'N' GAUGE MERMAID IS THE LATEST CROWD SOURCED MODEL

'N' gauge specialist County Rolling Stock has launched a crowd funding project to produce a ready-to-run 'N' gauge ZJ0/ZJV

Mermaid ballast tipping wagon. Two variants of the wagon are planned covering the three batches built by Metropolitan-Cammell

while liveries planned include GWR, BR black, BR olive green and BR 'Dutch' yellow and black. Funded through a Kickstarter

project, various pledge values are available.  
● Visit [www.countyrollingstock.co.uk](http://www.countyrollingstock.co.uk) for more information.

# FINAL CALL...

HORNBY  
magazine

## GREAT ELECTRIC.

TRAIN SHOW

OCTOBER 11/12 2014

The third Great Electric Train Show opens its doors at the Heritage Motor Centre, Gaydon, Warwickshire, at 10am on Saturday October 10, with 27 layouts, more than 30 traders and an expanded demonstration area.

This annual event, sponsored by *Hornby Magazine*, promises a top weekend of quality British outline model railway layouts from 'N' to 'O' featuring familiar names from past issues of *Hornby Magazine* including Shipley Model Railway Society's Leicester GC (HM79), Peter Midwinter's Bridge of Muir (HM96),

Graham Muspratt's Fisherton Sarum (HM22) and many more.

The skills zone will feature scenic and weathering demonstrations while Bachmann Europe and Hornby Hobbies will be displaying their latest pre-production samples as well as answering your questions. A wide selection of traders is also lined up including Cheltenham Model Centre, DCC Supplies, DC Kits, Digitrains, Gaugemaster, Grimy Times, Locomotion Models, Lord and Butler, Train-Tech and more

● For the latest updates visit [www.greatelectrictrainshow.com](http://www.greatelectrictrainshow.com)

## Dapol inspects Class 33 samples



Production of Dapol's long awaited 'N' gauge Class 33 diesel locomotive is edging closer following the arrival of the first engineering samples for evaluation.

Six Class 33/0 and Class 33/1 models are planned with the new tooling catering for early exhaust variants together with revised

exhaust arrangements and later modifications such as high intensity lamps and radio roof pods, where appropriate. A surprise option is the tooling of a lamp and bell moulding for use on Class 33/1s, as carried when traversing the Weymouth Quay Tramway in Dorset.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

## BRASSMASTERS RE-RELEASES MARTIN FINNEY

Brassmasters has reintroduced a batch of Martin Finney 4mm scale kits for the Great Western Railway (GWR) 'Aberdare' 2-6-0, '2301' 0-6-0, '1854' 0-6-0PT, '2721' 0-6-0PT, '47XX'

2-8-0 and '41XX'/'51XX'/'61XX' 2-6-2Ts. A range of GWR tenders have also been added.

● Visit [www.brassmasters.co.uk](http://www.brassmasters.co.uk) for more information.



## HORNBY'S 'SILVER JUBILEES' NEAR PRODUCTION

Hornby's limited edition Silver Jubilee Collection, marking the 80th anniversary since the introduction of the first LNER 'A4' 4-6-2s on the East Coast Main Line, is due shortly

with decorated samples of the four 'OO' gauge models arriving with the manufacturer in September.

Built specifically to haul the new 'Silver Jubilee' streamlined service

between London King's Cross and Newcastle in 1935, this latest limited edition collection (Cat No. R3337) includes LNER 'A4' 4-6-2s 2509 Silver Link, 2510 Quicksilver,

2511 Silver King and 2512 Silver Fox.

Priced at £579.99 per set, delivery is anticipated during November.

● Visit [www.hornby.com](http://www.hornby.com) for more information.

## 'N' GAUGE PENDOLINO MOVES FORWARD



Revolution Trains has unveiled the first 3D mock up of its new 'N' gauge Class 390 Pendolino Electric Multiple Unit (EMU). The 3D printed bodyshells were displayed at the recent International N Gauge Show in Warwickshire, ahead of approving the CAD artwork

for tooling to commence. Manufactured by Rapido Trains, these models will feature a low friction drive, removable front valances, detailed interiors and working table lamps in the First Class vehicles.

● Visit [www.revolutiontrains.com](http://www.revolutiontrains.com) for more information.

## Gaugemaster Limited 'ED'-ition



Gaugemaster has received decorated samples of its exclusive limited edition 'OO' gauge Class 73 electro-diesel locomotives for evaluation.

Manufactured by Dapol, two of these newly toolled models have been commissioned by the retailer as 73101 Brighton Evening Argus (Cat No. DAGM101) and 73101 The

Royal Alex (DAGM100) in Pullman umber and cream, representing both names carried by the prototype during its career. The roof colour is to be corrected before production.

Priced at £129.95 each, delivery is expected in late November.

● Visit [www.gaugemaster.com](http://www.gaugemaster.com) for further information.

# SPALDING MODEL RAILWAY EXHIBITION

THE ANNUAL SPALDING Model Railway Exhibition sponsored by *Hornby Magazine* returns to the Springfield Events Centre on November 14/15.

This year's show sees more than 35 layouts booked to attend including five that have appeared in *Hornby Magazine*. These are Redditch MRC's Buckshee (HM58) and Chilcompton (HM8), Ian Harper's Haymarket Cross (HM59), Thornbury Hill Model Railway Group's Thornbury Hill (HM63) and *Hornby Magazine*'s Shortley Bridge and Felton Cement Works (Yearbook No. 7). Shortley Bridge has been refreshed for the 2015 autumn show season to include new buildings, new locomotives and more as detailed in Staff Projects on pages 110-111.

The *Hornby Magazine* stand will be there with special show-only subscription offers and our range

## PREVIEW

Redditch MRC's Chilcompton models the Somerset and Dorset in the 1950s including appropriate motive power. *Mike Wild/Hornby Magazine*.





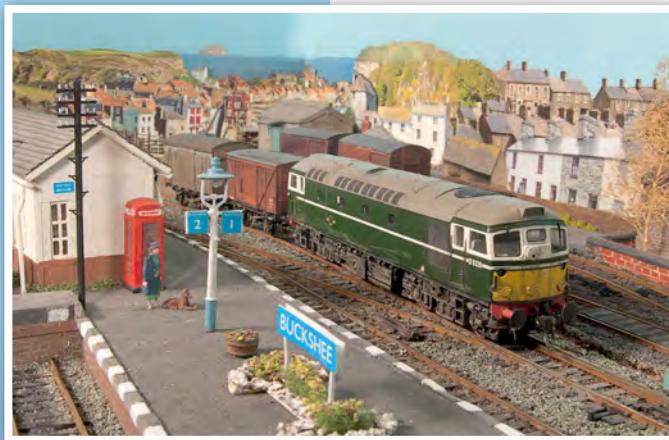
## THE DETAILS

<b>Event:</b>	Spalding Model Railway Exhibition
<b>When:</b>	November 14/15 2015
<b>Where:</b>	Springfields Events Centre, Camelgate, Spalding, PE12 6ET
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Website:</b>	<a href="http://www.spaldingmodelrailwayclub.org.uk">www.spaldingmodelrailwayclub.org.uk</a>
<b>Prices:</b>	Adults £7, concessions £6, accompanied children free

**Left:** *Hornby Magazine's Shortley Bridge and Felton Cement Works will be making its second outing of the autumn at Spalding showcasing a wide range of digital sound fitted locomotives.* Mike Wild/*Hornby Magazine*.

**Below left:** *Scottish branch terminus Buckshee is presented by the Redditch Model Railway Club.* Mike Wild/*Hornby Magazine*.

**Below:** *Ian Harper's busy motive power depot, Haymarket Cross, models an Eastern Region shed in the BR steam era.* Mike Wild/*Hornby Magazine*.



of exclusive limited edition models, accessories and latest publications together with *Hornby Magazine's* editorial team who will be on hand throughout the weekend to answer your questions.

Spalding Model Railway Club

**Below:** *Popular Southern Region layout Thornbury Hill (HM63) is one of the star exhibits of the Spalding Exhibition.*

Trevor Jones/*Hornby Magazine*.

has assembled an impressive selection of layouts covering UK, European and American modelling with highlights including Alistair Knox's Bridgford, Mike Kelly's Cromer, Ben Adlington's Emsworth, David Harrison's Loch Oran and many more.

*Hornby Magazine* contributor Paul Chetter will be back with his popular Digital Command Control demonstration – which will be hosted on the Saturday by *Hornby Magazine's* Mike Wild at selected times – while there will also be scenic and building demonstrations from Roy Hickman and Howard Leader.

This year's event sees Bachmann Europe attending for the first time with displays of its latest releases and exclusive pre-production samples of new models. As usual there will be a wide range of traders at the exhibition including show sponsors Cheltenham Model Centre, D&E Videos and DC Kits and Kytes Lights together with ADM Turntables, Brickyard Models, Digitrains, Green Scene, Shawplan, Squires Tools, Ten Commandments and others.

The Bicker and Donnington Light Railway will also be offering outdoor live steam rides once again this year (weather permitting).

The show is open from 10am each day.

● **For more information visit [www.spaldingmodelrailwayclub.org.uk](http://www.spaldingmodelrailwayclub.org.uk)**



## LAYOUTS 2015

LAYOUT NAME	OWNER	SCALE
Ashenby St Peter	Peter B Simmerton	'O'
Aston	Martin Jeffery	'O'
Auerbach Yard	Graham Sturman	'HO'
Billington	Diss MRS	'OO'
Buckshee (HM58)	Redditch MRC	'OO'
Bridgford	Alastair Knox	'N'
Catford	Andrew Knights	'HO'
Chilcompton (HM8)	Redditch MRC	'OO'
Coyote Creek Railroad	Ruth Monks	'HO'
Cromer	Mike Kelly	'OO'
East Wheal Dream	Keith Thompson	'O'
Emsworth	Ben Adlington	'OO'
Furtwangen Ost	Les Richardson	'N'
Greenfields	Dave Lear	'N'
Gowts Bridge	Lincoln MRS	'OO'
Grandad's Trains	Terry Durrant	'O'
Harpers Ferry	Chris Middleton	'N'
Haymarket Cross (HM59)	Ian Harper	'OO'
Hulwell Junction	Ray Kingswell	'N'
Johannesdorf	John Smith	'Oe'
Just Four	John Cox	'N'
Leeds Central	John White	'OO'
Loch Oran	David Harrison	'N'
Museum of Transport	Robin Brogden	'OO/N'
Priory Lane	Malcolm Goodger	'N'
Rails along the Sea Wall	Brian and Ann Silby	'N'
Ravens Rock	Tony Hill	'O'
Roundhouse	Ian Lampkin	'HO'
Shortley Bridge (Yearbook 7)	<i>Hornby Magazine</i>	'OO'
St George's Pit	Alan Gray	'O'
Sylvestre Road	Andrew Knights	'HO'
That Dam Railway	John Lee	'OO'
The Holbeach Estates	Stephen Sullivan	'OO'
Thornbury Hill (HM63)	Thornbury Hill Modellers	'OO'
Untermutten	Dave Howsam	'HO'
Walmington on Sea	David Edsall	'OO'

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DCC03 Prodigy Advance2 Wireless System £479.95

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BPDC227 OMNI 21 & Pin Decoder (5)	£89.95
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DCC55 Prodigy Wlrd Computer Interface	£45.95
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DCC65 Prodigy Universal Lead (2m)	£4.95
DCC63 Prodigy Adv Power Supply Unit	£24.95
DCC64 Prodigy Power Pack Lead	£6.95
DCC65 Prodigy Express Power Supply Unit	£25.95
DCC71 Prodigy Decoder Tester	£9.95
DCC72 8 to 21 Pin Adapter	£4.50
DCC77 Prodigy Walkaround Adapter	£3.95

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GMC-P Single Track Simulation	£39.95
GMC-PO Single Track Simulation O Scale	£99.95

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GMC-DF Twin Track Feedback	£99.95
GMC-DS Twin Track Simulation	£164.95
GMC-TS Three Track Simulation	£174.95

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# Penhallick

## *Rebuilt and reformed*

After its retirement from the exhibition circuit this North Cornwall set 'OO' layout has found a permanent home – and as **MEL REES** relates, development has continued to the present day.

PHOTOGRAPHY, TREVOR JONES.



**P**ENHALLICK'S 29<sup>th</sup> and final exhibition was at the Spalding Show in November 2011. Three months later, in February 2012, the layout featured in *Hornby Magazine* (HM56). At the time we concluded with the optimism that the layout will continue to keep us busy as we develop it in its new permanent home. Three and a half years later, and we're almost finished.

It was never going to be easy obtaining or renting a building that would take Penhallick in its original form without modification, so the inevitable rebuilding commenced in Spring 2012. Now housed in a private building and measuring 32ft x 13ft at its widest point, Penhallick has been modified to form a U-shaped layout.

For those who remember Penhallick in

its first incarnation, it stretched 55ft 6in long and included a 4ft square baseboard devoted purely to the street scenes at the rear of Penhallick station. All rebuilding work has been undertaken by Jerry and Mel, co-owners of the layout and Mike Nash, a mutual friend who participated in Penhallick's progress from the mid 1990s. The width of the building afforded opportunities to expand the depth of the layout, and with it now being U-shaped, corner cameos – railway and non-railway – could be added as we proceeded.

## THE NEW CONFIGURATION

On entering the room, Penhallick station and town scene are to your right, whilst the traverser is almost in front of you. Against the left-hand wall is the terminus of the brand new ex Great Western Railway (GWR)

## STATISTICS

<b>Owner:</b>	Jerry Winterson and Mel Rees
<b>Scale:</b>	'OO'
<b>Length:</b>	32ft
<b>Width:</b>	13ft
<b>Track:</b>	SMP with Marcway and handbuilt points
<b>Control:</b>	Analogue
<b>Period:</b>	BR Western/Southern Regions, 1950s-1960s

line, which splits at Trecarne Junction (WR). One line from this junction tunnels its way onto the traverser – which in real life would be Bodmin Road, or Parkway if you prefer, and the other terminating at Trecarne General. We have changed the Western Region destination from »

 **Bulleid 'West Country' 34002**  
Salisbury crosses the estuary bridge with a three coach Maunsell set.





Launceston to Bodmin Road so passengers can connect with the GWR main line between Paddington and Penzance or take the scenic route to Bodmin General via the short GWR branch.

Starting from the Penhallick end the first five baseboards, 20ft long in total, are as they were with regard to track from the days of exhibiting. However, the opportunity was taken to extend the depth of the boards at this point, where the layout used to narrow to 3ft. This took place 12ft from the start of the layout.

Whilst we have taken the scenery back to the wall by extending some of

the baseboards it was felt that a central viewing area from the rear still afforded a perspective that would otherwise be lost. This area is situated where the old control panel used to be. The result is that the layout still reduces from 4ft to 3ft at the station throat, remaining in its old form where the underbridge is, but then extending back out to 4ft behind the engine shed section. This extra space has enabled us to build a farm at the end of the coal yard and extend the River Hallick, giving greater depth to the cameo and allowing space for a head shunt to be built for the dairy.



## MAJOR ALTERATIONS

The first track alterations were the addition of another running line from Penhallick engine shed turntable back into a new covered side extension, plus two more stop roads off the turntable. Ripping up scenery is never pleasurable. Mundane items such as bothies, lamp huts, staff, ladders and yard paraphernalia all sat waiting to be rehoused as Jerry and Mike set about clearing the path for the additional track. Reinstatement of the yard furniture and judicious weathering of the area have given it the appearance that it's been there for all time. Incidentally, the turntable, which is the original Wills kit, is now driven by mechanics supplied by Peter Sainsbury who sells this mechanism from his base in Australia. Turntable operation is now smoother than ever.

In its previous life once across the river the line split at Penhallick Junction, where the erstwhile Western Region line trundled ➤



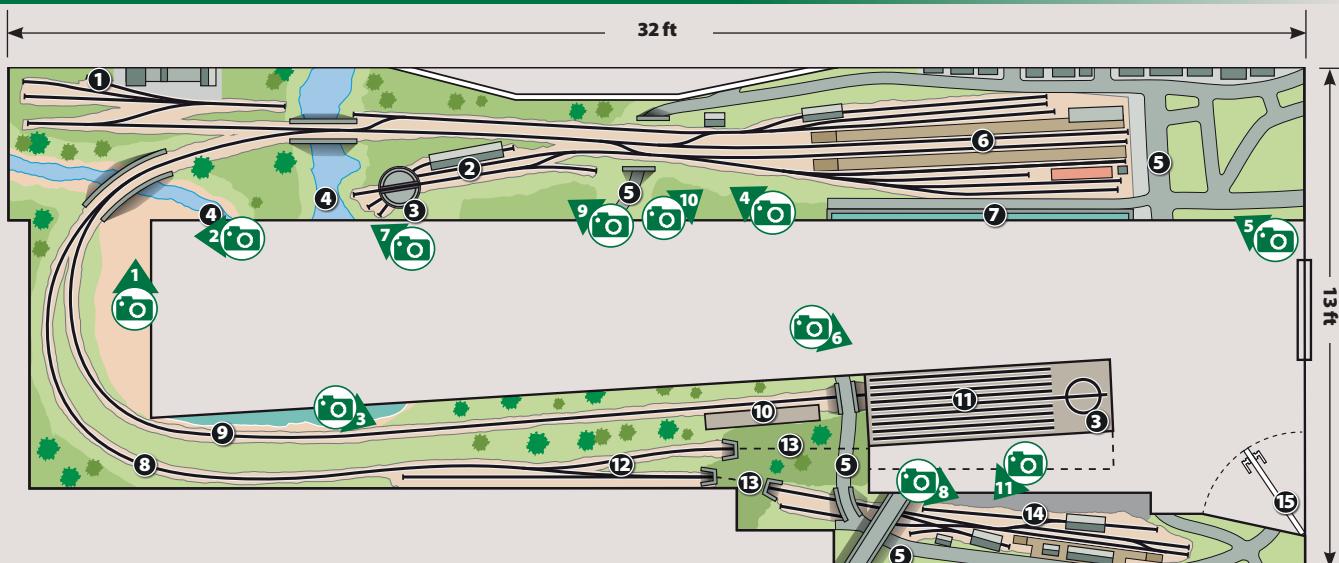
**PO3** Above: Maunsell 'U1' 2-6-0 31902 thumps towards Penhallick with the daily van train while at Trecarne Junction on the Western Region route a Class 117 is about to take the main line to Bodmin Road, clearing the single track route for a '45XX' 2-6-2T on a goods.

**PO4** Left: A Maunsell 'N' 2-6-0 approaches Penhallick with an engineers' train as BR '4MT' 2-6-0 76009 departs with a passenger working.

**PO5** Below: The chimney of a Drummond 'T9' 4-4-0 gives away the location of the station on the main street in Penhallick.



## PENHALLICK TRACK DIAGRAM (Not to scale)



### KEY

① Dairy	④ River	⑦ Harbour wall	⑩ Trecarne Halt	⑬ Tunnel
② Engine shed	⑤ Road	⑧ Western Region	⑪ Traverser	⑭ Trecarne General
③ Turntable	⑥ Penhallick	⑨ Southern Region	⑫ Trecarne Junction	⑮ Doorway

towards Launceston, although in reality it was three sidings sitting immediately behind the scenery and not 5ft from the junction. We made the decision to do away with the Western Region line at this point and use the existing trellis bridge as access to a milk depot instead. Jerry and Mike are insistent that shunting is performed by at least one of the three '0298' 2-4-0WTs so emblematic of the railways around Bodmin, although being unashamedly a Western Region man at heart, I look forward to the day when they are replaced by '1366' 0-6-0PTs from Heljan!

The dairy itself is a mixture of scratchbuilt, Metcalfe and items from the spares box coming together to create the premises occupied by the fictional United Counties Dairies. Jerry has designed an interesting siding complex with a headshunt running back behind the signalbox towards the bank of the River Hallick. The points used in this area are all controlled by Fulgurex motors. From the new junction on, however, all motors are supplied by Tortoise. The course of the old Southern main line followed what is now a tributary to the estuary, known as the Little Hallick River.

Whilst the dairy is tucked into the right-hand corner, the new Southern main line curves towards the back wall and on its way around the 'U', over a three span bridge which crosses the tributary and bounds the estuary by means of an embankment built upon completely new boards before rejoining the old Penhallick layout at the beach scene and a rock outcrop, affording a veritable haven for seabirds of all descriptions. We had a rough count of the bird population on Penhallick and it is now in excess of 200, ranging from gulls to herons, swans and magpies. Thanks in no small part are due to Langley Models and Dart Castings for their valuable

contribution as birds are not something that can easily be made out of card! Some were purchased ready painted, while others painted in batches, using Blu-Tack as a base on which to stand the sprigs.

At the end of the aforementioned bridge, the line divides and the new WR line makes its way towards Trecarne Junction by means of a second and newly built embankment to the rear of the Southern Region (SR) line. At this point on the old Penhallick, the depth was 18in. By adding the new boards alongside the wall we have managed to extend the depth to over 2ft to provide the Western Region line's progress. With regard to the SR, nothing has changed and the line wends its way through the cutting and into Trecarne Halt before leaving via an underbridge and onto the traverser.

### A PERMANENT HOME

On the basis that this new layout is permanent, the decision was taken to add depth by pulling the SR line away from the wall. The reason for this is twofold. Firstly, it enables the traverser to work and secondly, it gives us the opportunity for the Western Region line to split at the newly modelled Trecarne Junction. A long siding faces away from Trecarne General station in front of the signalbox, which controls the area. Whilst the right-hand line runs into Trecarne General, the left-hand line runs southwards to Bodmin Road.

The road which crossed the bridge at Trecarne Halt used to disappear into the backdrop. When planning the environs of Trecarne General it was decided to extend the road over both tunnels and then turn »



**⑥** The storage yard was reused from the original layout and features nine tracks on a traverser board with storage for locomotives at the scenic end. Access is possible from the Western and Southern Region routes.



A BR '4MT' 2-6-4T crosses Little Hallick River with the new dairy in the background and the Boat Club house in the foreground.



**08**  
A Class 121 departs  
Trecarne General and  
passes a '45XX' 2-6-2T  
raising steam in the  
single road shed.

sharp right down under another road bridge and into Station Road. A private road extends to the right down towards the siding used by Thos. Oke, a merchant not unknown on the North Cornwall Line. The three arch bridge which crosses both lines and Station Road, was purchased from a well-known model shop's bargain box many years ago for the princely sum of £5, on the basis that it would come in useful in the future. Twenty five years later, it did!

On the approach to Trecarne General Station a single slip has helped with our limited space tremendously. This slip came from the Railway Enthusiasts' Club's layout Hawleydale, which those old enough to remember was exhibited during the 1970s and 1980s. Various items from Hawleydale live on at Penhallick. The goods shed, water



tower and remodelled station building, plus buffer stops and various scenic accessories have all found new homes on the layout, although mostly at the Penhallick station end. Even the home starter signal at Trecarne General has been adapted from one which controlled a part of Hawleydale. It has, however, been modified with working lights and is controlled by a lever panel installed by Jerry to control all track and signalling operations at Trecarne General. The other GWR signals have been provided from the new Dapol range. The mechanism for controlling the signals at this end of the line has been supplied by GF Controls of Wigan and the lever panel supplied by DCCconcepts through their Cobalt range.

With the limited space available, bearing in mind the need for the traverser »



A Maunsell 'N' 2-6-0 leads its engineers' train into the goods line on the approach to Penhallick. The engine shed has been extended with extra roads and a new metal roof building adjacent to the original stone structure.

TH CORNWALL LINE



Penhallick was once a 55ft 6in long exhibition layout, but it has now been rebuilt in a dedicated 32ft x 13ft space as a 'U' shape model. The original terminus is on the right with the storage yard centre and new Western Region terminus on the left.

to function properly, the backdrop to Trecarne General is Station Road, where a mixture of Metcalfe, Skaledale, Superquick and handmade buildings have been either modified, weathered or both to form a scene in their own right.

The station buildings and goods shed were supplied some years ago by Kevin Hardman of Accrington, who made some superb plaster cast buildings, painted, weathered and ready for action. Many of his works grace the Penhallick end of the layout and one of his cottages is situated behind the embankment as the Western Region line runs around the rear of the estuary.

On the old Penhallick, at the rear of Trecarne (SR) there were two hidden sidings under the scenery. These were retained when building the new section and now

house the engineer's train and the five coach rake of Mk 1s which forms the excursion train. This gives us the opportunity to use non North Cornwall Line locomotives on specials. Jerry is working on a revised timetable for Penhallick and this will include the odd special which will be hauled by ex GWR, 'Granges', 'Manors' and 'Dukedogs' and hopefully SR Adams 'Radial tanks', supplied either by Hornby or Oxford – or maybe both! It does offer the opportunity for other non-resident stock to be used on the line from time to time.

### THE ROLLING STOCK

The stock used on Penhallick is dominated by a mix of Bulleid 'Light Pacifics' and 'T9' 4-4-0s, as it has from the day we started exhibiting in September 2002. The original

4-6-2s were built by Crownline, the chassis being supplied by Kemilway and the body by Hornby with Albert Goodall brass overlays. These have been augmented by a further two from the Crownline/Hornby stable and there will be one additional Hornby model to grace the tracks once it is repainted, weathered and renamed.

The 'T9s' are a combination of kits built by Crownline or Hornby models. The other locomotives used on a regular basis are Southern Railway 2-6-0s from Crownline and Bachmann, plus ex GWR 2-6-2Ts and 0-6-0PTs, along with BR Standard '4MT' 2-6-4Ts and '2MT' 2-6-2Ts, with ex London Midland & Scottish Railway 2-6-2Ts making up the remaining motive power. The Heljan AC Cars railbus has been a very worthwhile addition to the stock, as is the Dapol Class



22. Both of these ran in the area during the early 1960s. We also have Lima two car Diesel Multiple Units suitably weathered, renumbered and fitted with flush glazing. There is also a Hornby single car diesel train.

Coaching stock is kit built from BSL, Ian Kirk and ready-to-run from Hornby and Bachmann. Wagon stock again originates from many kit providers, plus Airfix, Mainline, Bachmann and Hornby. Couplings are hook and bar with magnets placed at strategic points throughout the layout. We used to have AMR handheld controllers but over the years these have been replaced by those available at the time by Kent Panel Controls.

Since the photographs were taken totems, targets, running in boards and signalbox nameboards have been received from



 **TO 10** BR '3MT' 2-6-2T 82019 enters Penhallick with a rake of Bulleid stock while a Drummond 'M7' 0-4-4T waits to draw forward from the carriage siding.

 **TO 11** At Trecarne General, the new Western Region terminus, a Class 121 DMU is arriving on the main line while a '45XX' 2-6-2T shunts Thos Oke's siding.



Station Signs. The clarity is excellent, the only problem being that they have a very glossy finish. These have been cut to shape and now adorn Trecarne General and the renamed Trecarne Halt. Both signalboxes have also been given their appropriate names. The goods yards are about to receive their long awaited loading gauges which leaves us with the major job of point rodding throughout the system. There is a short section where we added this many years ago and I have to say it certainly improves the realism in the area concerned. I have no doubt it will be tedious and fairly painstaking, but extremely worthwhile once finished.

## BRIGHT FUTURE

We were always concerned as to where we would be going with Penhallick once the very enjoyable years of exhibiting the layout came to an end. It has been a real pleasure for the three of us to be able to continue the development of Penhallick and create a more meaningful extension to the ex GWR line and build a further terminus. So, with that in mind, we look forward to many more years of now enjoying the layout and operating to a timetable.

Jerry, Mike and I have been very gratified by the number of people who have been in touch, either by e-mail or by phone, enquiring as to the progress of the layout. For those of you interested in seeing further details and photographs of the layout, please go to [www.penhallick.co.uk](http://www.penhallick.co.uk) where updates on its progress are made on a fairly regular basis, thanks to our erstwhile operator, Peter Richards, who moved from Cornwall to New Zealand, but is still actively hosting our website. 

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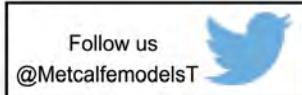
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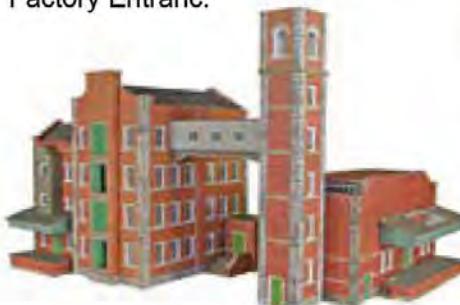


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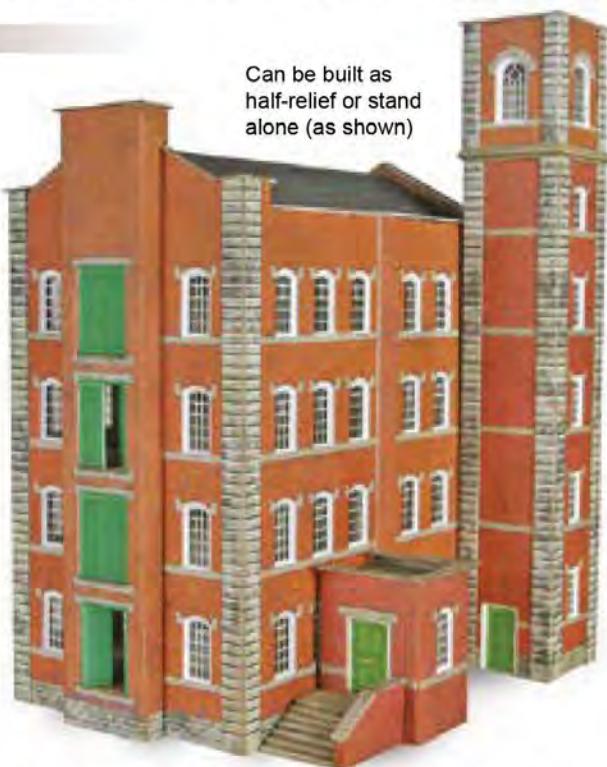
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# The last 'Atlantic'

The Great Northern 'Atlantics' belonged to a different era, but one of the Ivatt 4-4-2s held on into the 1950s. **TIM SHACKLETON** paints a portrait of a dignified old locomotive in its final days.

Photographs of this engine in its final days show it to have been in good overall condition, clearly not in the first flush of youth but exuding an air of dignity and purpose. It had not long been repainted into BR black, of course, but there are other pictures dating from 1948-1949 that show it looking pretty filthy. My impression is that, realising its historic importance, Grantham shed took great care of this grand old lady.



**A**LASTING MEMORY I have of steam days is seeing elderly engines put out to grass, either eking out their last months of service on menial duties or already stored in anticipation of their inevitable withdrawal. Black paintwork had long since dissolved into an infinite variety of grey tones flecked with the purple tinge of old rust, the numbers bleached almost white, buffer beams faded to pink. There was a splendid melancholy to it all and, as an incurable romantic, it fitted in well with my passion for Gothic ruins, overgrown churchyards and wild, abandoned landscapes.

This month's weathering project is all about faded grandeur. Its subject is the recent Bachmann/Locomotion Models Ivatt 'Atlantic' – not the smart lined-green version but an engine in the plain, funereal black of its final days. The model represents the last survivor of the 17 locomotives that came into British Railways stock, 62822 of Grantham, which was one of only two to receive a BR number.

It was kept busy in its twilight years. In 1949 a regular turn involved an early-morning Grantham–Nottingham passenger, returning with a pick-up goods from Colwick, followed by an afternoon run to Boston with a stopping train

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Light Dust Filter	Com-Art	100
Worn Black	Lifecolor	UA734
Burned Black	Lifecolor	UA736
Tyre Black	Lifecolor	UA733
Civil Engines weathering set	MIG Ammo	7146
Rust primer	MIG Ammo	2006
Heavy chipping effects	MIG Ammo	2011
Russian Earth	MIG Ammo	3014
Gun Metal pigment	MIG Ammo	3009
Dark Mud	MIG Productions	P033
Old Grease	Wilder	GP11

and finally a late-evening Boston–Colwick goods before a light-engine move back to Grantham and shed. At least once in its final summer this elderly express locomotive made a valiant effort with a King's Cross–Leeds express, deputising for a failed 'V2', but by then its duties were by and large limited to an evening Grantham–Boston passenger, returning with a parcels.

This is the condition in which I wanted to present this fine locomotive – not as some worn-out old crock but as a 45-year-old working locomotive, game to the last. In

the event Grantham shed put considerable effort into preparing 62822 for its final runs. The 'Atlantic' worked up to King's Cross a few times in anticipation of its swansong, the 11.00 'Ivatt Atlantic Special' from King's Cross to Doncaster on Sunday November 26 1950. Despite thick fog all the way to Huntingdon and a 330ton trailing load, one of the last 'Atlantics' in active service anywhere in the country arrived barely 30 seconds late, a credit not just to its designer but to everyone associated with these celebrated engines. 





1

Bachmann's collaboration with Locomotion Models has produced some splendid models and the 'C1' is no exception. There is a weathered version of 62822, but my preference was to start with one in pristine condition.

## TIP

Weathering with washes is all about what you take off, not what you put on. The process of removing enamel washes with a brush moistened with thinners encourages paint into corners and around fittings, just as dirt would on real locomotives.

2



Created with road vehicles in mind, this excellent set of specialist products is ideally suited to the railway modeller looking to take weathering beyond the 'slosh and hope' stage. It contains five incredibly useful shades, all of which I used on the 'Atlantic'. At £18.99 the set might seem expensive but, with the tiny quantities we use in weathering, it will last almost indefinitely.



3

The first step was to brush Engine Grime from the set on to the upper works of the locomotive and tender. I used a well worn half inch flat brush for this task. Since we get most of the weathering effect by taking the paint off, it makes sense not to put much on to begin with.

4

You'll never get all the paint off, which is precisely the point – it accumulates like ingrained dirt in out-of-the-way places. I use white spirit to take it off, dabbing the residue on to a piece of kitchen roll. Be careful of using too much white spirit. With some makes of paint, it can cause an unwelcome white bloom to form.



5

This view shows the kind of quantities to use – enough to make a mark, but not so much that it creates a problem. I like using these MIG Ammo washes because they're exactly the right consistency both for airbrushing and hand painting.





6

Coaxing the paint off the model and working the residue into gentle streaks is marvellously relaxing. You become quite attached to particular patterns and dribbles as they form on the bodywork. A degree of carefully-induced randomness is pleasing to the eye and also 100% prototypical.



7

For the ultimate finesse in creating weathering patterns in washes and thin paint I use shaped brushes known as 'combs', very lightly damped with thinners. I have no idea what they're intended for but you can create some wonderfully subtle patterns with them. Just a light flick is all you need.



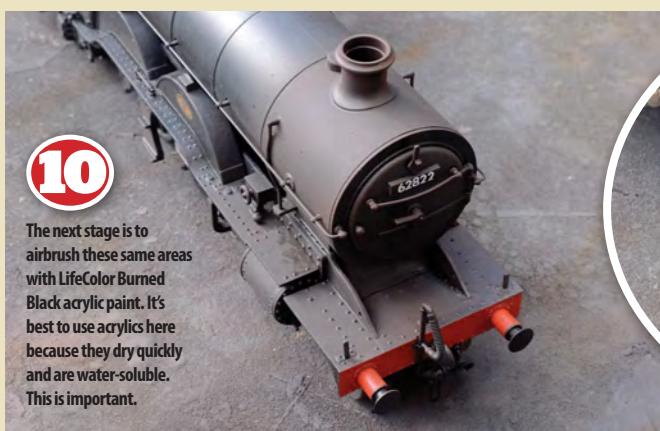
8

The outcome of all this brushwork is a boiler that now looks nothing like a plastic moulding. It takes a lot of time and patience to achieve these effects, but the key thing is lightness of touch. Nothing about weathering – at least not the way I do it – is in any way heavy handed. Delicacy and minimalism are all-important in suggesting the illusion of reality. Ironically I always use biggish paintbrushes to create these effects – smaller brushes leave obvious brushmarks.



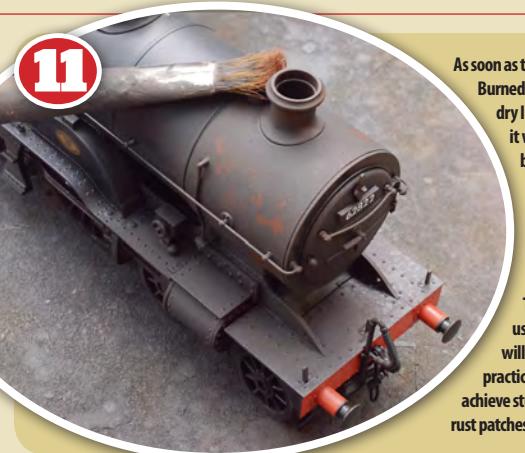
9

This is where we go even further over towards the military modelling approach. I've pre-painted the smokebox, coal rails and tender rear platform with MIG Ammo Rust Primer and, once they're dry, given them two or three coats of Chipping Fluid. I used my Iwata HP-M1 single action airbrush for this preparatory work.



10

The next stage is to airbrush these same areas with LifeColor Burned Black acrylic paint. It's best to use acrylics here because they dry quickly and are water-soluble. This is important.



11

As soon as the top coat of Burned Black is touch dry I start stabbing at it with an old, stiff brush dipped in tap water. The abrasion breaks up the paint surface, exposing the rust-coloured primer underneath. The more water you use, the more paint will come off. With practice it's possible to achieve stunningly naturalistic rust patches by this means.



12

I've airbrushed various shades of black acrylic (from LifeColor's indispensable set of Black Rubber Shades) to soften the outlines of the hand-brushed weathering and enhance the dirt build-up in corners. As well as the inevitable Burned Black, I've used traces of Tyre Black and Worn Black. I work to quite a controlled palette and these are colours that I know from experience tone well with other products that I use.



13

In time the bright red of buffer beams often faded to pink. I've never seen this modelled, although it's a weathering detail I often add to models of elderly locomotives. To fade paint I use a light spray of a pale skintone colour, in this case ComArt's Light Dust filter. I have quite a collection of business cards acquired for use in masking!

**14**



Weathering products have to be called something, and I guess the name Russian Earth is as good as any. Like most of the proprietary concoctions I use it's a dark grey-brown but with a wonderfully subtle green tinge that really works well to suggest weather-worn painted metal – in this case, the running plate. As always, the tiniest dab is sufficient.

**15**



MIG Dark Mud is an indispensable weathering product. Here I've dabbed it on and around the tender frames to suggest the build-up of brake block dust. Note the use of a stiffish, filbert shaped brush for this – they work really well with powders and are available from any artist's supplier.

**16**

Another old favourite of mine is Old Grease from the Adam Wilder range. It suggests the compacted oil found on axleboxes better than anything else I could name.

**17**



Fresh oil is very different in appearance. Due to centrifugal force, lubricant from the valve gear rapidly spreads over a locomotive's wheels and gives them a shiny, almost metallic appearance. An airbrushed coat of Fresh Engine Oil from the MIG Ammo Civil Engines pack makes the 6ft 8in diameter wheels of the 'Atlantic' positively glisten.

#### USEFUL LINKS

MIG Ammo	<a href="http://www.migjimenez.com">www.migjimenez.com</a>
MIG Productions	<a href="http://www.migproductions.com">www.migproductions.com</a>
Lifecolor, Com-Art and Wilder	<a href="http://www.airbrushes.com">www.airbrushes.com</a>



18

At this stage, with the work almost done, I like to e-mail photographs of the model to my friends to see what further improvements they might suggest. This kind of constructive criticism is invaluable.



19

One suggestion was to do more to bring out the greasy, well rubbed look on the handrails. This was easy enough using tiny dabs of Ammo Gun Metal pigment, applied and lightly polished with a No 8 filbert brush.

## TIP

Very little of the work on this model is done with an airbrush, but this useful tool has been used to blend various layers of colour together. The airbrushes ability to create soft edges is ideal in this respect, but only minimal amounts of paint area needed.

21

Steam locomotives need coal – as was pointed out to me – and in the immediate post-war years it was pretty poor stuff. 62822 has been coaled well up to the loading gauge although how much heat there is in it is debatable.



# Raising THE Stakes

High-quality resin-based models could revolutionise kit building and end our reliance on ready-to-run models – and they're no more difficult to build than an Airfix Spitfire. **TIM SHACKLETON** lifts the lid on the latest developments in a technology that's opening up exciting new horizons.

**E**VEN if you have no immediate intention of building a Plasser & Theurer 12.5ton crane kit - or any kind of kit for that matter, you might want to glance through this article.

As it happens, the subject is a new resin kit for a twin-jib hydraulic crane, but it could within reason be almost any kit of almost any kind of vehicle, constructed from almost any material. You can learn a lot from building quality products like this. They show how things should be done, how parts should go together (firmly, squarely and without obvious gaps), how to take your time, how to enjoy each stage of the journey as much as the finished item. So this piece is less to do with how I built this specific model than with giving pointers about how I – and by inference anyone else – could go about building kits generally. It's something we can all do if we put our minds to it – especially when the base model is as good as this. As long as you choose the right kit it's not complicated, it doesn't involve lots of specialised tools and

it doesn't call for exceptional levels of skill.

So why are some kits good and others not so good? To me, it's all about the quality of design. A good kit designer anticipates potential assembly problems and eliminates them at the drawing-board stage – a less accomplished one leaves them in for you to discover at your own expense.

Of course, creating your own models from kits has many benefits – it makes them much more personal, for a start, while helping you develop skills that will be useful in many other aspects of modelling. Over time it becomes a source of deep, long-lasting satisfaction – which is why I've been doing it for more than half a century. Buying things off the shelf is enjoyable too, but the pleasure is nothing like as permanent or as profound – how could it be?

Among the established names in 4mm scale rolling stock kits, Mark Sapsford of Make Your Mark Models is very much a new face. But he brings with him extensive professional experience of modelmaking and prototyping, especially for the die-cast market. His years of involvement

at the sharp end are echoed in the work he produces and the highly organised way his Colchester workshop is set up. This twin-jib crane – the follow-up to a very successful multimedia kit for the Plasser 12ton single-jib design – brings to railway modelling the kind of quality hitherto available only to military and aviation model makers. It's sophisticated and full of refinements, and yet it's no more challenging to assemble than a typical 1:72 scale Airfix Spitfire plastic kit.

**Below:** The 12.5ton Plasser & Theurer TJC60 has been around for more than 30 years and is a familiar sight at track renewals and other infrastructure projects. They are locomotives hauled to and from site but can move slowly under their own power at 5mph as the work progresses. When building the kit I found some great detail shots on Martyn Read's website [ukrailwaypics.smugmug.com/UKRailRollingstock/Y-Tops-codes/YJB-PlasserCowans-twin-jib/](http://ukrailwaypics.smugmug.com/UKRailRollingstock/Y-Tops-codes/YJB-PlasserCowans-twin-jib/)



STEP BY STEP **BUILDING A RESIN 12.5TON TWIN JIB CRANE**

Intermediate  
Beginner  Advanced



1

What you see is what you get – 101 exquisitely-moulded resin components, some of them very small and intricately detailed. The first thing is to check that everything's there although, in 60 years of intensive kit building, I can't ever remember finding parts missing. I keep all the components in their bags until needed – the tiny bits have a way of making a dash for freedom.

2

I use lots of different adhesives in modelmaking and for this kind of work I prefer a gel-type cyanoacrylate (superglue). Ordinary superglue is too runny and has a tendency to go where you don't want it to. Loctite Powerflex is the brand I usually go for and it's available in every high street.



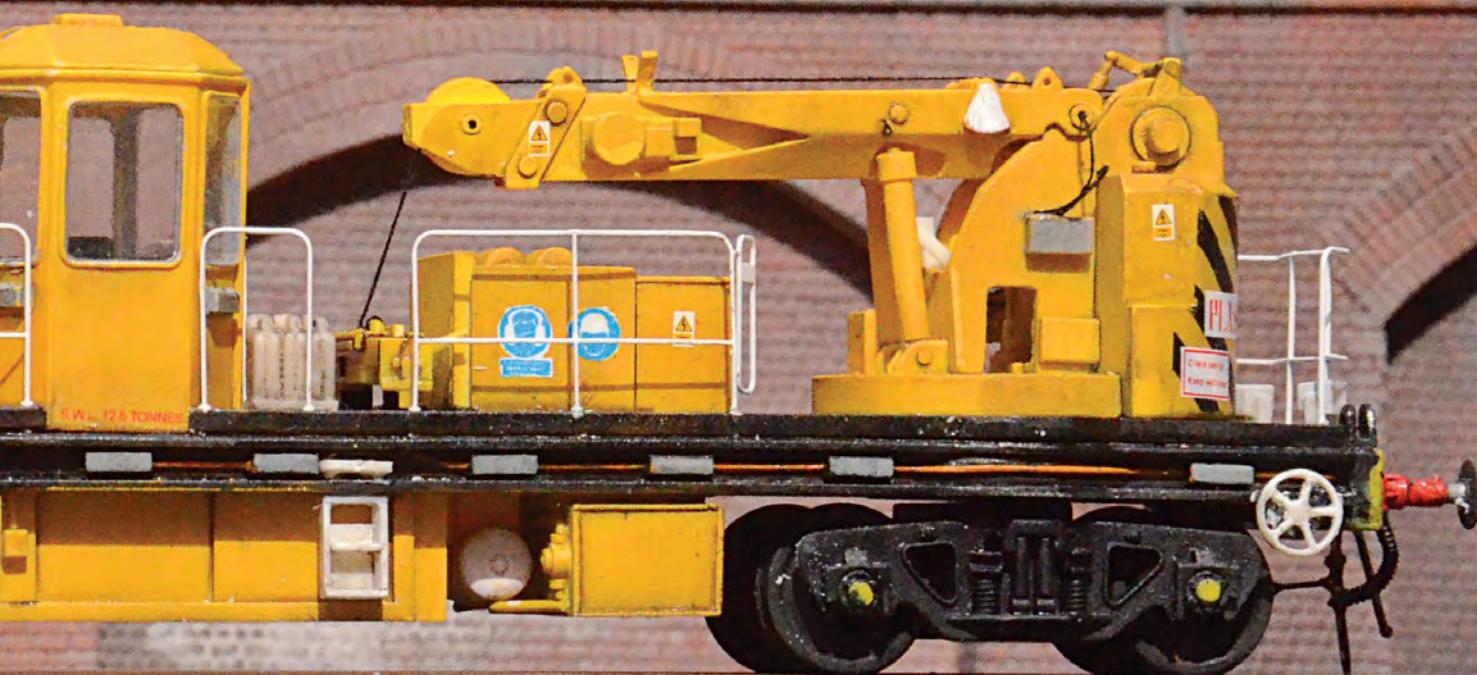
## TOOLS

- » Tweezers
- » Pliers
- » Pin chuck
- » Drill bits
- » Craft knife
- » Emery boards
- » Cutting mat



3

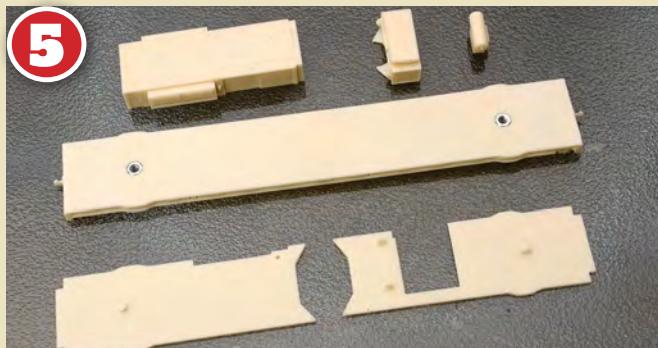
You don't need a sophisticated toolkit for this kind of work. Tweezers, pliers, a pin chuck and drill bits, a craft knife and some emery boards (for filing) should cover most eventualities. The most important item is the block of wood that I use as an assembly aid and to check things are square. I have a proper cutting mat but it's usually so covered with work-in-progress that I can't get near it. Instead, I build many of my models on a small offcut of hardboard.



## STEP BY STEP BUILDING A RESIN 12.5TON TWIN JIB CRANE



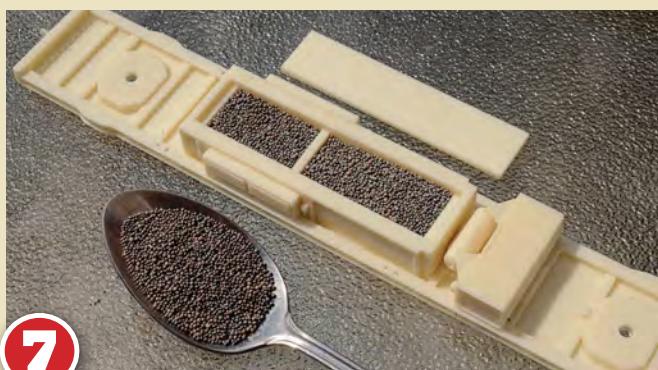
This is what kit instructions should be like – clear, concise, logical and well illustrated. Far too many kits rely on smudgy, single-spaced text with incomprehensible diagrams. The challenge is to produce something that makes perfect sense to modellers unfamiliar with the kit, or even with kit building generally. To do this, you need to put yourself in the mind of the builder.



The basic chassis components from the kit, laid out ready for assembly. Everything is explained in the instructions and there is no need to deviate. Take care, though, to ensure everything is square and true and correctly aligned. If you're careless and things start to wander – especially at the start of the build – it will become progressively more difficult to assemble the kit as intended.



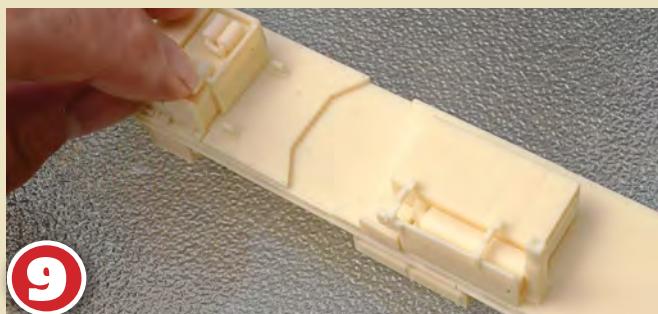
Be very sparing with the amount of adhesive you use when assembling components – a couple of spots are more than enough. With a good-quality kit there should be no need to modify any of the components in any way, other than minimal filing to ensure a good fit.



To improve stability I added lead shot to the inside of the battery/tool box. The type I use is called 'Liquid Lead' and it's available from good model shops. Tap to level it and then glue the cover in place.



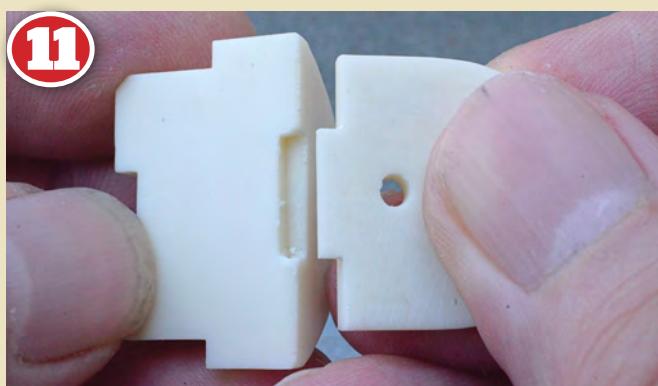
**8** Resin has one principal shortcoming – it doesn't bend. If you try and tweak it, it will snap. Trying to make a last minute adjustment while the glue was setting, I managed to crack one of the deck plates. A touch of cyano, a bit of finger pressure and a wipe with an emery board soon put matters to rights but these things are best avoided.



I was pleasantly surprised by how comfortably even small components such as these hydraulic cylinders slotted into place. If you have to cajole the parts into place, it suggests something has gone wrong earlier in the assembly process. Look out for moulding flash not cleaned off properly, stray blobs of glue – anything that will interfere with achieving the perfect fit. It could, of course, be the components themselves that are at fault – but with good kits that's unlikely.



This stage is concluded by opening out the dimpled drill starts where the handrails will eventually locate. I rarely use power drills for this kind of work, especially in a soft material such as resin. A simple handheld pin chuck gives you much greater control and if you feel the drill starting to snag, you can stop dead and clean the swarf off the tip. This minimises breakages.



A blip in the casting process has left a slight ridge at one end of the slot on the left, so the tab on the right won't properly align. It's the work of seconds to clean this up with a craft knife so the parts fit flush. If components don't go together as they should, look out for minor imperfections like this – never try and force parts home.

## KIT-BUILDING

*...the learning curve*

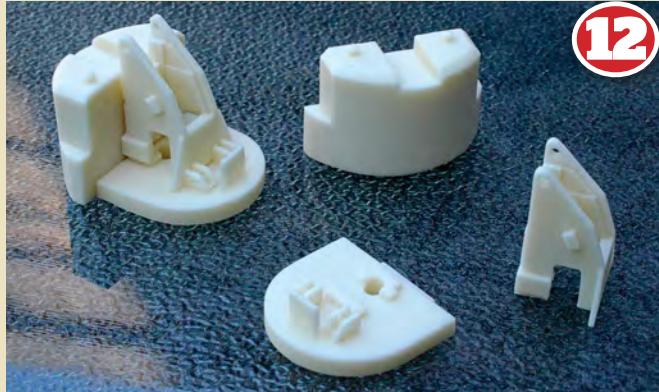
**R**ELOUGHANCE to consider kit-building stems, as often as not, from negative experiences in the past – there are some great kits out there but there are also some extremely dodgy ones. Badly engineered kits land problem after problem in your lap and until you've learned the ropes you can't always know what you're letting yourself in for.

Sophisticated kits with a lot of parts aren't necessarily difficult to assemble, but I've found so-called 'simple' kits with only a few main components can be virtually unbuildable because they're so badly designed and manufactured.

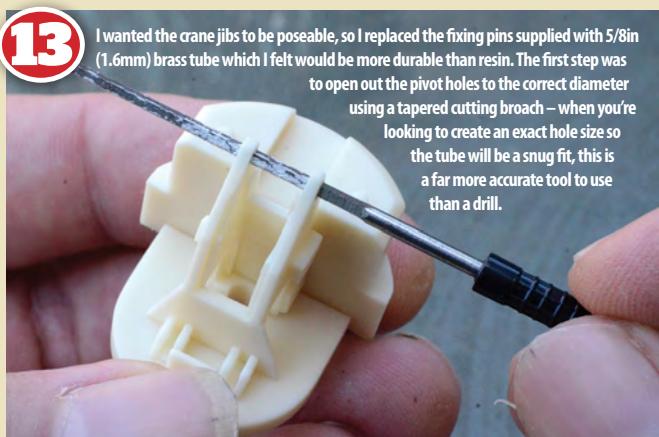
With their wealth of separately applied detail parts, many of today's high-quality off the shelf wagons are basically factory-assembled plastic kits with a few photo-etched

details. I can't imagine many people wanting to pull them apart to see just how they go together but at the same time I can think of no more effective way of developing your modelling skills than to take the plunge and assemble a couple of really good plastic wagon kits just to see what can be done.

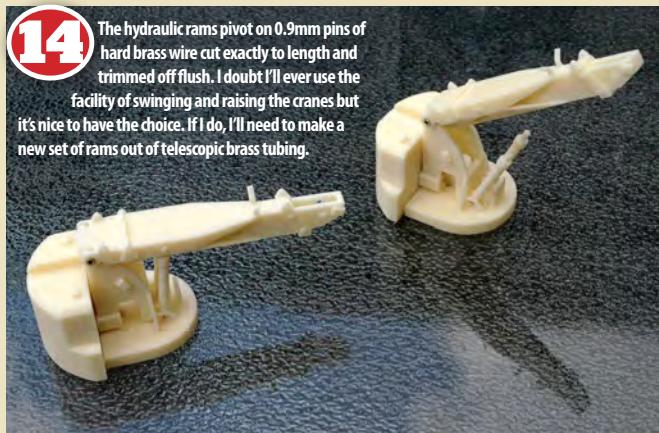
I suggest you go with the major brands. Parkside Dundas are pretty good, and the old Airfix 'two-bob' wagon kits – now manufactured by Dapol – aren't to be sniffed at either. What sets them apart is the quality of the engineering – they go together well because someone has gone to the trouble of ensuring they will, rather than living in hope. If you've got to file off material to get parts to fit, if you're having to use more than the odd dab of filler, then something isn't right.



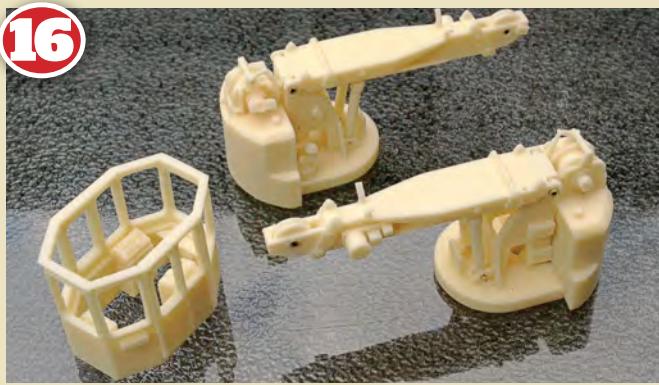
The subtlety of the resin mouldings enables fine detail to be incorporated, while complex sub-assemblies such as the jib bases can be built up from only a handful of components.



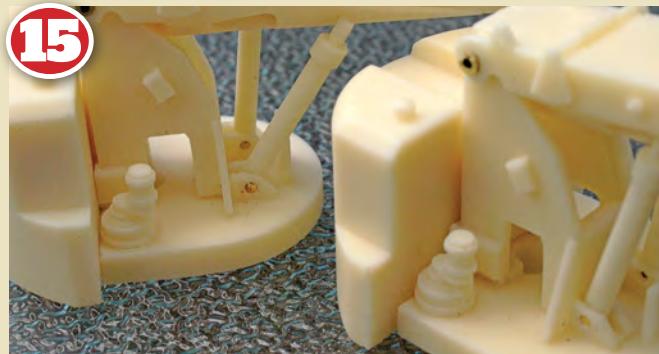
**13** I wanted the crane jibs to be poseable, so I replaced the fixing pins supplied with 5/8in (1.6mm) brass tube which I felt would be more durable than resin. The first step was to open out the pivot holes to the correct diameter using a tapered cutting broach – when you're looking to create an exact hole size so the tube will be a snug fit, this is a far more accurate tool to use than a drill.



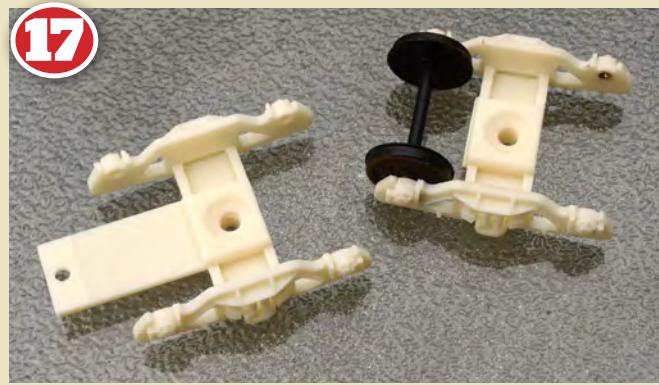
**14** The hydraulic rams pivot on 0.9mm pins of hard brass wire cut exactly to length and trimmed off flush. I doubt I'll ever use the facility of swinging and raising the cranes but it's nice to have the choice. If I do, I'll need to make a new set of rams out of telescopic brass tubing.



Some people are put off building their own rolling stock because far too many kits seem to be designed with little thought for how they're actually meant to be assembled. The Plasser crane consists of a series of sub-assemblies that only go together towards the end of the construction process. This makes handling and painting the model a lot easier.



**15** Resin kits don't normally have locating pins so many of the components have to be butt jointed into position. But which way round should these hydraulic pipe connectors go? The instructions aren't clear, so this is where good prototype photographs are invaluable.



**16** **17** The bogies are one of the trickier parts because if you get the bearings out of true, the vehicle won't run properly. Slot-and-tab construction of the three main components means you arrive automatically at the correct alignment. I cut off the extension pieces which are designed to accommodate tension-lock couplings.

## STEP BY STEP | BUILDING A RESIN 12.5TON TWIN JIB CRANE

**18**



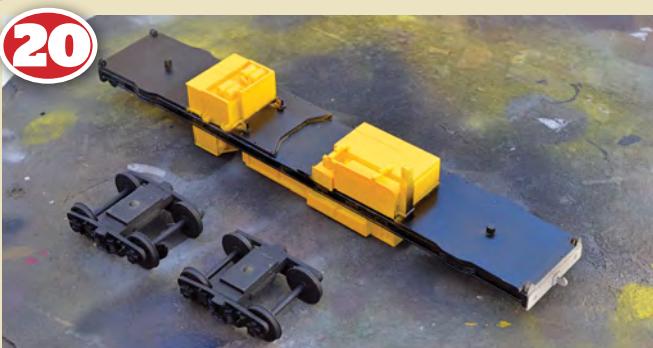
With the major sub-assemblies complete it's time for a coat of acrylic primer – I use Halford's aerosols. Just a thin covering is all that's needed to provide a key for the top coat. If you spray it on thickly, you may clog the fine detail.

**19**



Still treating the model as a series of sub-assemblies, I've airbrushed Railmatch Warning Yellow on to the relevant areas. Two or three thin coats are preferable to one thick one.

**20**



I've followed up with an application of Revell Gloss Black, masking the areas I want to remain yellow. Some overspray has landed on the exhaust stack but as this will be hand painted so it looks heavily corroded, it hardly matters.

**21**



At this stage the sub-assemblies can be loose-fitted together to gain an idea of how the finished model will look. From this stage on it's largely a matter of adding detail. A support plate is provided to stop the model rolling away – another indication of the degree of thoughtfulness that's gone into the design!



**22**



If I could single out one outstanding feature of an outstanding kit, it's the glazing – there are 12 different sizes in the crane's cab, of five different sizes. You're supplied with moulded templates for each one so all you have to do is cut them roughly to size from the clear acrylic sheet provided and then file them to an exact fit using the templates as a guide. I wish all kits showed such thoughtfulness.

### USEFUL LINKS

Make Your Mark Models	<a href="http://www.makeyourmarkmodels.com">www.makeyourmarkmodels.com</a>
Traintec transfers	<a href="http://www.traintec.com">www.traintec.com</a>
MIG Productions	<a href="http://www.migproductions.com">www.migproductions.com</a>

### WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Plasser & Theurer Twin Jib Crane Kit	Make Your Mark Models	n/a
White primer	Halfords	473124
Warning panels yellow	Railmatch	202
Gloss black	Revell	7
Oil and Grease Stain Mixture	MIG Productions	P410

Intermediate

Beginner



Advanced

**23**

Before adding transfers and the final details, I got the weathering underway with an initial wash of MIG Oil and Grease Stain Mixture. This is brushed on and then off again with white spirit, allowing it to settle in nooks and crannies to represent subtly random patches of ingrained dirt. White spirit can attack the inks used in some makes of transfers, so I did the weathering first.

**24**

The cranes have been rigged with sewing cotton and only the handrails, steps and a few small details are still to be applied. The transfers come from Taintec which has one of the widest ranges of high quality graphics for diesel era modellers in my view.

**25**

The final details – and especially the various sets of handrails – really pull the kit together. Finding the best way of handling small, delicate components is all part of the learning curve. Good-quality tools – the tweezers I'm using here are from the Adam Wilder range – make life a lot easier.

**26**

Few modelling experiences are more confidence-sapping than spending time and money on building a kit only to find it doesn't go together at all well and, even when finished, simply doesn't look right. It's tempting to blame yourself, but in a lot of cases it's the kit itself that's at fault. The Make Your Mark twin-jib crane is one of the very best I have ever built.

# Automatic COLOUR LIGHTS

As a follow up to construction of colour light signals, **NIGEL BURKIN** moves to the next stage and adds automation for main line signals, mimicking operation of the real railway using readily available components.



The challenge of convincingly automating the main line colour light block signals on the author's Folkestone East layout was solved by the Heathcote Electronics MAS-Seqencer unit. MLV 9001 is about to pass a signal at caution as it travels towards Ashford.



## TOOLS And materials (in addition to signals)

- » 8mm wood working drill
- » 2mm drill bit
- » Power drill
- » 7/0.2mm grade equipment wire in black, green, red and yellow
- » PVA adhesive
- » Small screws
- » Solder and soldering iron
- » Heatshrink insulation sleeve
- » Modelling knife
- » Electrical insulation tape

THE BASIC PRINCIPLES of automatic colour light block signals on lines with track circuit block working (TCB) are relatively straightforward. In the simplest terms, long sections of line are divided into blocks separated by signals, usually colour light signals, and trains within the blocks are detected by track circuits which operate signals and provide a display showing signallers where trains are.

Colour light signals work automatically to keep trains apart unless there is a junction or other situation that requires protection and direct intervention by the signaller. Block signals return to danger automatically when trains pass them as they are detected by the track circuits. The exact point at which they return to danger is dependent on the location and situation of that particular signal. Most signals work automatically to keep trains apart on plain line unless overridden by the signaller for operational reasons.

A desire for better operations led me to look for a convincing method of operating block signals. Professionals will tell you that there is a great deal more to TCB working than I have mentioned but, on the whole, modellers probably do not need to know too much in order to create convincing colour light signalling on a main line.

A three aspect signal (such as the ones I plan to use) show a green aspect when the block ahead together with the one beyond that are clear. It will return to danger (red) when a train passes it to enter the next block – the track circuits will detect the position of the train. The signal will remain at danger whilst the block behind the signal is occupied. When the train enters the next block, the signal will change to a yellow aspect if it is an automatic or semi automatic signal to show that the next signal is at danger. Signals at junctions, stations and other similar locations will be under the direct control of the signal centre or signalbox and will not return to a clear aspect automatically.

To control a pair of main line signals, I initially rigged them up to simple switches on the control panel. A pair of single pole, double throw switches allowed the red-yellow-green sequence to be operated correctly. However, they are manual and the layout operators would have to consider how to return them to danger as a train passes together with remembering to reset them in time for the next train – not an ideal or realistic situation.

### ENTER THE MAS-SEQUENCER

Some research turned up the Heathcote Electronics MAS-Sequencer as the perfect piece of equipment for simple simulation of TCB working because it automates colour light signal sequences using a timing mechanism using an infra red sensor. While its name might sound challenging, by following the instructions to connect it up correctly it is actually a simple piece of equipment to add to a layout.

The change from danger through to a clear aspect is timed to simulate a train clearing each block beyond the modelled signal. The system can be expanded with IRDASC-4 modules for every additional signal modelled on the layout to control them in the correct order as a train passes them on a given length of plain line.

The MAS-Sequencer operates independently of DCC or analogue track power. It uses an independent 12v DC or 16v AC power supply – one of the latter was already installed on the

testbed layout so that has been used. Infra red detection means that no adaptation has to be made to any models and the detectors are simple to fit to the existing track which can be any gauge from 'Z' to 'O'. As a train passes over the detector, all vehicles are detected and, in the case of the MAS Sequencer, the timing cycle for resetting the signal back to clear will not commence until the last vehicle has passed over the detector.

Heathcote Electronics offers a variety of MAS-Sequencers depending on signalling needs – here we are using the simple three and four aspect sequencer. Working in 4mm scale there is plenty of room between sleepers to accommodate the infra red detector with minimal visual impact.

I checked the signals I was planning to use before ordering a MAS-Sequencer – it is available in negative common and negative positive formats. The choice depends on how the LEDs in your signals are wired up and I tested my signals to see which type would be required. As it happens, both signals are Roger Murray Signals products, both were negative common wired. Roger Murray Signals have been further developed by Absolute Aspects, so the basic three colour signals seen in the photographs opposite may still be purchased.

## INSTALLATION

The MAS-Sequencer is fitted under the layout in the position where train detection is required; ideally a few inches at least beyond the signal position itself. Once satisfied that there is room for the circuit board, a 2mm diameter pilot hole is drilled through the baseboard and track underlay, located between two sleepers.

From the underside, a blind hole of 8mm to accommodate the infra red detectors is drilled partway through the baseboard using the pilot hole as a guide. Returning to the top side of the baseboard, the 2mm hole is opened up into a slot 3mm to 4 mm wide and about 8mm

in length. The infra red detector assembly is carefully checked against the size of the slot as work proceeds. Do not make the slot any larger than necessary to keep the visual impact to a minimum. When the detector fits the slot, install the circuit board to the underside of the layout using small self tapping screws to secure it. Should its location be a little awkward to work in, consider adding relevant wiring to the terminals before screwing it to the baseboard.

All that remains is to connect the wires from the circuit board to the signal itself and connect the power supply. The MAS-Sequencer may then be tested using a wagon or coach to see that the detectors are functioning correctly. Some adjustment may be required to prevent reflection off the underside of a sleeper or stray piece of track underlay which may prevent the sequencer from operating correctly.

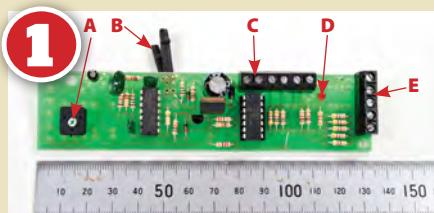
## SETTING UP AND OPERATION

The colour light sequence from danger to clear is operated with a timer which controls the length of time between each change in aspect. The timer is activated as soon as a train passes over the detector. The length of time required for each aspect change depends on the typical speed of operation of the layout and how close together the signals would be placed. The timer can be adjusted using the small dial located on the circuit board. I set the timer in its middle position as a start and found it to be perfect to simulate the passage of each train past imagined signals in the off scene part of the layout. The timing cycle is interrupted and reset whenever a train is detected passing the signal, whether the aspect is green, yellow or in the case of a four aspect signal, double yellow.

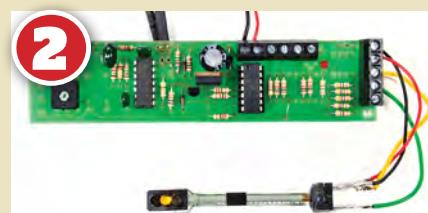
With the signals automated, operations are a little more authentic and layout operators now have to observe them, making train driving much more fun and realistic too! 



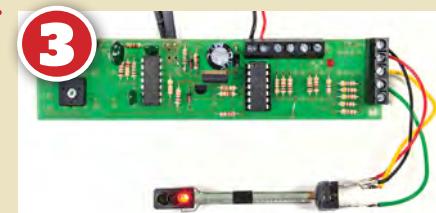
## STEP BY STEP INSTALLING AUTOMATIC SIGNAL SEQUENCING



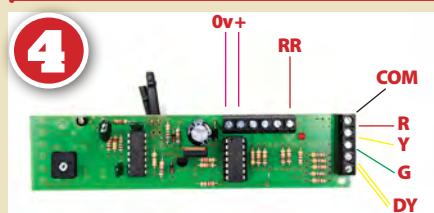
Automation of multi aspect colour light signals is possible with the Heathcote Electronics MAS-Sequencer. It works by infra red train detection which returns a colour light signal to danger as a train passes it to enter the next block. Features of the sequencer module include the timer adjustment dial (A), infra red detector (B), power supply contacts (C), indicator LED (D) and signal wire terminals (E).



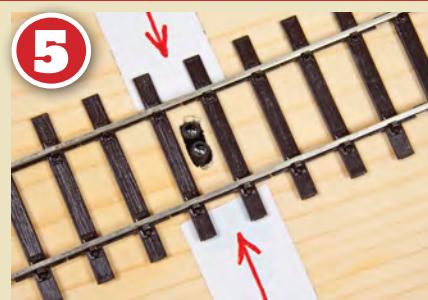
Not only does the MAS-Sequencer provide automation of the signal but simplifies wiring too, the required resistors being built into the circuit board. A yellow (caution) aspect is shown which would be returned to danger when the infra red detectors are activated. The time before the signal resets can be adjusted to suit operating conditions.



A red aspect shows clearly on the signal following activation of the detector. An on-off switch can be fitted to override the sequencer to set it to danger manually as if it is a controlled signal.



Each terminal is labelled on the rear of the module. Connections, together with the terminal labels, are shown in this picture: 0v+ and + are power supply terminals, RR is one of the override terminals which is used with terminal 0v, COM is the negative common connection from the signal, R, Y and G are signal wire connections for a three aspect signal and DY is the additional yellow connection for a four aspect signal.



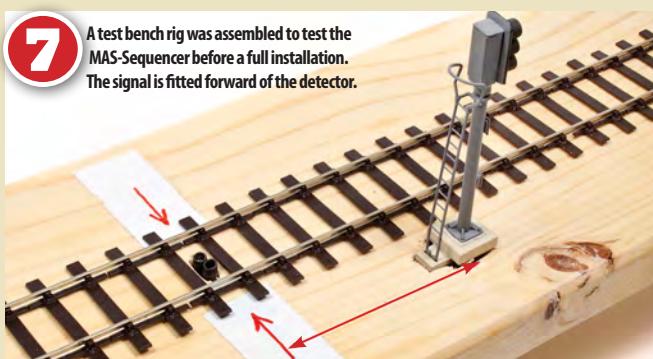
The infra red detector assembly is fitted to a hole in the baseboard situated between two sleepers. A 2mm pilot hole is drilled through the baseboard first and then opened up into a slot 3mm wide and 4mm in diameter.



An 8mm diameter hole is part drilled through from the underside of the baseboard using the pilot hole as a guide. A piece of insulation tape can be used as a depth marker stopping the drill from passing all the way through the baseboard.



**7** A test bench rig was assembled to test the MAS-Sequencer before a full installation. The signal is fitted forward of the detector.



**8** The signal will show a proceed aspect – either clear or caution (depending on how much time has passed since the last train) as a train approaches (A). The proceed aspect will continue to show as the train passes the signal into the short space between signal and detector (B). Once past the detector, the signal will return to danger (C) and the timer cycle commences.



As the train passes over the detector, the infra red beam emitted from one side is detected as it reflects from the underside of the lead locomotive or vehicle. The signal returns to danger. The installation is straightforward with the screw terminals provided on the sequencer - it doesn't require a soldering iron either.

#### OVERRIDE SWITCH

A simple on-off switch can be connected between terminals OV and RR and located remotely on a control panel. I added one override switch on the signal in the Down direction and two on the Up direction signal. In the case of the latter, one switch was fitted to the control panel whilst the other was a microswitch

fitted to the motor of a turnout located off scene which controlled the access to one of the fiddle yards. When the turnout is set for the fiddle yard, the signal is automatically set to danger by the microswitch to protect the conflicting move. I trust in my layout operators to observe the signals accordingly!

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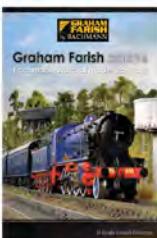
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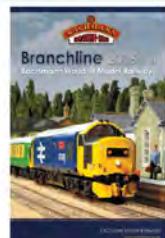
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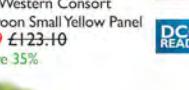


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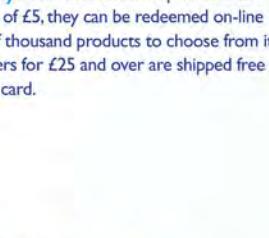


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# 'Warships' were delivered under their own power

I HAVE BEEN READING with interest the letters in *Hornby Magazine* regarding the movement of the 'Warships' and NB Type 2's from Glasgow to Swindon. In the early 1960s I worked in Lancaster Castle telegraph office which was situated on platform 3 and which allowed a good view of train movements. We were issued with special train notices for train reporting purposes which allowed me to be out with my camera for unusual events such as the movement of these locomotives.

I can confirm they always ran light engine under their own power: I have attached two photographs I took which show the actual movements taking place. These show D854 *Tiger* passing through Lancaster Castle on September 14 1961, running as 0Z28 light engine Glasgow to Swindon and D862 *Viking* coupled to D6337 passing Lancaster Castle on February 27 1962, running as 0V00 light engine Glasgow to Swindon.

Ron Herbert, Preston.



## Developing Operation Build It

Over the past year and a half I have been following your guidance and articles with building your Operation Build It! layout. The magazine's finished product looked fantastic and this inspired me to follow in your footsteps on a similar theme following the plans with slight modifications.

I decided early on in the planning process that Berry Pomeroy would be a traditional GWR branch line terminus and be operated as so within the BR period, mainly using ex GWR tank locomotives alongside some larger cousins of the '2251' 0-6-0s and '56XX' 0-6-2Ts handling freight duties.

During the planning stage it was decided to incorporate a single road engine shed alongside a traditional cattle dock and small

goods shed which, although not prototypical, is situated at the fiddle yard end of the layout, therefore necessitating some entertaining shunting manoeuvres. I have always been a fan of a shunting puzzle incorporated into a layout and by slightly altering the terminus design this has been included quite successfully.

The vision for the future includes the construction of an extension to Berry Pomeroy featuring the approach to the station from the opposite side of the brick arch road bridge which currently leads to the fiddle yard. This would allow the cutting to be modelled as well as the approaching bracket signals protecting the station entrance as well as a tunnel as the new fiddle yard entrance.

Christopher Gore, by e-mail.



## CHARWOOD FOREST IMPRESSES

I was very impressed with the Soar Valley MRC's 'O' gauge Charnwood Forest layout (HM99/HM100). The Brush Type 2 trundling through Whitwick station was the photograph for me - the weathering of the locomotive being particularly good. The steamers, whilst being nicely built and weathered were let down, in my opinion, by the lack of headcode lamps - this is very noticeable in 'O' gauge.

As an aside, I have to congratulate *Hornby Magazine* for the regular Train Formations features. This, I feel is essential information for those wishing to emulate realistic consists on their layouts. I will be bringing the Peak District article to the attention of my club for use on our Peakdale exhibition layout.

Keep up the good work.

Richard Boden, Lincoln.

# This month's **OXFORD** New Releases



**1:72**



Avro Anson Mk1 No.9  
Flying Training Squadron,  
RAF 1939  
72AA003 1:72



Bell P-39 Airacobra,  
Capt A I Pokryshkin,  
Commander - 16th GFAR 1943  
AC055 1:72

**1:43**



Bentley MK VI -  
Balmoral Green/Ice Green  
BN6002 1:43

**1:76**



Scania T Cab Curtainside -  
Eddie Stobart  
76TCAB007 1:76



ERF LV Flatbed Trailer -  
Eddie Stobart  
76LV003 1:76



Scania 113 Tipper -  
Reid's of Minishant  
76S143002 1:76



Land Rover FT6 Carmichael -  
Cheshire County Fire Brigade  
76LRC001 1:76  
**NEW Tooling!**



Leyland Titan PD2/12 -  
Maidstone & District  
76PD2001 1:76  
**NEW Tooling!**



Scania Irizar PB - White  
76IRZ005 1:76



Ford Transit Connect -  
Network Rail  
76FTC002 1:76



Austin Seven  
RN Van - AA  
76ASV002 1:76



Austin Seven RN Saloon -  
Light Royal Blue/Black  
76ASS002 1:76



VW Bay Window Van -  
Arizona Yellow  
76VW023 1:76



VW Bay Window Bus/Surfboards -  
Montana Red/White  
76VW024 1:76



VW Bay Window Camper -  
Colorado Metallic/White  
76VW025 1:76



Volkswagen Beetle -  
Beryl Green  
76VWB006 1:76



Ford Popular 103E -  
Ermine White  
76FP005 1:76



Austin 1300 Mk III  
GT - Bronze Yellow  
76AU001 1:76  
**NEW Tooling!**

**1:148**



Scania Irizar PB - Bus  
Eireann/Eurolines  
NIRZ001 1:148  
**NEW Tooling!**



Ford Transit LWB  
Hi-Top - Stobart Rail  
NFT010 1:148



Mobile Trailer -  
Bob's Hot Dogs  
NTRAIL001 1:148  
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Commer Commando -  
BOAC  
NCOM002 1:148



Whitby Mondial Van -  
Wall's Ice Cream  
NWMO01 1:148  
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Bedford MWD -  
British Army RE  
NMWD001 1:148  
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Land Rover Defender 110  
Hard Top - British Army  
NDEF003 1:148

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# Old Mills Colliery Sidings

Changing times at Wolverhampton Model Railway Club prompted a quite different approach and location for their latest exhibition layout, as **ROB KINSEY** reveals.

PHOTOGRAPHY, TONY WRIGHT.

WOLVERHAMPTON Model Railway Club has for many years constructed and exhibited large 'OO' gauge main line layouts, all based on British Railways Eastern Region practice and set during the late 1950s and early 1960s period. Stoke Summit on the East Coast Main Line and our Great Central Main Line model of Charwelton are well known from recent years.

However, the changing demographic of the club membership has made it increasingly difficult to staff and latterly

stock both Stoke Summit and Charwelton. We therefore decided to construct a layout that we could staff and stock comfortably. During the search for an alternative, we investigated numerous secondary lines around the country and finally settled on Old Mills Colliery Sidings.

The new layout has significantly broken the mould. It is rather smaller than previous layouts and depicts a single track Western Region cross-country line located in rural Somerset, set during the early diesel period between 1968 and 1972.

The Great Western Railway's Bristol and North Somerset line ran from Bristol via Radstock to Frome. Old Mills

Colliery Sidings were located on this line approximately two miles West of Radstock.

The line passes through tranquil countryside, but also through the heart of the once thriving Somerset coalfield, which at its height contained over 70 collieries, about a third of which were directly connected to the Bristol and North Somerset line. The line also served limestone quarries, local gas works and, at Radstock, a wagon repair workshop.

The line was constructed in two sections, the first by the Great Western Railway (GWR) after it had taken over the Wiltshire, Somerset and Weymouth Railway, which had fallen into financial difficulties from



## STATISTICS

<b>Owner:</b>	Wolverhampton MRC
<b>Scale:</b>	'OO'
<b>Length:</b>	23ft
<b>Width:</b>	9ft
<b>Track:</b>	C&L bullhead with handbuilt points
<b>Control:</b>	Analogue
<b>Period:</b>	BR Western Region, 1968-1972

 Right: BR Sulzer Type 4 1740 passes the colliery sidings engine shed with a short parcels train for Bristol and South Wales. The colliery sidings are still rather empty, suggesting it's a Saturday morning. The colliery shunter today is an 'Austerity' 0-6-0ST.

 Below: North British 'Warship' D839 Relentless approaches with a rake of empty 'Dogfish' ballast hoppers en route to Whatley quarry for refilling.

Frome to Radstock, opening in 1854 as a single track broad gauge line. The second section from Radstock northwards to Bristol was completed in 1873 to standard gauge and the southern section was converted to standard gauge in 1874, thereby allowing through running.

The line led a generally uneventful existence, its fortunes following that of the coal mining which provided the bulk of its traffic. The decline started in the 1930s as collieries became worked out or uneconomic and closed. The passenger service was withdrawn in 1959 and the route was severed south of Radstock in 1967 but following flooding and landslips



during the following winter this section was reinstated and the line north of Radstock closed in 1968. Colliery traffic from the Radstock area continued until the closure of Writhington colliery in 1973. The wagon repair workshop closed in 1988. Today the only section that remains open is the southern two miles that serves the giant Whatley limestone quarry.

## ADAPTED HISTORY

We've assumed that coal mining in the area remained buoyant into the 1970s, therefore requiring the railway to remain open as a through route to handle the continuing freight and mineral ➤



traffic. To increase operator and viewer interest we've also assumed that during this period considerable residential development had taken place in Radstock and along the line, sufficient to warrant the introduction of a busy commuter rail service between Bristol and Frome mainly operated by Diesel Multiple Units (DMUs), though occasional locomotive hauled cross country services have also been diverted along the retained route.

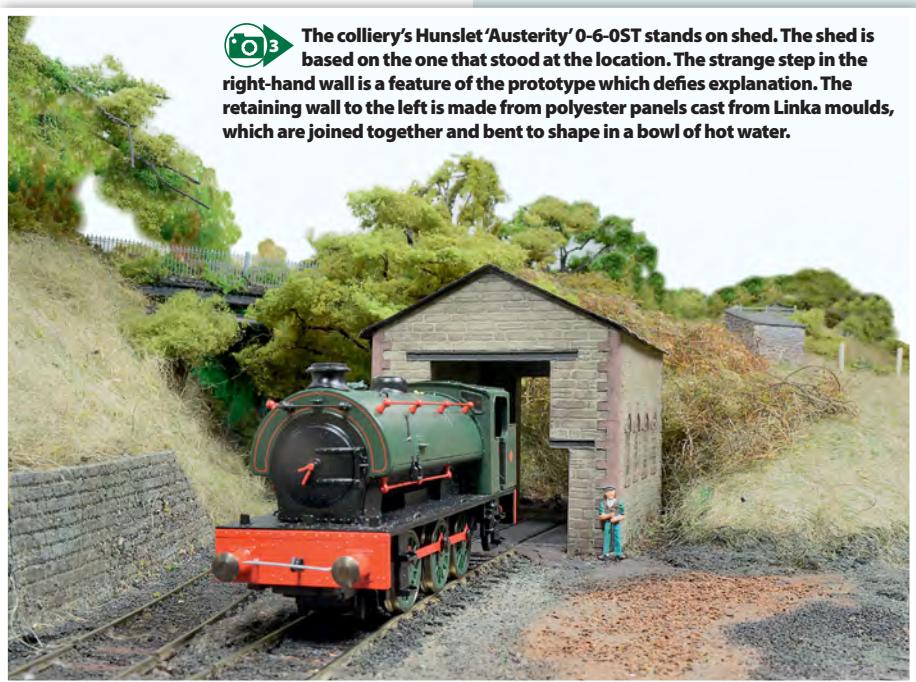
The model depicts the fictitious period between 1968 and 1972. BR was undergoing a major image modernisation, primarily the introduction of the Rail Blue livery. The Western Region was under even greater upheaval as it was also in the process of replacing its non-standard but generally well liked diesel-hydraulic locomotives with other regions' cast-off diesel-electrics.

The layout is based on the prototype location using contemporary photographs, Ordnance Survey maps and other published information. Unfortunately, a site visit revealed that very little of the prototype remained and so a little adaptation has also been incorporated where necessary.

## CONSTRUCTION

Experience has shown us that for a long lived exhibition layout its baseboards should be rigid, robust and reasonably lightweight. The baseboards for Old Mills were constructed in a similar open framed style to those of Stoke Summit and Charwelton. A good quality 9.5mm thick birch plywood was used for the framework and running surface, supported on softwood legs.

The baseboards were constructed using traditional woodworking joints, each glued and pinned together, resulting in reasonably light but very strong baseboards. The fiddle yard boards are all flat while the scenic boards are open framed with a solid trackbed only where required. Where possible one set of legs is permanently attached to each baseboard but where this is not possible, loose sets of legs are attached using split pins inserted into

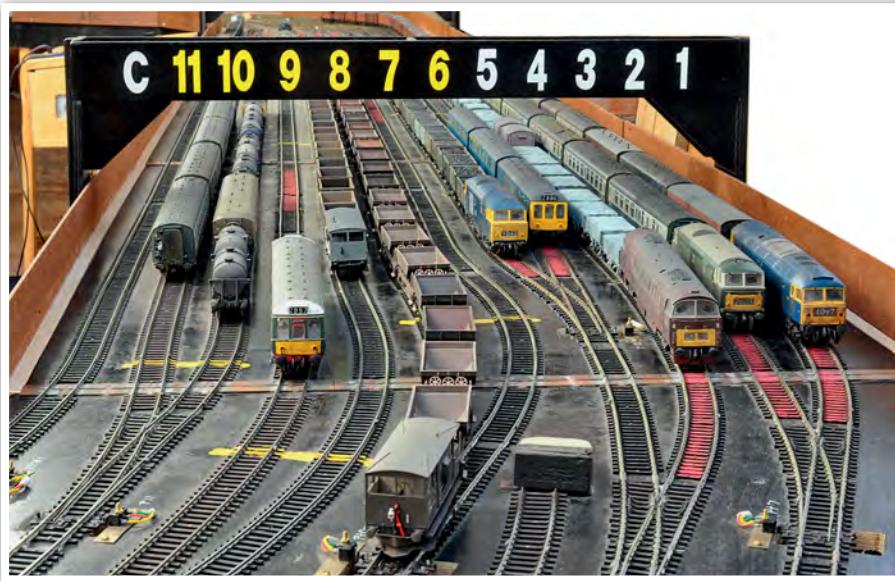


**•3** The colliery's Hunslet 'Austerity' 0-6-0ST stands on shed. The shed is based on the one that stood at the location. The strange step in the right-hand wall is a feature of the prototype which defies explanation. The retaining wall to the left is made from polyester panels cast from Linka moulds, which are joined together and bent to shape in a bowl of hot water.

split hinges. The outside framework of the baseboards is 2in deeper than the internal ones to provide a recess into which the permanently attached legs are folded during transport and storage.

The assembly of the layout starts with a 'King' board which has legs at both ends and is self supporting. The other baseboards have legs at one end only and piggyback from the previous board.

The legs are locked into place with triangulating softwood struts, again with split pins inserted into split hinges. The baseboards are joined together using 12mm bolts passing through substantial steel plates. At each joint one plate has a nut welded to it allowing single handed assembly. The steel plates on the adjoining boards have a 1/2in diameter hole which allows a little movement for track alignment. The baseboards are boxed together in pairs for safety during transit and ease of transporting.



**•4** A general view of the fiddle yard - roads 1 to 5 hold Up trains travelling towards Bristol, while roads 6 to 11 hold Down trains going towards Frome. The extreme left-hand road C leads to the 'colliery' fiddle yard. The 'buffer stop' in the centre foreground is the end of one of the dead-end sidings used by the local DMU passenger services.

## PERMANENT WAY

The scenic section of the layout has  $\frac{1}{16}$ in thick cork sheet glued to the baseboard surface as the trackbed with impact adhesive, to which the trackplan is fixed down using polyurethane varnish. The trackplan had been finalised in Templot software and drawn full size on a single sheet of paper which was fixed to the cork and used as a template for track laying.

The plain track on the scenic section of Old Mills uses C&L 'OO' gauge bullhead track as it appears to be the most accurate

and is quite robust. The points are constructed using C&L chairs fixed to EM Gauge Society wooden crossing timbers and nickel silver rail. The points on the scenic section are operated by Tortoise motors.

The fiddle yard is laid with code 100 flat bottomed track and Peco points operated by Peco point motors fitted directly beneath them. The routes are set using an electric pencil to fire a Capacitor Discharge Unit through a diode matrix. We have found this system to be very reliable, and in 70+ exhibitions with Stoke Summit we only had

to change one point and two point motors.

The layout utilises an analogue control system using Modelex handheld controllers. The layout is split into two main electrical areas (scenic area and fiddle yard). Inter-board electrical connections are made using standard jumper cables fitted with 'D' plugs and sockets. Track electrical continuity is maintained by soldering a copper dropper wire to each individual length of rail. These are incorporated into the baseboard wiring harness. We use multi strand wire for all low voltage wiring on the baseboards »



'Hymek' D7013 brings a rake of empty mineral wagons into the colliery sidings.

After disposing of the empty wagons and a quick shunt it will collect a rake of loaded wagons and return to Bristol. Access to the colliery sidings is through one of the crossovers from the running line.



and in the inter-baseboard connectors because this type of wire has a much lower tendency to break than single strand wire.

The scenic area is wired using the cab control principle and is divided into six sections which can be switched to any one of three controllers using rotary wafer switches. The points are also controlled by rotary wafer switches; these switches are also used to change the polarity of the point frogs.

The fiddle yard has independent controllers to operate the 'shuffle' operation in each direction. Miniature toggle switches control the exit of trains from the fiddle yard as well as 'shuffling up' the second (and/or third) train in the loop forwards following departure of the front train.

The low voltage supply to the layout is provided by either proprietary units or purpose built power packs and in both cases mains voltage electricity sits safely on the floor beneath the layout well away from the baseboards.

### CREATING OLD MILLS

The basic landform is started by shaping the plywood formers that are part of the baseboard construction. Chicken wire is then stretched over these formers and shaped to give the desired ground contours. The ground surface is made from fibre glass

 **A Pressed Steel Class 121 DMU forms an off-peak Bristol-Radstock all stations service.**



using glass fibre matting and polyester resin, which forms a strong but light shell.

The final ground surface is made by spreading a thin layer of 'soil', made by mixing plaster browning into polyester resin to give a fairly thick paste. The whole area is finished in a brown colour so if

any grass is subsequently lost there is no gleaming white surface to show through.

The grass within the railway boundary is made from hanging basket liner held in place with polyurethane varnish, whilst outside the railway fence static grass has been used to give a more



manicured look. Further detailing has been carried out using proprietary products from the Green Scene, Woodland Scenics and other ranges.

Hedges are made from rubberised horsehair on a wire framework covered in proprietary scenic dressings. The trees are made with wire skeletons, over which teased out Woodlands Scenics foliage is loosely draped. Much experimentation was required to get results that we were happy with. The railway boundary fence is a Ratio product, and other fences are brass etchings or built from plastic strip.

The locomotive shed is scratchbuilt from foamboard covered in Slater's coursed stone plasticard. The dimensions were calculated from photographs of the prototype shed at Old Mills. A selection of proprietary and scratchbuilt buildings have been used to complete the general scene.

The layout is ballasted with a variety of Woodland Scenics 'N' gauge ballast and sand, held down with thinned-down dirty polyurethane varnish. The ballast on the running line is much cleaner and better manicured than the exchange sidings, which are



dirtier and a little more careworn.

There is still some scenic work to be completed. The telegraph poles have been installed since the photographs were taken and the grassed areas and ballast still need a little tidying up. A future project is the installation of point rodding.

## OPERATION

The layout is operated as two independent sections - the main line and the colliery exchange sidings, each with its own

operator. The main line follows a predetermined sequence designed to give what we believe is a representative selection of passenger, parcels, freight and mineral traffic.

Meanwhile, in the colliery sidings the operator propels short rakes of empty wagons from the interchange sidings to the colliery and returning with similar short rakes of loaded wagons. Once a complete train of full wagons has been assembled, a train of empties arrives from the fiddle yard.

After depositing the empty wagons in interchange sidings, the locomotive departs with the train of full wagons and the colliery operator then resumes shunting. Occasional colliery stores traffic arrives or departs via the main line pick-up goods as necessary.

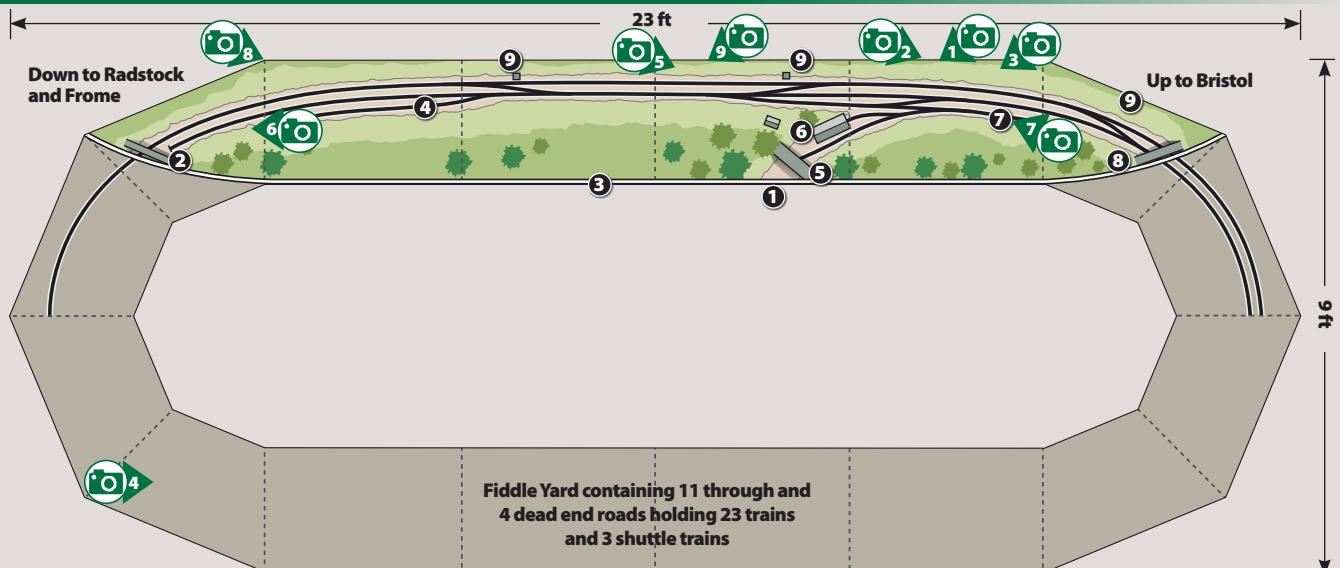
The main line sequence includes around 35 train movements. The trains available include locomotive-hauled passenger trains and DMUs, parcels, milk, general freight, mineral, permanent way, block oil and clay trains. Occasional special traffic runs to create additional interest.

The tracks in the fiddle yard are all split to hold two trains (three in the case of Track »)

 A Pressed Steel three-car suburban DMU forms a Frome-Bristol all stations service. The rear vehicle has a Silver Fox conversion kit added to give the correct unit make up. The 'Austerity' is earning its keep in the colliery sidings.



## OLD MILLS COLLIERY SIDINGS TRACK DIAGRAM (Not to scale)



### KEY

<b>①</b> Colliery storage yard	<b>④</b> Exchange sidings	<b>⑦</b> Headshunt
<b>②</b> Pipe bridge	<b>⑤</b> Bridge	<b>⑧</b> Pipe bridge
<b>③</b> Backscene	<b>⑥</b> Colliery shed	<b>⑨</b> Ground frame

1). The rear trains are 'shuffled' forwards as part of the train departure sequence, leaving the rear section empty to receive the inbound train on completion of its circuit.

### ROLLING STOCK

The locomotives are mainly from proprietary sources, examples being from the Hornby, Lima, Bachmann and Heljan ranges. All have been modified and/or

detailed to varying degrees and most have been renumbered, weathered/dirtied and a few fully repainted. All locomotives carry an appropriate headcode and the vast majority have been fitted with crew.

The suburban DMUs are from the Lima or Hornby stables. Silver Fox conversion kits have been applied to one of the Driving Motor Brake Second cars in each of the three car units to produce an

accurate Driving Motor Second, giving the correct prototype formation. Three car cross country DMUs are currently under construction from DC Kits products.

Passenger coaches are all Mk 1s from the Bachmann range - fortunately it produced all of the types required. All have been renumbered and weathered and run in prototypical rakes determined from the study of prototype photographs.

Non passenger rolling stock is a mixture of proprietary (Bachmann, Hornby, Lima, Mainline and Replica) and kit-built examples (Parkside Dundas, Railway King and Mailcoach). A number of the proprietary items have been heavily rebuilt to produce a greater variety of vehicles and all have been renumbered and weathered. Quite a number have received a full repaint.

The milk train is from Dapol and Hornby models, all having been heavily reworked to give the wide variety of types found on the prototype. Milk tanks were generally produced in small batches, and from photographs it appears that each batch was slightly different to the next.

The freight stock comes from a very wide range of sources - proprietary models, construction kits, scratchbuilt and heavily rebuilt from any of the preceding. The stock has to have justified reason to be on the line, although the wagon works at Radstock does increase the variety available. However, they must be in small numbers and either worn out or ex-works.

So, Old Mills is something of a departure for the club - in size, scope, and above all, location. Happily we're pleased with the result and have found it an enjoyable change that receives a good reception from viewers. We hope *Hornby Magazine* readers like it too. 





Sulzer 'Peak' D67 *The Royal Artilleryman* hauls a Bristol-bound fully fitted van train, probably originating in Southampton docks. The colliery sidings are being shunted by an ex-BR Drecovery diesel shunter that has passed into National Coal Board ownership.



# Diesel depots

Diesel depots are very different from their steam counterparts but offer scope for fascinating layouts. **MARK CHIVERS** presents a series of plans to suit a wide range of interests and operational possibilities.

Even in modern times Old Oak Common retained a turntable. Class 47 47077 and 'Western' 1071 *Western Renown* are in company with a Class 31 and a 'Hymek' round the table in June 1974. The fuelling shed is just visible to the right and the famous 'factory' is identified by the cream coloured wall. [www.railphotoprints.co.uk](http://www.railphotoprints.co.uk).

**F**Ollowing the decline of steam operation on British Railways, a large number of existing steam motive power depots were converted or rebuilt to accommodate the increasing numbers of diesel locomotives introduced to service.

Soon dedicated facilities were built too which offered improved working environments for staff and enhanced facilities for locomotives to be regularly serviced, maintained and stabled. Every diesel locomotive would follow set maintenance regimes ranging from visual checks to major exams following a predetermined number of hours in active service and as a result a variety of different depot types were required with abilities ranging from providing light servicing to major component replacement, heavy maintenance and repair. Most facilities were capable of fuelling, oil, coolant, brake and safety equipment checks, component greasing, sand box filling and windscreens washer replenishment as well as minor running repairs.

Stabling of locomotives was carefully considered by depot staff to ensure quick and easy access to the next locomotive on duty as shunting others out of the way could be a slow and laborious process, especially at weekends when dozens could be on shed.

The following 'OO' gauge trackplans have been



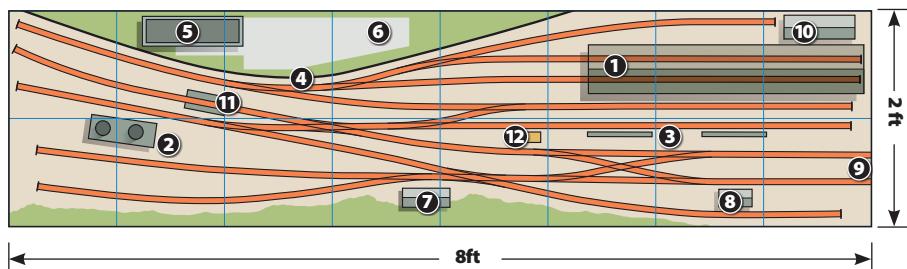
designed to fit an 8ft x 2ft baseboard using Peco code 75 flexible track and points, apart from Plan E, which fits an 8ft x 3ft space to accommodate a turntable. Some plans are self contained while others would benefit from additional off scene fiddle yards or integration into a larger layout. Understandably, some compromises have been made such as compressing track layouts and restricting depot headshunts to approximately 12in, although this should easily accommodate a long diesel locomotive such as a Class 40 or Class 66. Suitable for analogue or digital control, isolating sections will be required for analogue users if you wish to stable more than one locomotive in a siding.

Each plan features a selection of appropriate buildings although extra elements such as yard lights, warning signage, point levers, ground signals and more can be added to enhance the scenes. A large selection of accessories and buildings including barrels, lifting jacks, inspection platforms, mess rooms, maintenance depot buildings and more are readily available for placing on the layout and bringing it to life.

Whilst freelance in nature, some of the track plans are inspired from prototype locations and have been chosen to demonstrate how you can achieve plenty of operating potential from a limited space and make best use of your locomotive fleet. [Home](#)



### DEPOT PLAN A - FREELANCE DESIGN



#### KEY

① Maintenance shed	⑦ Shunters cabin
② Fuel tanks	⑧ Signalbox
③ Fuelling point	⑨ To/from fiddle yard
④ Safety barrier	⑩ Stores
⑤ Office block	⑪ Washing plant
⑥ Car park	⑫ Grounded van body

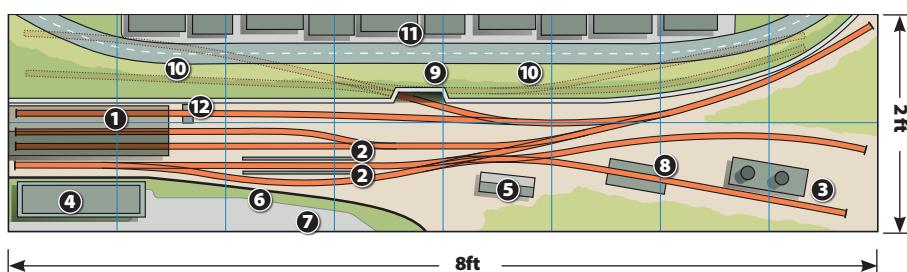
Plan A is probably the most intricate of the track diagrams as it requires 11 medium radius points, two double slips and a short crossing. It also features a scissors crossing close to the depot entrance/exit. This scissors crossing provides easy access to and from the fuel storage area sidings as well as the locomotive wash plant and depot headshunt. Combined with two double slips, multiple routes are possible maximising operating potential whilst also allowing shunting movements of small train formations such as fuel tanks or civil engineering wagons to be carried out in addition to manoeuvring locomotives around the depot for maintenance, fuelling, washing and stabling.

An extended two road maintenance shed and adjacent stabling siding provide ample storage for locomotives, while long headshunts, a fuelling road and locomotive wash plant provide plenty of opportunity for shuffling locomotives around the site.

Access to the fuel road and wash plant can be achieved quickly, while that to the two-road maintenance shed requires a number of movements. Additional stabling is available in the three sidings in the lower section of the plan.

An additional sector plate or cassette style fiddle yard would be ideal for this trackplan, although the layout could operate without.

### DEPOT PLAN B - FREELANCE DESIGN



#### KEY

① Maintenance shed	⑦ Car park
② Fuelling point	⑧ Washing plant
③ Fuel tanks	⑨ Retaining wall and bridge
④ Office block	⑩ Hidden storage yard
⑤ Shunters cabin	⑪ Raised road and shops
⑥ Safety barrier	⑫ Sanding plant

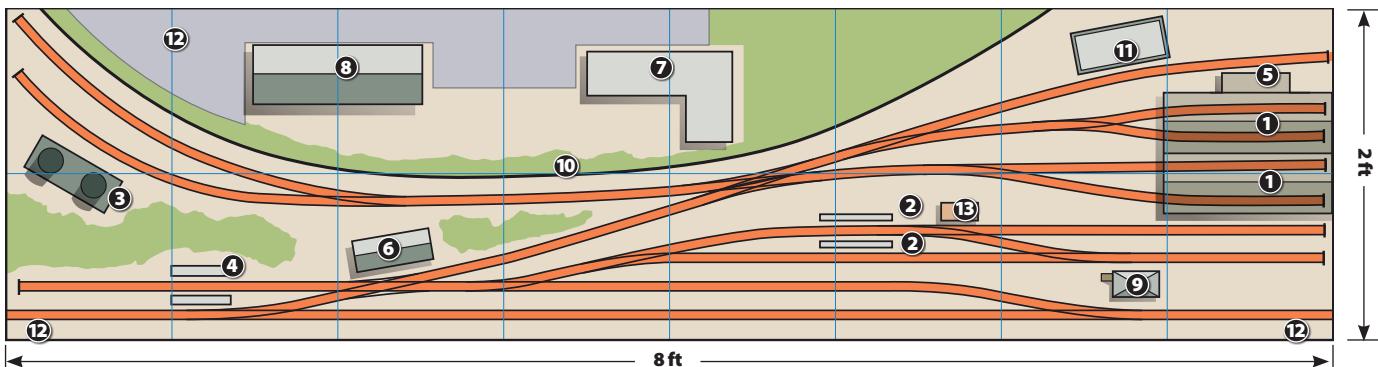
Plan B has been designed as a fully self contained layout within the 8ft x 2ft baseboard and includes a hidden storage facility. Masked behind a retaining wall and raised area, a bridge or short tunnel provides access to and from the four hidden sidings.

This scheme packs plenty into a small space and features a three road maintenance depot, two fuelling roads, locomotive washer, stabling sidings, a small run-round loop and long headshunt, which should be sufficient to hold a short train of TTA fuel tanks hauled by a shunting locomotive. The run-round facility allows for the wagons

to be shunted to the fuel storage tanks in the lower section of the plan for extra entertainment value. An additional feature at this depot is the placement of a locomotive sand hopper across the upper depot line for replenishing sanding equipment. Again, this adds to the enjoyment gained from the scheme, providing added purpose to locomotive movements around the depot.

In terms of track, six medium radius points together with two double slips and a small 'Y' point are required, the latter providing access to the fuel storage tanks and locomotive wash plant.

## DEPOT PLAN C - FREELANCE DESIGN INSPIRED BY BRISTOL BARTON HILL



### KEY

① Maintenance sheds	⑤ Stores	⑨ Signalbox	⑫ Car park
② Fuelling points	⑥ Shunters cabin	⑩ Safe barrier	⑬ Grounded van body
③ Fuel tanks	⑦ Crew room	⑪ Secure compound for flammable liquids	
④ Washing plant	⑧ Office block		

Plan C features a single track main line running across the lower side of the plan which could be incorporated into a larger continuous loop layout or separate sector plate fiddle yards at each end.

Points are set for access to the depot reception line from either end of the layout with a strategically placed double slip providing extra route flexibility to the depot and protecting the main line with access to a headshunt and locomotive washer plant. A run-round loop is provided on the fuelling roads, while three sidings are included for stabling locomotives

or wagons away from the depot buildings. Each of the four depot roads can accommodate at least one locomotive, while the adjacent stabling line and each of the two sidings alongside the fuel storage tanks will hold two locomotives.

A combination of large radius points for the main line and medium radius points for the depot have

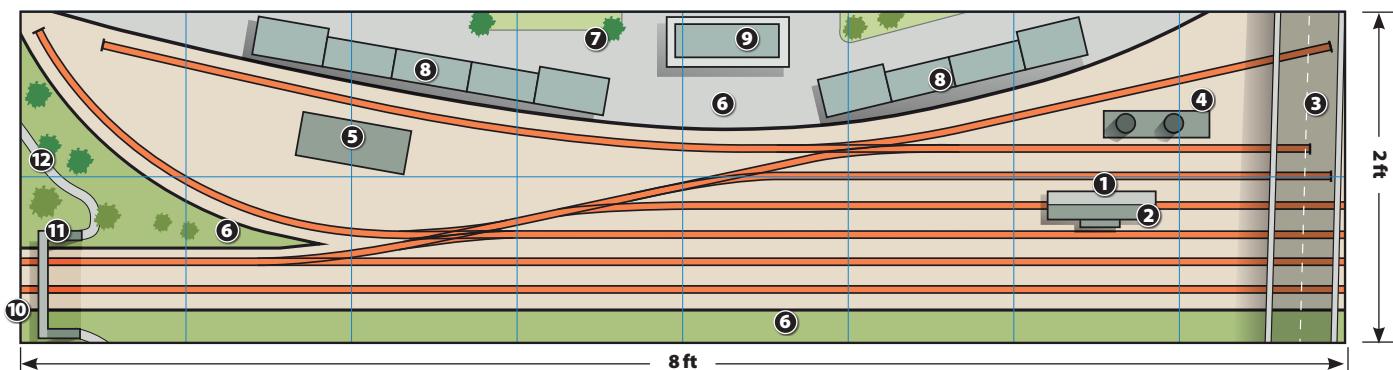
been utilised including two large radius, eight medium radius and two double slips.

A large car park area makes use of the space at the top of the trackplan with an administration block and traincrew mess room, providing extra potential for adding scenic detail and general depot clutter, although you could add extra track in this area if desired.

## TIP

**Photographic websites are a useful means of gaining inspiration for a depot modelling project. Many enthusiasts have visited depots throughout the years and have taken photographs - these are ideal reference material.**

## DEPOT PLAN D - INSPIRED BY PETERBOROUGH



### KEY

① Inspection shed	⑤ Secure store	⑨ Fast food restaurant
② Fuelling point	⑥ Security fence	⑩ Running lines to/from storage yard
③ Road bridge	⑦ Car park	⑪ Footbridge
④ Fuel tanks	⑧ Retail/warehouse units	⑫ Footpath

Plan D represents a small locomotive servicing point inspired by the DB Schenker structure situated alongside the East Coast Main Line at Peterborough.

This plan is fairly simple comprising just three large radius points and two double slips with two main lines running across the lower section of the plan between two fiddle yards or as part of a large continuous loop layout.

A single connection from the up line provides access to the depot reception lines while the link to the main line at the other end is off scene, running to the layout fiddle yard or connecting to the continuous loop.

With very few operational buildings, the depot area is fairly sparse comprising a small locomotive inspection shed with adjacent fuelling point together with additional sidings for stabling locomotives or wagons.

These sidings could be used to shunt civil engineering wagons for added interest or provide ample display space for a large locomotive fleet. A road overbridge provides a scenic break at the right-hand side

of the plan, while a smaller footbridge is provided at the opposite end. A selection of warehouse and retail units, together with a

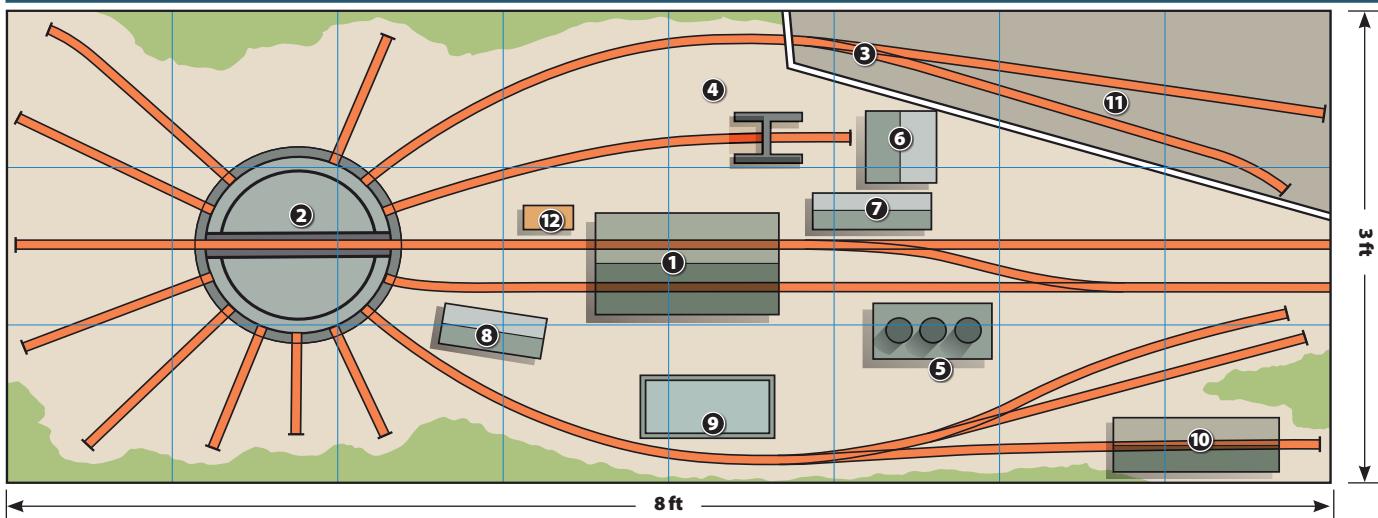
car park and fast-food restaurant, provide a modern backdrop to the rear of the layout.

A suitable single-road servicing shed, based on the prototype at Peterborough, is available from Bachmann's 'OO' gauge Scenecraft range of cast resin buildings (Cat No. 44-126).

### USEFUL LINKS

Bachmann	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
ADM Turntables	<a href="http://www.admturntables.co.uk">www.admturntables.co.uk</a>
Dapol	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
Gaugemaster	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
Heljan	<a href="http://www.heljan.dk">www.heljan.dk</a>
Hornby	<a href="http://www.hornby.com">www.hornby.com</a>
Peco	<a href="http://www.peco-uk.com">www.peco-uk.com</a>
Scalescenes	<a href="http://www.scalescenes.com">www.scalescenes.com</a>
Ten Commandments	<a href="http://www.cast-in-stone.co.uk">www.cast-in-stone.co.uk</a>

## DEPOT PLAN E - INSPIRED BY OLD OAK COMMON



### KEY

① Servicing shed	⑤ Fuel tanks	⑨ Secure compound for flammable liquids	⑫ Grounded van body (sand store)
② Turntable	⑥ Stores	⑩ Inspection shed	
③ Maintenance shed/offices	⑦ Crew room	⑪ Hidden sidings	
④ Hoist gantry	⑧ Shunters mess		

Noticeably different in appearance, Plan E features a turntable as its focal point and has been designed to offer plenty of stabling for locomotives - ideal if you simply wish to display your collection.

Measuring 8ft x 3ft, the footprint of this layout is designed to accommodate a suitable 'OO' gauge turntable. Whilst this scheme is based on the Hornby model, alternative products are also available from ADM Turntables, Dapol, Heljan and Peco.

Hidden storage is provided at the upper edge of the layout with two sidings

disguised by a combined depot building and administration block which is intended to represent part of a larger locomotive maintenance shed or paint shop much like the site at Old Oak Common in west London.

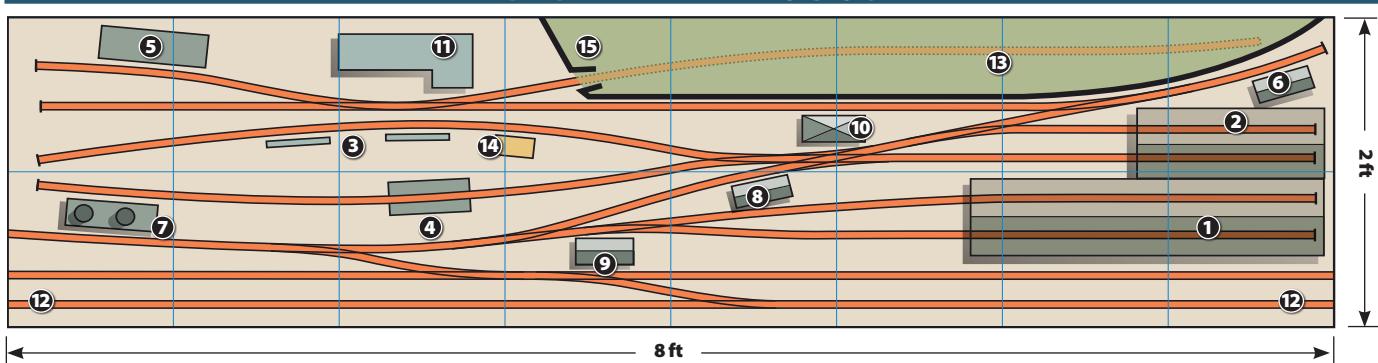
Two main entrance and exit lines feed from a fiddle yard or larger layout on the right-hand side of the plan and access the depot turntable through a servicing shed which provides fuelling and inspection facilities for locomotives ahead of them being stabled on one of the turntable roads. These roads differ in length and could also be used for stabling stores wagons or even

snowploughs awaiting their next turn of duty.

Additional stabling is available within the small inspection shed and sidings in the lower right section of the trackplan, while a lifting road with gantry crane is provided for removal of locomotive power units or supporting a locomotive if necessary.

In terms of budget, just five medium radius points are required, although a suitable operational turntable is also fundamental to the scheme and certainly represents a significant investment, but should provide plenty of operational enjoyment.

## DEPOT PLAN F - FREELANCE DESIGN



### KEY

① Maintenance shed	⑤ Secure compound	⑨ Signalbox	⑫ Main running lines
② Servicing shed	⑥ Stores	⑩ Depot water tower	⑬ Hidden sidings
③ Fuelling points	⑦ Fuel tanks	⑪ Crew room/office block	⑭ Grounded van body
④ Washing plant	⑧ Shunters mess		⑮ Bridge/retaining wall

Plan F features a double track main line running across the lower section of the layout as part of a continuous loop layout or to a fiddle yard at each end, although it also includes a hidden single siding which is concealed beneath a raised section of grassland which sits above and behind a retaining wall. Operationally, this scheme is slightly different in that there is a single trailing point from the up line to the depot together with a facing crossover from the down line. This requires locomotives accessing the depot from

the up direction to set back and a signalbox is provided to assist with these movements.

Two depot buildings feature which differ in size, the shorter one providing servicing facilities while heavier maintenance is carried out in the larger building. A locomotive washing plant and fuelling road are situated in the centre of the layout while a limited amount of stabling is available at the extreme ends of these lines, together with one of the sidings at the top left - the other acts as a headshunt for

locomotives arriving from the hidden siding.

Three large radius points are used for the main line connections, while seven medium radius points, one double slip and a small radius 'Y' point feature within the depot area.

Primarily designed with light engine movements in mind, short formations of TTA tank wagons can be accommodated, although the use of more than one locomotive would be required to shunt-release stock as there are no run-round facilities.

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HORNBY  
DELIVERS

# 'KING'

4-6-0 FOR 'OO' GAUGE

The Great Western Railway's regal 'King' 4-6-0 is the latest steam locomotive to touch down with Hornby. **MIKE WILD** takes an exclusive first look at this brand new model which is set to arrive in the shops during October.

THE GREAT WESTERN RAILWAY (GWR) was famed for its 4-6-0 designs, but none had the power and the glamour of the Collett 'King' class. 30 were built from 1927 for service on the GWR's heaviest express trains and their massive tractive effort of 40,300lbs made them the most powerful steam locomotive of their time.

Hornby has a strong reputation for producing models of the GWR's extensive fleet of 4-6-0s with the two cylinder 'Grange', 'Hall' and 'County' designs being joined by the four cylinder 'Star' and 'Castle' classes.

*"Hornby has captured the powerful look of these 4-6-0s superbly."*

**MIKE WILD**



Side on Hornby's new 'King' is an impressive model.

The 'King' is the largest of the four cylinder breed and models of the design have long been part of the Hornby range with the first being launched in 1978. Now though, a

brand new version has arrived and is due to be released to the shops in October. Reality Check on pages 68-71 charts the development and history of the 30 strong class.





#### THE DETAILS

Manufacturer:	<a href="http://www.hornby.com">www.hornby.com</a>
Cat No:	R3332
Description:	GWR 'King' 4-6-0 6029 King Edward VIII, BR lined green
Scale:	'OO'
Price:	£159.99
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



#### THE MODEL

The Collett 'Kings' were mighty looking locomotives which took full advantage of the GWR's loading gauge with their imposing large diameter taper boiler, high shouldered firebox and unique crank framed front bogie.

Hornby has captured the immensely powerful look of these 4-6-0s superbly and the model shouts 'King' straightaway without any shadow of a doubt.

It is detailed thoroughly from front to back including sprung metal buffers, correct pattern GWR lamp brackets, a separately fitted smokebox dart and full

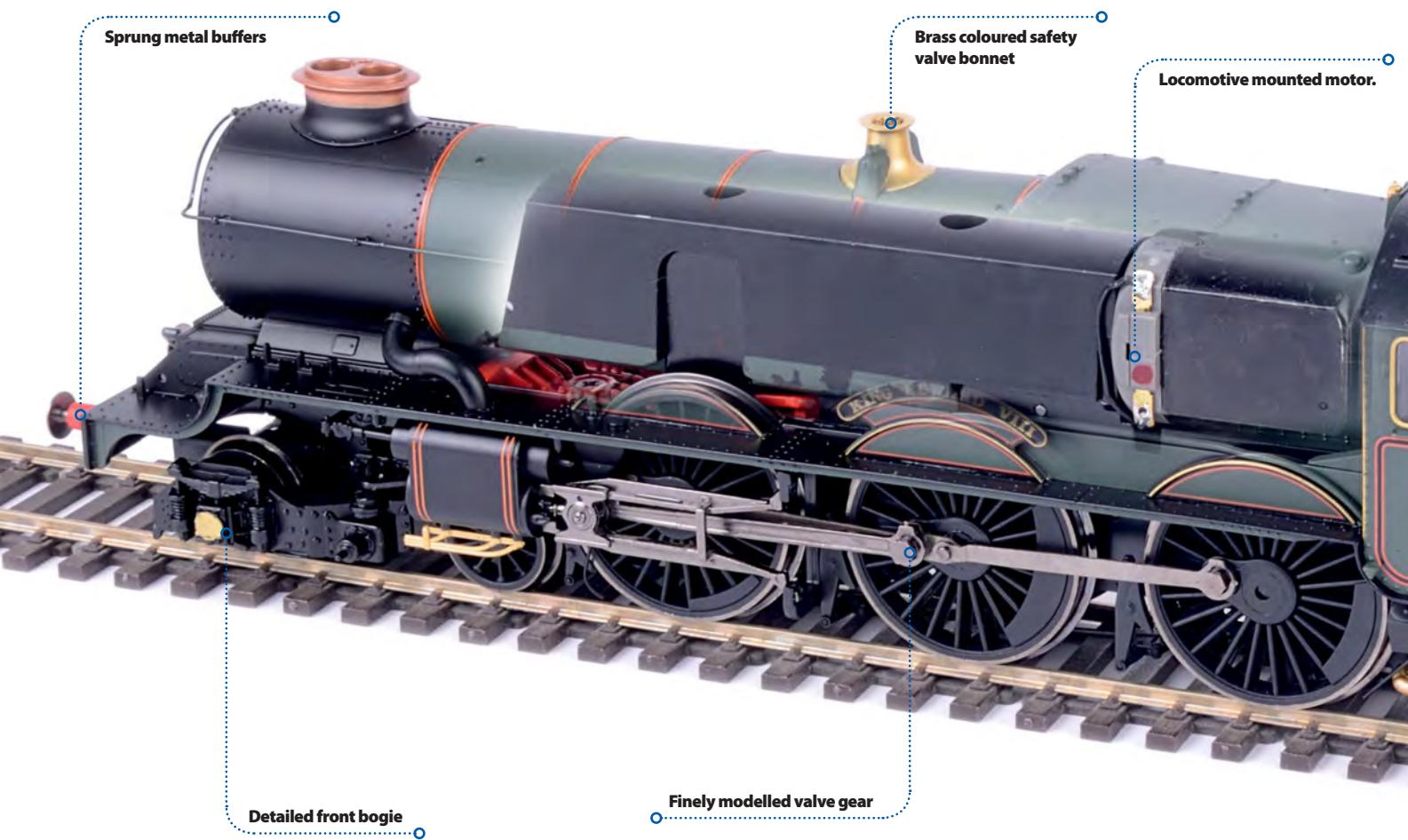
detail of the two middle cylinder casings protruding through the front framing. Add to those prototypical 'daylight' through the frames above the bogie – in two places, as it should be – pipework detail on the frames, the motion link running through from left to right and we start to get a picture of just how good this model really is.

The front bogie has really good weight to it being a solid metal casting and this really helps with the performance of the locomotive on the track. Detailing here is excellent too. Moving upwards lubricator boxes are fully detailed with pipework while the steam pipes from the cylinders to the smokebox are of the correct shape. At the top a neatly produced copper capped double chimney sits on 6029, while Hornby's tooling suite also covers the single chimney design originally fitted to the 'Kings'.

Below the boiler Hornby has reproduced suggestions of the internal motion tucked behind the splashes while on the driver's side the reversing lever adds character.



**EXCLUSIVE  
FIRST  
REVIEW**



Along the boiler all of the handrails and pipework are separately fitted and the eagle eyed will also spot the separately fitted conduit running along the length of the driver's side of the running plate.

The cab is a full height version as built, as opposed to the cut down cabs which have been built for main line registered preserved engines 6023 and 6024 to meet current loading gauge restrictions. Inside the cab is fully detailed with the

boiler backhead featuring neatly picked out pipework, gauges – complete with the suggestion of numbering – gauge glasses, regulator and screw reverser. Even the comfortless wooden seats provided for crews are modelled on each side of the cab painted brown.

The tender with the 'King' is a standard GWR 4,000gallon Collett design which features a fully detailed coal space with a two part removable coal load, full footplate

detail including handbrake and water scoop handles and separately fitted handrails throughout.

Decoration of our sample of 6029 was smart with the satin BR green base colour enhanced with fine orange-black-orange boiler bands and full lining of the cab and tender. A nice addition to the detailing pack is a set of cabside numberplates which can be overlaid on the factory printed versions to give them that proper raised GWR style plate look.

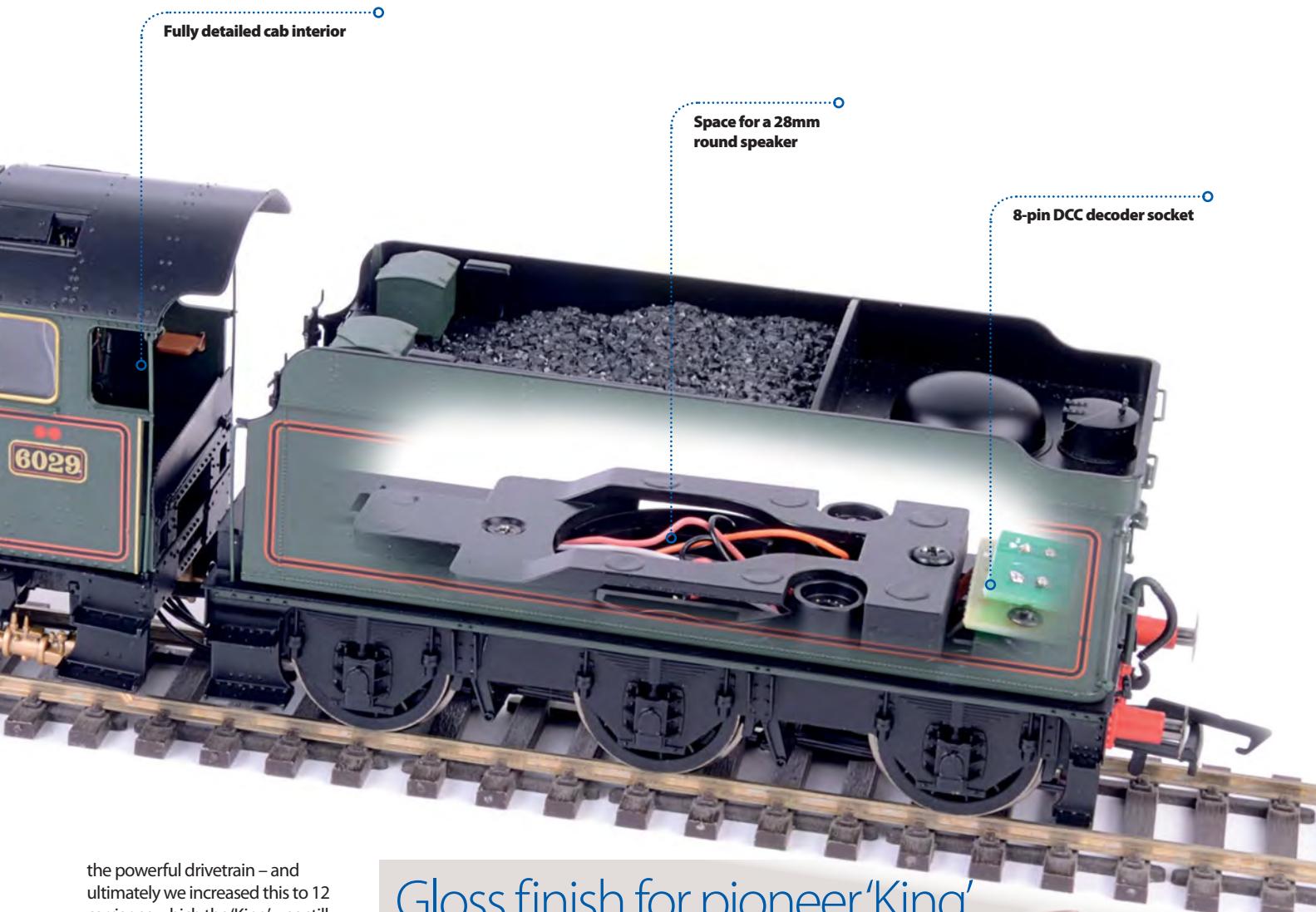
## PERFORMANCE

Setting our sample to work we ran the mechanism in for an hour in each direction at medium speed to prepare 6029 for haulage tests. The model coped easily with a range of points and curves and was comfortable in negotiating curves down to second radius.

Loaded tests consisted of sustained running with a rake of eight Mk 1s – a load which proved to be no match for

**The 'King' is superbly detailed with many separately fitted components.**





the powerful drivetrain – and ultimately we increased this to 12 carriages which the 'King' was still at ease with on a level layout.

The model follows Hornby's standard designs for Digital Command Control (DCC) with an 8-pin decoder socket located in the tender together with space for a 28mm round speaker in the tender chassis. The locomotive is connected to the tender with a four-pin plug and the drawbar between the two is factory fitted with screws.

Another element to look forward to with the 'King' is the arrival of the Twin Track Sound version due a few weeks after the standard DCC ready models offering the first DCC sound fitted model of the 4-6-0.

## OVERALL

Hornby has put together an impressive package in its new 'King' and one which runs just as well as it looks. Importantly it has plenty of power on hand to handle those crack express trains which the real locomotives were built for and with the detailing pack fitted up to finish the bufferbeam and brake rigging there is no doubting that this is by far the best mass produced model of the GWR's ultimate 4-6-0 to be released to date. An excellent and much needed addition to the Hornby range. (MW)

## Gloss finish for pioneer 'King'



LOCOMOTION MODELS' exclusive limited edition of pioneer GWR 'King' 4-6-0 6000 *King George V* offers a unique gloss finish on the Hornby model and it is set to arrive during October.

The 'King' uses Hornby's brand new tooling for the Collett 4-6-0 and includes the distinctive bell on the front footplate as well as silvered details such as the smokebox door dart, front numberplate, smokebox door hinge detail and cylinder covers.

The finish applied to our sample was superb throughout with smart gloss varnish over the standard BR lined green base colours. This includes

fine orange-black-orange lining, large early crests and cabside numbers – separate cabside numberplates are included for optional fitment – and a correct 82C shedplate on the smokebox door.

The model represents *King George V* as it is preserved today and the model is limited to just 250 pieces. Each will

come in Locomotion Models' new packaging style with a certificate of authenticity.

This exclusive model is a superb addition to the Locomotion Models range and the gloss finish really enhances the fine looks of the Hornby base model. Doubtless they will be quick sellers – and rightly so! (MW)

### THE DETAILS

<b>Supplier:</b>	<a href="http://www.locomotionmodels.com">www.locomotionmodels.com</a>
<b>Cat No:</b>	R3377
<b>Description:</b>	GWR 'King' 4-6-0 6000 <i>King George V</i> , BR lined green, gloss
<b>Scale:</b>	'OO'
<b>Price:</b>	£159.99
<b>Era:</b>	4/9
<b>DCC:</b>	DCC ready, 8-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

# GWR, 'Kings'

## The finest 4-6-0?

Widely regarded as the ultimate development of the Great Western Railway 4-6-0, Collett's 'Kings' were locomotives of great beauty and extremely powerful as well, as **EVAN GREEN-HUGHES** relates.

**I**N THE HEYDAY of the Great Western Railway (GWR) the line's immaculate expresses were a publicist's dream. Fast, colourful trains ran from the capital to the big cities of the west and onwards to the coastal areas of Devon and Cornwall pulled by imposing green locomotives with

copper capped chimneys and inspiring names. The most powerful of these, which were trusted with handling the most prestigious services, was the 30-strong 'King' class, a design written about in popular publications such as *The Boys Wonder Book of Speed*, on posters everywhere and even featured on cigarette and playing cards.





**GWR 'King' 6022**  
**King Edward III has**  
**just passed Tigley**  
**signalbox as it slogs**  
**up Rattery Bank with**  
**the 3.30pm London**  
**Paddington-Truro on**  
**June 22 1939.**  
 Hugh Harman/Rail Archive Stephenson.

GWR 'KING' STATISTICS	
<b>Designer:</b>	C.B. Collett
<b>Built:</b>	1927-1936
<b>Withdrawn:</b>	1962 (except for original 6007, withdrawn 1936)
<b>Builder:</b>	GWR
<b>Purpose:</b>	Express passenger
<b>Power classification:</b>	8P
<b>Wheel arrangement:</b>	4-6-0
<b>Weight (locomotive):</b>	89tons 0cwt
<b>Weight (tender):</b>	46tons 14cwt
<b>Driving wheel diameter:</b>	6ft 6in
<b>Length (over tender):</b>	68ft 2in
<b>Bogie wheel diameter:</b>	3ft 0in
<b>Boiler diameter (taper):</b>	5ft 6 1/4in to 6ft 0in
<b>Boiler pressure:</b>	250lbs/sq in
<b>Cylinders:</b>	Four, 16 1/4in x 28in
<b>Tractive effort:</b>	40,300lbs
<b>Coal capacity:</b>	6tons
<b>Water capacity:</b>	4,000gallons
<b>Total in class:</b>	31 (30 at any one time)

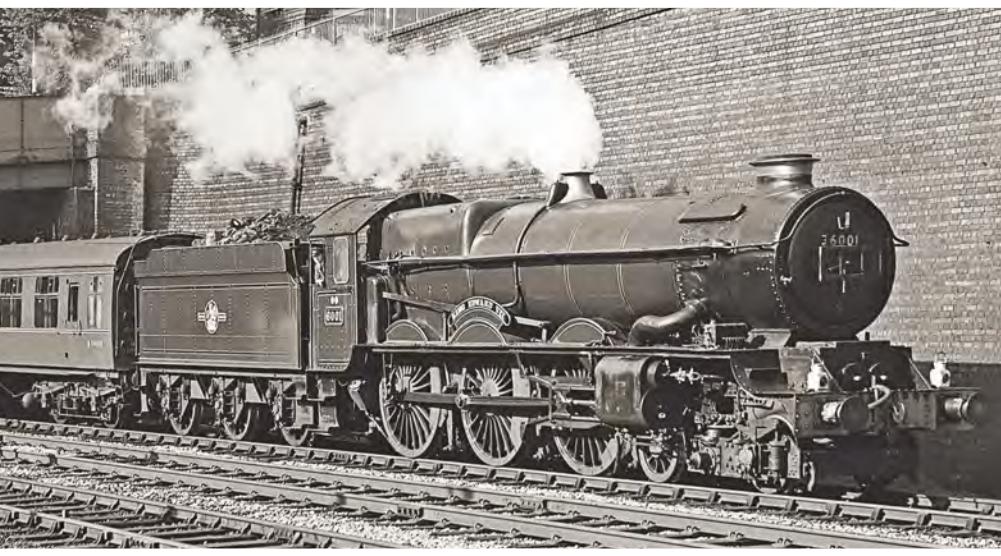
The appearance of the 'King' in so much popular culture arose because for a time the class was the most powerful locomotive in Britain, a fact that was eagerly seized on by the Great Western's prolific public relations department. But it was also because the first of the class enjoyed considerable publicity when it undertook a tour of America when brand new in 1927. The 'Kings' were built for the GWR's fastest and heaviest expresses and were never displaced from this task until replaced by diesels more than 35 years later.

The origins of this design pre-dated the building of the first one by some eight years when, in 1919, Churchward proposed fitting a larger boiler onto the chassis of one of his 'Star' 4-6-0s. This would have been of a maximum diameter of 6ft but would have resulted in a locomotive weighing around 82tons, giving an axle load which was unacceptable to the civil engineer. Four years later a compromise design was introduced instead in which a boiler of 5ft 9in diameter was used, thus reducing the engine's weight to 79tons, and becoming the 'Castle' class.

The 'Castles' turned out to be excellent locomotives but had little in reserve when used on West of England expresses loaded to their maximum length, a particular problem when indifferent coal was used as happened during the 1926 coal strike.

In the same year the Southern Railway introduced its 'Lord Nelson' class which had a tractive effort of 33,500lbs, some 2,000lbs more than a 'Castle' which had previously held the mantle of the 'most powerful locomotive in Britain'. The Southern made the most of this claim with a massive publicity and poster campaign and this annoyed the GWR's Chairman, Sir Felix Pole, sufficiently that he immediately issued instructions that a more powerful locomotive be added to the fleet.

To achieve this the civil engineers raised the axle limit on the principal main line, partly by strengthening some structures and partly by taking into account some of the findings of a committee which had worked on the effects of stress on bridges »



**Smartly turned out 6001 King Edward VII arrives at High Wycombe with the 8.55am Birkenhead Woodside-London Paddington express on October 6 1958. Hugh Harman/Rail Archive Stephenson.**

and which had started its work in 1919. In fact, most of the bridge strengthening work had been completed by the mid 1920s. This enabled Chief Mechanical Engineer Charles Collett to work on a design with an axle load of 22½ tons which he was told was to be ready for service for the summer traffic of 1927. Part of the brief for this new design was to snatch back the 'most powerful engine' title but Collett was aware that the London Midland & Scottish was working on a bigger locomotive of its own and so that to be sure of the title a tractive effort of over 40,000lbs would be required.

## A REGAL LOCOMOTIVE

What emerged was essentially a larger and slightly improved version of the 'Castle' with a number of features tweaked to give more power. These included lengthening the boiler and raising pressure from 225psi to 250psi and increasing both the stroke and the size of the pistons. Surprisingly the driving wheels were reduced in size by two

inches and this was done to ensure that the tractive effort raised the final amount to over 40,000lbs. The use of a larger boiler meant that the spacing of the coupled wheels was increased by 1ft 6in and the bogie wheelbase was extended by 8in. One unusual feature was the front bogie which had outside frames for the front pair of wheels and inside for the rear pair. This came about because there had been a number of failures of Churchward designed bogies and as a result inside plates had been used. However in the 'King' it wasn't possible to fit this arrangement in underneath the large inside cylinders and so the special bogie arrangement was introduced.

Initially dubbed the 'Super Castles' at Swindon there was a rumour that the new engines were to be named after cathedrals, but a plan for an audacious publicity stunt, which would see the first completed locomotive sent to the United States for exhibition, demanded that something more regal was used and consequently the idea was settled on of naming them after the Kings of England.

6000 King George V appeared in June 1927 for some test runs and was then fitted with a Westinghouse pump and air brake equipment before being shipped off to take part in the centenary celebrations of the Baltimore and Ohio Railroad. The boiler was removed from the engine for the journey due to weight restrictions and then refitted in America. King George V took part in four weeks of run-pasts and exhibitions before embarking on some main line running to great acclaim and as a result was presented with an American style bell which it carried until scrapping.

## SUPER POWER

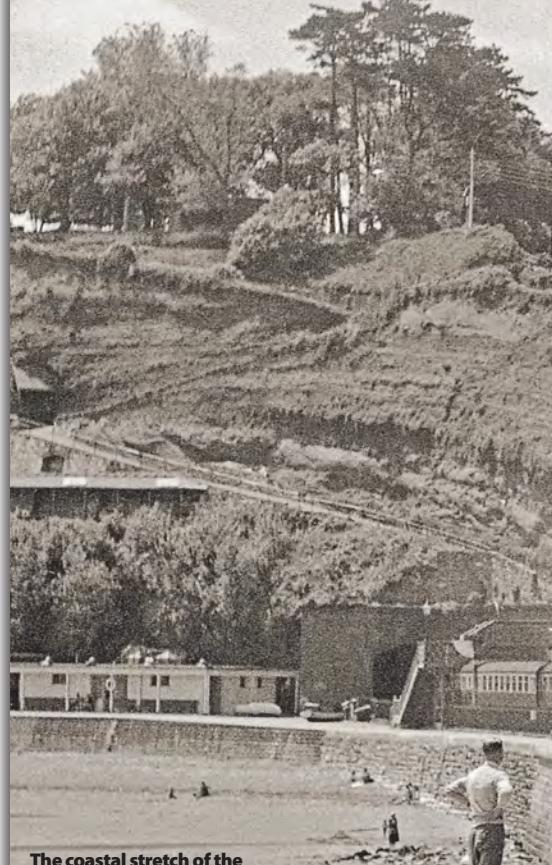
The new 'Kings' immediately allowed longer and heavier trains to be run, being able to pull 50tons more than a 'Castle' between Paddington and Taunton and more than 100tons more than a 'Saint' 4-6-0. Their increased haulage ability enabled the elimination of much, but not all, of the double heading between Newton Abbot and Plymouth and allowed the 'Cornish Riviera'

to be speeded up from its traditional 247 minute schedule to four hours, a significant advantage for the publicists who were also gleeful that the GWR once again had the country's most powerful traction unit.

However it wasn't all plain sailing. Reports of rough riding came along soon after the engines entered service and on August 10 1927 6003 King George IV derailed at Midgham. Following this incident coil springs were added to the front spring hangers; also modified were the springs on the rear driving wheels which were made softer, curing the engines' rough riding characteristics.

Generally the locomotives were a great success and a second batch of ten was commissioned in 1930, making 30 in all. In March 1936 6007 King William III was badly damaged in an accident at Shrivernham when it ran into some goods trucks, resulting in two deaths. It was so badly damaged that it was condemned and an order was issued to Swindon to build a replacement which duly arrived later in the same year. This replacement engine was given the number and name of the original.

The 'Kings' proved to be very sure-footed engines and in the locomotive exchanges of 1948 6018 King Henry VI proved this when it worked on the Eastern Region on expresses out of King's Cross. However it did not compare well with other engines when steamed on anything but the best coal and this resulted in the later fitting



**6015 King Richard III recovers from a signal check as it passes through Princes Risborough with the 11.35am Birkenhead Woodside-London Paddington express in June 1948. It has gained British Railways lettering on its tender, but still retains its GWR numbers on the front bufferbeam. Hugh Harman/Rail Archive Stephenson.**

**The coastal stretch of the GWR main line through Dawlish is the famous backdrop to 'King' 6017 King Edward IV as it heads the 8.20am Penzance-London Paddington in 1955. Gordon Hepburn/Rail Archive Stephenson.**

### GWR 'KING' NUMBER SERIES

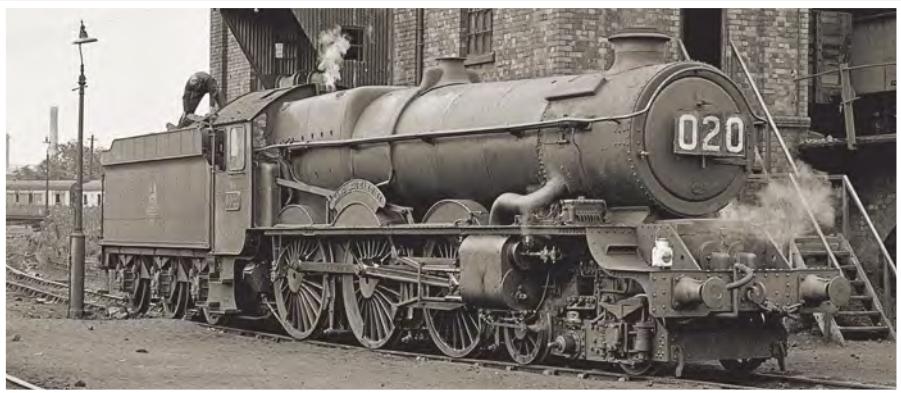
NUMBERS	BUILT	YEAR
6000-6019	Swindon	1927-1928
6020-6029	Swindon	1930
6007 (replacement)	Swindon	1936

of four-row superheaters from the early 1950s. There were more improvements in 1955 when 6015 *King Richard III* was the first to be fitted with a double blast pipe and chimney. These modifications were applied to all of the class.

### A FINAL FLOURISH

During their final years the 'Kings' put in consistent and outstanding performances, proving the soundness of Churchward's original concept and the improvements applied by Collett to his original outline. By the early 1960s dieselisation of the Western Region was in full swing but the 'Kings' remained intact until 1962 when the larger and more powerful 'Western' diesel-hydraulics at last produced a locomotive that could match them for performance. Consequently they were withdrawn en masse.

Three of the 'Kings' are preserved. Class prototype 6000 *King George V* was saved and returned to running order at the Bulmer's Railway Centre in Hereford, from where it ran for many years on the main line. It was later displayed in the Steam Museum at Swindon and



**A grubby 6021 King Richard II poses at Stafford Road shed on August 19 1956. J.F. Davies/Rail Archive Stephenson.**

then in the National Railway Museum at York. 6023 *King Edward II* was taken to the famous Woodham Brothers scrapyard in Barry, South Wales, and remained there until 1985. In very poor condition it went first to Bristol before moving on to the Great Western Society at Didcot in 1990 for restoration.

Rebuilding involved casting a new pair of wheels and took 11 years but there were delays due to additional boiler work being required which meant that it did not make its debut until 2013. It subsequently has been seen on the main line and has had its fittings and cab slightly reduced in size to aid its route availability. The third engine, 6024 *King Edward I*, was purchased from

Barry in 1974 and underwent a 16-year restoration at the Buckinghamshire Railway Centre. It has since been used extensively on the main line but currently is at the West Somerset Railway undergoing a rebuild. Like 6023 this engine has also been reduced in height.

The 'Kings' were remarkable engines that captured the imagination of the public and railwaymen alike and even today prove to be a significant draw when used on main line tours. We are fortunate that there are two survivors available for main line work, enabling us to get an idea of how wonderful these locomotives must have been when going about their everyday work. **Edna**



# A Study in Scarlet

The Metropolitan Railway Bo-Bos have a wide following among modellers and enthusiasts. Sherlock Holmes fan **TIM SHACKLETON** gets out his magnifying glass and gives the new Heljan model a thorough examination.

IT SEEMS Danish manufacturer Heljan loves surprising us with its choice of prototype and it's even more remarkable that, back in 2001, its modern entry into the UK market should have been with something as prosaic and universal as a Class 47.

Almost 15 years on, this outstanding new model of the Metropolitan Railway (MR) Bo-Bo electric shows us just how much the model railway market has changed. Not many model the Metropolitan in its authentic fourth-rail guise, but who could resist the impulse purchase of such a splendid and idiosyncratic prototype?

First announced around 18 months ago, this box-cabbed locomotive turns out to be an absolute peach of a model, shorter and stubbier than you might imagine. It's good to report that Heljan has upped its production values with this model (as with the Class 05 shunter that preceded it) and the model betrays no obvious faults or shortcomings.

**The model is surprisingly compact - but there is still space for a decoder and speaker.**

The plastic body sits on a heavyweight cast chassis, giving a total adhesive weight of 374g.

## THE MODEL

Detailing of both bodywork and underframe is good from all angles. The eye naturally goes first to the paneling and the bodyside louvres, both commendably subtle, and then to the handrails, which are to scale thickness and made of engineering grade ABS plastic. The cab lights up according to the direction of travel, revealing a surprising amount of interior detail rendered in the distinctive lightish green that London Transport (LT) favoured. Unlike the real thing, there is no danger of an electrical shock if you touch anything you shouldn't! It would have been nice if one or other of the bodyside windows had been modelled open – as Heljan did with the Class 47 – but we can't have everything.

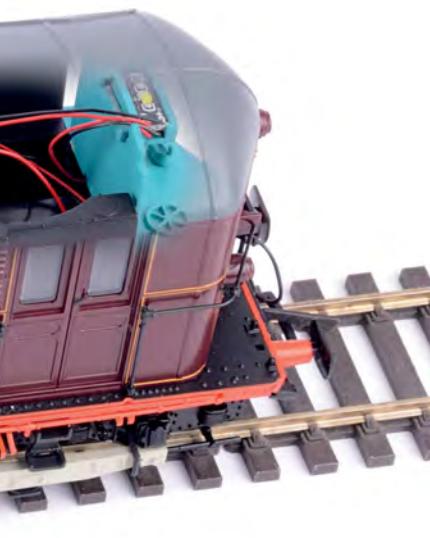
The chassis is a heavy metal

casting with good reproduction of the prominent bolt heads along the solebars and the altogether more subtle MR lamp brackets. Although perfectly robust, the cast lifting lugs above the bogies are also much more refined than you might expect while the bogies themselves have full depth axlebox and spring detail. The shoe beams in particular are very convincing.

The model arrives with a full suite of buffer beam detail and pipework factory fitted, including screw couplings – tension-locks are supplied as an accessory, suggesting Heljan sees this model being predominantly destined for showcases rather than layouts.

The locomotive has sprung buffers which, being rectangular, are prevented from rotating. I think they're just slightly squarer than they should be, but the shape is a complex one. On the whole the real locomotives were pretty simple constructs and, other than a pair of vacuum cylinders between the bogies, there wasn't much else to look at on the underframes. What detail there is, however, is presented with commendable accuracy. The odd bit of underfloor piping might be missing here and there, but could easily be restored by the fastidious.

Livery application is extremely good. Our sample depicts No. 8 *Sherlock Holmes* in the simplified





## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.heljan.dk">www.heljan.dk</a>
<b>Cat No:</b>	9003
<b>Description:</b>	Metropolitan Railway Bo-Bo 8 <i>Sherlock Holmes</i> , London Transport maroon
<b>Scale:</b>	'OO'
<b>Price:</b>	£139.95
<b>Era:</b>	3/4
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

**Detailing is highly credible, down to the panelling on the cab doors.**



post war London Transport livery, with grey roof. The body colour is (possibly) a shade darker than the Midland red in which authentic MR locomotives were painted. There is less lining on a post war locomotive and there is no black line between the yellow as there once was. The fancy three-part nameplates, removed during the war, were replaced by simplified aluminium castings afterwards. The front-end destination boards – Aylesbury at one end, Baker Street at the other – look very good under a glass (the engines worked only as far as Rickmansworth, of course).

Someone has clearly gone to a lot of trouble here, rather than relying on a generic computer typeface. A nice touch is that the equally accurate London Transport logotype is correctly rendered in gold, as distinct from the yellow of the lining.

### PERFORMANCE

On the track our sample was an excellent example of Heljan's abilities to create an impressively powerful and smooth running chassis ensemble. All eight wheels are driven, all eight collect current via simple and easy to adjust phosphor bronze wipers

and a 21-pin decoder socket is fitted. Running is smooth and purposeful straight from the box, and got better with an hour or so of running-in on a rolling road. It's a powerful little engine and is more than capable of pulling any sensible load – our tests being conducted with a load of eight Mk 1s.

Access to the internals is straightforward requiring four screws to be released under the centre of the locomotive so that the body can be removed. Our sample showed a little resistance, probably because of glue residue from the handrails, but revealed plenty of

space inside for the addition of a DCC decoder. Care will need to be taken around the delicate internal wiring for the lights though.

### OVERALL

That the Metropolitan Railway Bo-Bo has been produced at all as a ready-to-run model is reason enough to want one of these delightful boxy models, but in fact Heljan has done a sterling job of recreating this sought after prototype in 'OO' scale. It is a superb model, which we expect to see use on many layouts set outside the 'Tube' tunnels. (TS)

'OO' GAUGE

# Hawkesworth autotrailed touches down

**B**ACHMANN'S new 'OO' gauge BR autotrailed touched down in the *Hornby Magazine* office in September – and it's likely to be warmly received by Western Region modellers.

First introduced by British Railways (BR) Western Region in 1951, these Hawkesworth designed vehicles were intended



for use with suitable auto-fitted locomotives on branch lines and some suburban services. However, whilst they were built by BR they owed much of their style to the GWR era.

For review we received autotraileds W231 in BR carmine and cream, currently preserved at Didcot Railway Centre, and W237W in plain BR crimson.

Bachmann certainly doesn't disappoint with the quality appearance of these latest releases, although this does come at a price – almost £70 per vehicle. For that you get a highly detailed body featuring exquisite rivet roof detail, flush glazed windows, detailed interior, separately fitted metal cab grab handles and lamp irons, intricately moulded full truss framing between the bogies together with battery boxes, dynamo, brake gear and brake shoes in line with wheels. Cab and

guard's compartment handles are moulded while the passenger door grabrails are fine separately fitted items, although on our samples these were prone to slip from their locating holes, but nothing a dab of glue wouldn't fix. The bogies are also finely moulded with crisp axlebox, spring and step detail, while the long shank buffers are plastic.

The driver's cabin is authentically sparse but features brake handle, regulator handle and Automatic Train Control warning equipment together with the distinctive warning gong fitted above the cab and operated by the driver to warn of the train's approach. A windscreens wiper is fitted to the right-hand windscreens while steps are located below each corner of the trailer and a set of fixed retractable steps is fitted below the passenger doors – these were fitted for use at stations with low platforms.

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.com">www.bachmann.com</a>
<b>Cat No:</b>	39-575
<b>Description:</b>	BR Autotrailed, BR crimson and cream
<b>Cat No:</b>	39-577
<b>Description:</b>	BR Autotrailed, BR crimson
<b>Price:</b>	£68.95
<b>Era:</b>	4
<b>Couplings:</b>	Small tension locks in NEM pockets

Inside the vehicle, seats are coloured blue while the floor area is cream although this does highlight that the floor is slightly raised to accommodate the bogie pivots.

Application of each livery is up to Bachmann's usual high standard featuring a high quality matt paint finish, crisp lining on the BR carmine and cream example together with legible crisp lettering, numbering and no smoking signs. Although interior lighting isn't fitted to these vehicles, brass pick-ups are

provided on each bogie should you wish to add your own.

A small detailing pack is also provided containing screw link couplings and hooks, buffer beam pipes and a white railway hand lamp which is designed as a push-fit to the metal lamp irons, although this is a little fiddly. The pack also contains a moulding of the bar device which linked the driver's cab controls to the auto-tank locomotive.

At £70 this does seem like a lot for what, on the face of it, is a mere carriage and the lack of interior lighting is a prominent omission considering the price. Still, autotraileds have long been an ideal source of short passenger formations for branch line modellers and there is no doubting that this new Hawkesworth version is the best yet in terms of detail and finish. (MC)



**'OO' GAUGE**

## British Railways Adams 'O2' impresses

The latest 'OO' gauge London and South Western Railway (LSWR) Adams 'O2' 0-4-4T to arrive from Kernow Model Rail Centre is this BR lined black model with early crests. It follows on from the Southern Railway liveried model reviewed in HM100.

Finished as 30182, the model represents a mainland pull-push fitted locomotive built at the LSWR's Nine Elms Works in 1890. Detail differences on this version of the 'O2' include smokebox numberplate, Plymouth Friary (72D) shedplate, strengthening plates to the locomotive side tanks, alternative pattern whistle and flush smokebox door frame.

This BR liveried model is



decorated with a smart satin black finish with crisp lining, numbers and crests. Neatly executed cab interior, Westinghouse air pump, pipework, cast metal chassis and six-pin DCC decoder socket complete this impressive package. (MC)

**THE DETAILS**

<b>Manufacturer:</b>	<a href="http://www.kernowmodelrailcentre.com">www.kernowmodelrailcentre.com</a>
<b>Cat No:</b>	K2103
<b>Description:</b>	Adams 'O2' 0-4-4T 30182, BR black, early crests
<b>Price:</b>	£124.99
<b>Era:</b>	4
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

**'OO' GAUGE**

## Kernow Stores Van lands in Camborne

This latest exclusive 'OO' gauge Bachmann model from Kernow Model Rail Centre represents a British Rail (BR) Western Region Engineers' ZRA box van used for transporting wagon parts and stores between Swindon Works and wagon repair facilities in the

West of England during the 1980s.

Utilising a former air braked VDA box van, the model is finished in Railfreight red and grey as ADC 200666.

Attention to detail includes the correct ornate style of GWR script used for the lettering on each side



of the van for its dedicated circuit of operation from Swindon to Bristol, Exeter and St Blazey.

Decoration overall is good, although the weathering is

a little overstated in places. That said, Bachmann's recently introduced representation of worn roof panels does enhance this model's appearance. (MC)

**'OO' GAUGE**

## British Railways commercial quintet

British Railways liveried road vehicles have always been popular. Seeing their potential Oxford Diecast has released a new five piece set of light commercials in the smart 1950s period carmine and cream livery applied to BR's road vehicles.

The set consists of an Austin K8 van, a Bedford CA minibus, Land Rover Series II long wheelbase hard

top, Ford Anglia van and Commer Q25. All have been released in the past, but Oxford has brought them all together to create this new set.

All have a matching standard of finish and feature a high standard of detail with die-cast bodies, plastic chassis and interior and beautifully printed lettering. Excellent for the modeller and collector and available now. (MW)

**THE DETAILS**

<b>Manufacturer:</b>	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
<b>Cat No:</b>	76SET34
<b>Description:</b>	Austin K8, Bedford CA, Land Rover Series II, Ford Anglia van and Commer Q25, British Railways carmine and cream
<b>Price:</b>	£22.95
<b>Era:</b>	4/5



# Hornby delights with 'D16/3'

The charming looks of the 'Claud Hamilton' 4-4-0 were brought to their potential with Gresley's rebuilding to create the 'D16/3' class.

**MIKE WILD** takes a closer look at Hornby's new model of the Great Eastern's powerful 4-4-0.

THE GREAT EASTERN Railway's locomotives have had a turn in the spotlight of late with Hornby and the new 'D16/3' 4-4-0 is the third to be produced by the company. It follows the 'B17' 4-6-0 and 'J15' 0-6-0 and models one of the principal express locomotives to serve on the Great Eastern network.

The 'D16/3' was the last in a long line of developments from the original 1900 built Holden 'D14' 4-4-0s – often known as 'Claud Hamiltons' and originally classified 'S46' by the Great Eastern Railway (GER). This first locomotive was built by the GER and led to the development of the 'D15' in 1903 and ultimately the 'D16' in 1930. However, not content with the design a further revision came when locomotives from classes 'D15/1', 'D15/2' and 'D16/2' were fitted with a new 5ft 1.125in diameter boiler with round topped firebox creating the 'D16/3' sub-class.

104 'D16/3s' were built by the time rebuilding was stopped in 1949. After a busy career with the Great Eastern Main Line, and occasional forays onto ex-Great Northern metals to Cambridge, withdrawals of the 'D16/3' began in 1955 with

the last, 62613, being retired from March shed in September 1960. None have been preserved.

## THE MODEL

Hornby's model of the 'D16/3' is significant in 4-4-0 models for having a locomotive drive mechanism and no traction tyres. Traditionally this type of locomotive has been difficult to balance in model form and achieve



enough adhesive weight to allow it to successfully haul trains.

The new 'D16' solves all of that through mixed media construction using die-cast metal for features such as the boiler to increase its weight and plastic for the running

plate and finer details. It is an impressive model – especially after fitting of the supplied detail parts to the front bufferbeam – and really captures the looks of these simple, rugged and hard working passenger locomotives.

The fireman's side is quite sparse, as it should be, while the driver's side is busy with lubricator boxes, reversing lever, boiler pipework and a Westinghouse air brake pump all modelled. All of this is accurate for the real locomotives and Hornby has done a superb job of replicating the details of these 4-4-0s.

The bufferbeam features sprung metal buffers and the detailing pack contains guard irons and brake pipes for optional fitment. On our samples the paint on the bufferbeam obstructed fitting of the pipework and guard irons, but a single twist with a square needle file cleaned the holes out sufficiently for fitting of the parts without issue.

The 'D16/3' correctly models the round topped firebox of the Gresley rebuilds and this is topped off with safety valves and a whistle immediately ahead of the cab. Below the firebox are the large 7ft diameter driving wheels which are very finely reproduced together



with the front bogie wheels. Full brake rigging is present together with spring detail, sand pipes and pipework below the cab.

The inside of the cab is fully detailed with impressive boiler backhead detail topped off with a regulator and the air operated reverser. The leading side and front windows are correctly glazed and side glasses





#### THE DETAILS

Manufacturer:	<a href="http://www.hornby.com">www.hornby.com</a>
Cat No:	R3234
Description:	Gresley 'D16/3' 4-4-0 62530, BR lined black
Cat No:	R3235
Description:	Gresley 'D16/3' 4-4-0 E2524, British Railways black
Scale:	'OO'
Price:	£109.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



are also fitted as standard.

The tender with the 'D16/3' is of standard GER short wheelbase design. Guard irons and sprung buffers are fitted to the rear and, happily, all three of the separately supplied brake pipes can be fitted without the need to remove the small tension lock coupling. A removable plastic coal load is fitted which reveals a fully modelled coal space below ripe for the addition of a real coal load.

Our samples featured two distinctly different British Railways period liveries covering 62530 in BR lined black with early crests and E2524 in plain black with British Railways lettering on the tender sides – a rare but attractive choice for the very early years of nationalisation.

The base colours and lettering on both models were superbly

applied while the lining on 62530 featured full three colour printing on the tender and cabside which really looks the business. One minor point on 62530 is that the smokebox numberplate lettering looked rather bigger than that we expect for a BR locomotive.

#### PERFORMANCE

With the 4-4-0's tendency to be 'light footed' we were more than impressed with the performance of the 'D16'. Straight from the box our samples were smooth running and quiet throughout the speed range.

After running in we loaded each one with a five coach train of Gresley and Thompson stock which they handled with ease. This was then increased to a load of eight mixed Hornby Mk 1 and Bachmann Porthole coaches with which both

were equally sure footed – proving the design credentials of the chassis.

The motor is mounted in a die-cast chassis inside the boiler driving (unusually for a steam locomotive) the leading driving wheel through a large brass worm gear. Four wires pass through to the tender in typical Hornby style, neatly routed under the drawbar to connect the motor and pick-ups to the 8-pin decoder socket in the tender.

The position of the screws to release the tender body is obstructed by the leading tender wheel brake shoes, so it takes a careful positioning of the screwdriver to gain access to these. Once released the tender interior offers provision for fitting a 28mm

round speaker in the chassis and space for a decoder to be mounted – with care – directly above the socket. Space is at a premium due to the small size of the tender.

#### OVERALL

The 'D16/3' is a super addition to the Hornby range which fills an important gap in ready-to-run Great Eastern Region motive power. It is a perfect complement to the previously released 'J15' 0-6-0 and we hope it will be the continuation of a theme which will see more of the fabulous Worsdell, Hill and Holden GER locomotives turned out in model form. (MW)

# LMS Twins

The ever popular LMS prototype diesels 10000 and 10001 are the subject of this brand new commission from Rails of Sheffield which has been produced by Bachmann.

**MARK CHIVERS** takes a closer look at these important diesels.

**R**AILS of Sheffield's exclusive 'OO' gauge models of London Midland & Scottish Railway (LMS) diesel prototypes 10000 and 10001, commissioned from Bachmann, arrived with the retailer in August.

These latest releases differ from Bachmann's catalogue models (HM77) as they represent the duo in their early years shortly after nationalisation of British Railways and are decorated in the LMS black and silver livery they carried from new.

10000 and 10001 were the first main line diesel locomotives built in Britain for use on the main line network. Intended for mixed traffic use, they featured a 1,600hp English Electric engine, had a top speed of 100mph and Co-Co wheel configuration. Built at the LMS' Derby Works in 1947, 10000 entered service soon after nationalisation in February 1948 in black and silver with chromed numbers and large LMS bodyside lettering. In July that year, 10001 emerged in a similar state, although

devoid of the LMS lettering.

Testing saw the locomotives put to work on numerous expresses, 'sleeper' trains and freight services for evaluation. As was the nature of prototypes, they also spent much time in works for rectification and modifications, of which there were many during their career making production of a scale model a potential minefield.

## THE MODEL

At first glance these locomotives look identical, but on closer inspection it is clear just how many detail differences there were between them.

Whilst both bear the hallmarks of Bachmann's previous BR green releases, capturing the look of these distinctive locomotives they also incorporate many of the refinements and alterations



during their early years of operation between 1949 and 1951.

The model of 10000 features new tooling for the large chromed LMS lettering which is moulded on each side, although it is difficult to tell this is part of the body moulding. 10001 correctly features its numbers only on each cabside. Both models are also fitted with

chromed metal buffers, silver rimmed wheels with painted black centres and silver bogie frames displaying coil springs, sand boxes, bogie lifting points, guard irons and full rivet detail. A driver and secondman are provided in the cab at one end and both feature long and short roof access doors and boiler room ventilator panels. Four lamp irons are fitted at each end, an eight blade radiator fan is located beneath the roof grille and each locomotive has its own legible





## THE DETAILS

<b>Supplier:</b>	<a href="http://www.railsofshelbyfield.com">www.railsofshelbyfield.com</a>
<b>Cat No:</b>	31-999Y
<b>Description:</b>	10000 black and chrome with LMS lettering 10001 BR black and chrome, limited edition boxed set
<b>Scale:</b>	'OO'
<b>Price:</b>	£299.99
<b>Era:</b>	4
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

Underneath the detailed body is a powerful and smooth running drivetrain complete with a 21-pin decoder socket.



builder's plate printed correctly depicting the year it was built.

However, there are also plenty of detail differences between these two models including different positions for the roof engine fuel header tank ventilator, removal of bodyside steps and different roof band arrangement at the No. 2 end of 10001, together with an additional cover panel on the roof at the same end. A closer look at the roof on 10001 also reveals the brackets fitted at the No. 2 end for its two tone horn trials in 1949, which have been faithfully reproduced

and even the roofline screw spacing is different between models.

As we've come to expect, decoration is up to Bachmann's usual high standards featuring a superb satin black and silver paint finish.

## PERFORMANCE

Featuring twin flywheels and a 21-pin DCC decoder socket, straight from the box both locomotives demonstrated silky smooth operation throughout the speed range and proved more than capable on test hauling a 10 coach train individually. Space

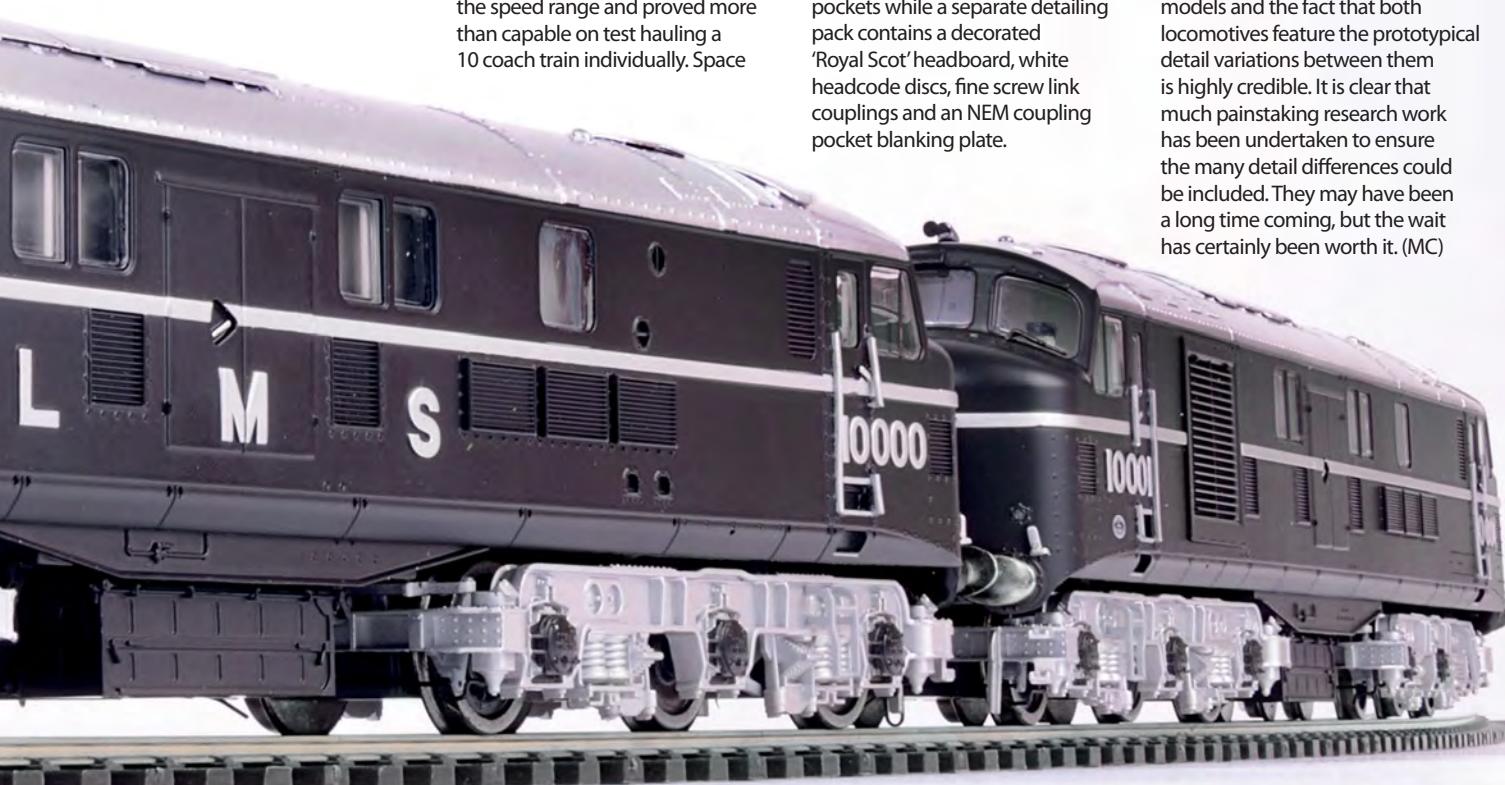
for a 28mm round speaker has been created below the roof fan in a specially designed opening while underneath the chassis a switch allows the tail lights to be turned off when the locomotive is hauling a train and change the configuration of the headlights to represent a passenger or freight train. Cab interior lights also feature.

Small tension lock couplings are fitted into NEM coupling pockets while a separate detailing pack contains a decorated 'Royal Scot' headboard, white headcode discs, fine screw link couplings and an NEM coupling pocket blanking plate.

## OVERALL

Our review samples were delivered as a pair in a smart wooden presentation box, but each locomotive is also available separately in standard Bachmann packaging, but be quick if you want them, as they are sure to prove popular.

These are truly outstanding models and the fact that both locomotives feature the prototypical detail variations between them is highly credible. It is clear that much painstaking research work has been undertaken to ensure the many detail differences could be included. They may have been a long time coming, but the wait has certainly been worth it. (MC)



# 'Terrier' debuts for '0'

'O' gauge is in vogue and Dapol has completed its first ready-to-run locomotive for the scale. **PAUL CHETTER** takes a closer look at the exciting new 'Terrier' 0-6-0T in 7mm scale.

**D**ESIGNED BY WILLIAM Strudley in 1870 for the London Brighton and South Coast Railway (LBSCR) all 50 of these diminutive 0-6-0Ts were built at Brighton Works. The first examples entered traffic with the LBSCR in 1872 and the last was withdrawn from service by BR in 1963. Several are still in steam on preserved railways today.

The official designation was 'A' Class with the locomotives later becoming 'A1X' after rebuilding with the fitting of new boilers. They acquired several nicknames during their prodigious lifetime, probably the best known being 'Terrier', reputedly due the loud 'bark' of its exhaust.

Their small size and long lifespan makes them an ideal subject for a model, with Hornby's 'OO' version a stalwart of catalogues and Dapol's impressive 'N' gauge version appearing on layouts in the smaller scale. Now it's the turn of 'O' gauge and Dapol's first ready-to-run locomotive for this increasingly popular scale.

## THE MODEL

Dapol's initial release has examples of LBSCR, Southern and British Railways liveries in original 'A1' form. The first 'A1X' version has also been released in Southern Railway olive green. The review model is a depiction of 40 Brighton - the real engine was entered in the Paris Exhibition of 1878, such was the quality of the design.

The model is well built using plastic injection mouldings for the body and a heavy, machined metal chassis. This combination allows high detail whilst reducing production costs. All detailing

parts, which will vary with the locomotive represented, are ready fitted. The cab is neatly detailed with a comprehensively equipped boiler backhead, gauges (although of a design which may actually date from much later), hand brake column and reverser lever.

The coal bunker is modelled without a coal load and the rear of the cab interior is quite plain. Handrails, pipework and fittings

are coloured to represent the respective metals used, the copper top to the chimney being, literally, the crowning glory on our sample. Guard irons, cab steps, vacuum pipes, brake rodging and screw link couplings are fitted as standard, as is a splendid depiction of the Westinghouse air brake pump on the right-hand cab side and the Salter type safety valve.

There's some discussion about colour accuracy of long disused liveries but the application of what has been

chosen is outstanding. The colour separation and uniformity of the banding is superb. The typically Victorian panel lining is beautifully rendered - which is just as well as there's a lot of it. The side plates, bufferbeams and buffer stocks all benefit from similar attention to detail. The white paint on the roof on our example is either too thin or has rubbed on packaging. One

has to look very hard, but the undercoat is just beginning to show through in parts of the curved portions of the roof panel.

It is also worth noting that Dapol has acknowledged a problem with packaging as some models have been delivered with minor damage but this will be corrected by Dapol. Oddly, there

were no instructions included for the model, although they can be downloaded from [www.dapol.co.uk](http://www.dapol.co.uk).

The firebox is equipped with a pair of tiny flickering red LEDs. This works on analogue control when the locomotive is moving, getting brighter as voltage increases. On Digital Command Control (DCC) it has consistent brightness but can be switched on or off as required. There is even a dummy representation of the inside motion in the space below the boiler too between the two front wheels.

The middle axle is sprung, helping to maintain electrical contact with the track. Unfortunately, the coupling rods have been assembled in reverse, though this happened to the real locomotives with no ill effects.

## PERFORMANCE

In terms of the mechanism, the model uses a compact



A circular inset image showing a close-up view of the interior of the locomotive's cab. It features a yellow panel with a blue emblem, a handbrake column, and a reverser lever. The interior is detailed with wooden paneling and brass fittings.





#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>Cat No:</b>	7S-010-005
<b>Description:</b>	Stroudley 'A1' 0-6-0T 40 Brighton, improved engine green
<b>Scale:</b>	'O'
<b>Price:</b>	£199.95
<b>Era:</b>	2
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Working screw links

but powerful can motor and a 21-pin connector provides for DCC fitting. DCC or DCC sound fitment should be a simple plug and play conversion. Unfortunately, there

**Sound fitting should pose few problems, although the speaker housing will need modification.**

are a couple of design issues that complicate things slightly. Two solder tabs have been provided on the Printed Circuit Board (PCB) for speaker connections, which

is good to see. A speaker 'holder' is the sole accessory supplied. It will not function as a speaker enclosure as it has two large cut-outs which defeat the purpose. This is

a relatively small issue which sound modellers will easily overcome.

Selling electrical equipment requires compliance with EU regulations including suppression of radio frequency interference. This model has a separate 'mini PCB' for this. Decoders have a far superior suppression effect built in so additional suppression is redundant. In some models, it can cause poor running on DCC. We found this problem here, but after removing the 'mini PCB' exemplary running was returned.

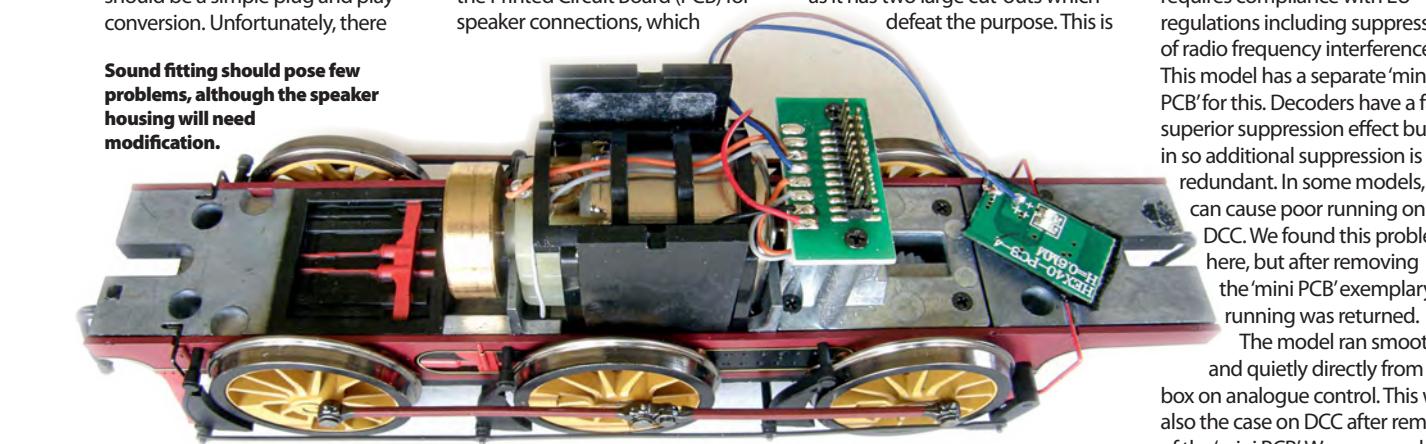
The model ran smoothly and quietly directly from the box on analogue control. This was also the case on DCC after removal of the 'mini PCB'. We were unable to test performance with a rake of coaching stock, but during testing for stall current the motor displayed plenty of power and the six driving wheels showed little tendency to slip until a stall was imminent.

#### OVERALL IMPRESSIONS

Those with a detailed knowledge of the real locomotives may be able to point to deficiencies or inaccuracies, but for most this will

be a very welcome and eye-catching addition to any fleet. At the recommended price of £195 it represents remarkable value and as such may turn out to be a milestone in 'O' gauge modelling. It

deserves to be popular and paves the way for future 'O' gauge locomotives from Dapol. (PC)



This characterful model captures the appearance of the 'Terriers' very well.

# Sparmax airbrushes

**T**HE MAX AIRBRUSH series developed out of the Premi-Air G35, which was the UK's best-selling budget design until the arrival of the Iwata Neo in 2011. The G35 is still available, now branded as the Sparmax SP-35C.

They're all dual action, gravity feed airbrushes engineered to a high standard and designed to function best at pressures between 15-25psi. Internally, they're 100% conventional although an extra air valve is included to enable them to be converted to single action operation if required. Each has a 0.7oz (2ml) fixed colour cup which is more than ample for any railway modelling application.

Our review sample was the Sparmax Max-4 which has a 0.4mm needle/nozzle assembly. I would recommend this to the beginner rather than the otherwise identical Max-3 with a 0.3mm combination. A difference of a tenth of a millimetre may not seem much but it does make a difference with the thicker, heavier paints that modellers use. The wider nozzle is more forgiving of

poorly mixed paint and less likely to cause blockages, which are a constant frustration to anyone learning how to airbrush.

The Max-3, on the other hand, is capable of considerable delicacy and would appeal to anyone who already has a medium sized airbrush and is looking for something with which to paint fine details in enamels or acrylics.

In use, all the Sparmax airbrushes sit well in the hand and offer good control over paint and air delivery. Full instructions and assembly/disassembly diagrams are included. Perhaps the biggest endorsement is that the UK importer/distributor for our review samples is the



## THE DETAILS

<b>Supplier:</b>	<a href="http://www.airbrushes.com">www.airbrushes.com</a>
<b>Description:</b>	Sparmax Max-3 and Max-4 airbrush and Arism compressor
<b>Price:</b>	£45 (airbrushes), £125 (compressor)

# Footplate figures from Modelu



Modelu (Welsh for *modelling*) is a new company specialising in finely detailed figures 3D-scanned from actual people. Wearing authentic clothing and available in a wide range of poses, they are printed in high grade resin with a print resolution down to 0.03mm. Since each figure is printed individually, any scale up to 16mm can be accommodated. Modelu will be at the Great Electric Train Show where, for a fee, visitors can be bodyscanned to create their own unique custom figures – imagine seeing yourself on the footplate or in the signalbox on your home layout! (TS)



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.modelu3D.co.uk">www.modelu3D.co.uk</a>
<b>Description:</b>	High-resolution scale model figures
<b>Scale:</b>	'N'-O'
<b>Prices:</b>	'O' Gauge – £4.00, 'S' Scale – £3.00, 'OO' Gauge – £2.50, 'TT' Gauge – £2.00, 'N' Gauge – £1.50
<b>Era:</b>	Any

# & compressor



Airbrush Company, which handles Iwata over here and has a massive reputation to protect. At £45 you really can't go wrong and I can see these new generation Sparmax designs giving the long established Neo a serious run for its money.

Of course all airbrushes need a compressor to drive them and Sparmax now offers the Arism, a lovely piece of industrial design capable of delivering a standing pressure of 35psi. This is more than enough for airbrushing and weathering and is adjustable down to zero at the spray tip by a neat little pressure valve that, for convenience, connects to the airbrush rather than the compressor. In use it is quiet and almost vibration free – I had mine running on the

bench beside me all afternoon – and the package also includes a built in pressure gauge, an airbrush stand, high quality braided air hose and a moisture trap.

Chunky and compact, the Arism delivers a steady supply of clean, dry air without pulsing and spitting and that is why you should think of buying a compressor like this rather than some cheaper design that will inevitably run hot, perform unevenly, periodically squirt your models with water droplets, and shake you to bits even if it doesn't deafen you first. There is a big gap in the market for a reliable, affordable and functionally efficient compressor at around the £100-£130 mark and I think the Arism will fill it. (TS)

## More weathering from Mig Jiminez

Although created with road vehicles in mind, this excellent set of specialist products from the Mig Ammo range is ideally suited to the railway modeller looking to take weathering to the next level of quality and detail.

It contains five useful shades – an Engine Grime wash that perfectly captures the grey-brown colour of working steam (the shade is a lot lighter than many people seem to think), followed by a dark brown wash that works brilliantly to tone down green locomotives. Fresh Engine Oil is a superb evocation of the generic lubricant sheen that got everywhere on the running gear of steam engines and first-generation diesels alike, there is a black pigment (actually a very dark charcoal grey) with many applications; and a Russian Earth powder ideal for creating subtle tonal variations on locomotives and rolling stock alike. The set might seem expensive but with the tiny quantities we use in weathering, it will last you almost indefinitely. (TS)



### THE DETAILS

Manufacturer:	<a href="http://www.migjiminez.com">www.migjiminez.com</a>
Cat No:	7146
Description:	Mig Jiminez Civil Engines weathering set
Price:	£18.99

Hornby delivers

# Sentinel version 2.0

**THE DETAILS**

<b>Manufacturer:</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Cat No:</b>	R3354
<b>Description:</b>	Sentinel 0-4-0 diesel shunter, maroon
<b>Scale:</b>	'OO'
<b>Price:</b>	£55.99
<b>Era:</b>	5-7
<b>DCC:</b>	DCC ready, 4-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

THE DELIGHTFUL and characterful Sentinel diesel shunter introduced by Hornby in 2014 is back – and in a new format with outside coupling rods offering a second version of this attractive shunting engine.

The first batch from Hornby was delivered as four-wheel shunters while the new version is an 0-4-0 with larger driving wheels under an otherwise identical exterior to the original models. Our sample was finished in lined maroon as *Barabel* with black and yellow chevrons on the bufferbeams and lower side panels. *Barabel* is also joined by a Wabtec black liveried example with



the new chassis arrangement.

Detailing and finish matches, if not exceeds, the standards of the original four-wheel shunters with the body paint having good density and crisp edges between all colours. The model also includes

static buffers, an etched metal grille behind the bonnet fronts, replacement covers to swap for the factory fitted tension locks and basic cab interior detail too.

The chassis in our sample was an excellent performer operating

smoothly and silently throughout the speed range straight from the box. Equally impressive is this tiny model's haulage capacity – our sample walking away with a 25 wagon goods without even the slightest hesitation.

**'OO' GAUGE**

## BR green '205' thumps' onto the shelves

Kernow Model Rail Centre's Bachmann 'OO' gauge Class 205 Diesel Electric Multiple Unit (DEM) is now available in BR green with small yellow panels.

Finished as two car unit 1121, the prototype was built at Eastleigh Works in 1958 for use in East Sussex and Kent before its return to Hampshire for use on the

steeply graded Mid-Hants line between Alton and Winchester.

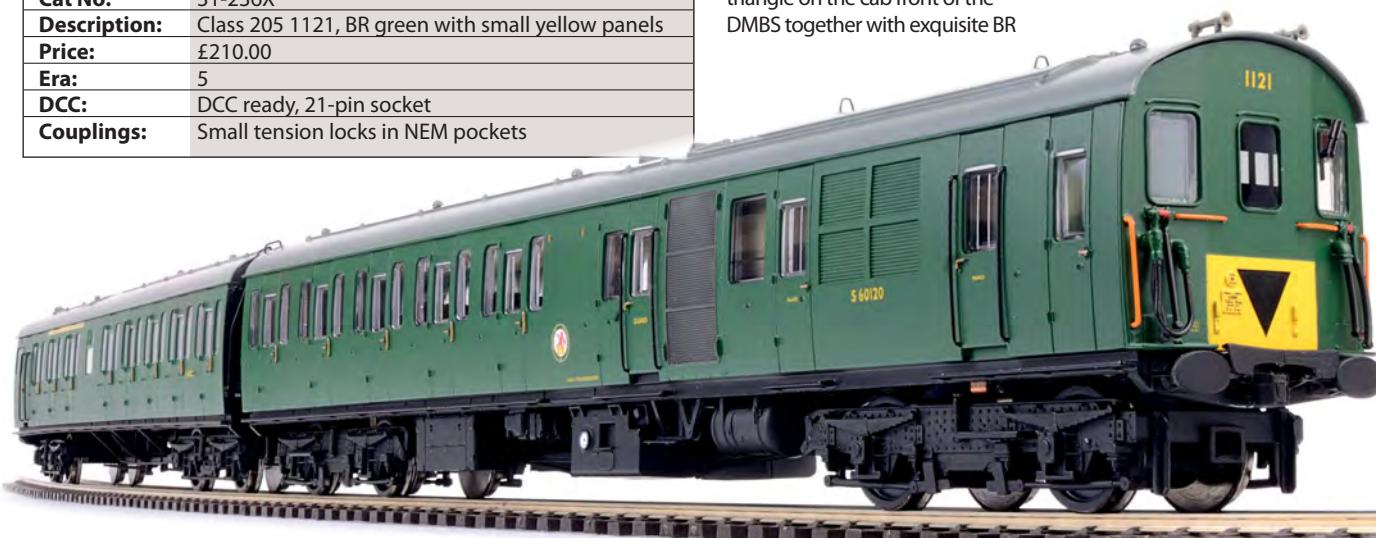
The pack contains a Driving Motor Brake Second (DMBS) and Driving Trailer Composite Lavatory (DTCL) decorated in the livery it carried for a short period in the mid 1960s, which correctly features the inverted black triangle on the cab front of the DMBS together with exquisite BR

coach roundels on each side. Neat yellow stripes are applied above the First Class compartments of the DTCL while other neat touches include fine air horns, roof panel lifting points and guard's periscopes.

A great addition for 1960s Southern Region modellers. (MC)

**THE DETAILS**

<b>Manufacturer:</b>	<a href="http://www.kernowmodelrailcentre.com">www.kernowmodelrailcentre.com</a>
<b>Cat No:</b>	31-236X
<b>Description:</b>	Class 205 1121, BR green with small yellow panels
<b>Price:</b>	£210.00
<b>Era:</b>	5
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets





For digital users the Sentinel represents more of a challenge. It has a 4-pin decoder socket located under the cab interior and Hornby produces a dedicated 4-pin decoder (Cat No. X9659) specifically for this model. It is possible to install

other decoders – and even sound – with modification as shown in Paul Chetter's feature in HM81.

This is a superb update to the Sentinel range which gives the model even more character than before. (MW)



## Crosti '9F' appears in later guise

New from Hornby is the second version of its new 'OO' gauge Railroad Crosti boilered '9F' 2-10-0 (HM100) in BR black with late crests. This second version features the smoke deflector fitted to the blastpipes on the right-hand side of the locomotive in a bid to prevent the exhaust from engulfing the cab, which had caused visibility issues for crews.

Whilst the model's deflector is finely moulded and certainly

looks the part, Hornby has chosen to model Crosti '9F' 92023, which featured a longer deflector than its classmates. Decoration is up to Hornby's usual high standards, featuring an evenly applied BR black paint finish with crisply applied numbers, 16D shedplates and BR late crests - although it proved difficult to find evidence that this locomotive carried late crests in its modelled form before it was rebuilt to conventional operation.

## Maidstone PD2/12

The relatively new Oxford Omnibus collection has expanded with the arrival of the Leyland Titan PD2/12 in Maidstone and District green and cream. It is the fourth newly tooled 1960s period bus model to be produced by Oxford.

The PD2 series launched in 1927 with construction continuing until 1969. The PD2/12 variant was introduced in 1950 and featured an 8ft wide body and vacuum brakes. Chassis and body were built by Leyland.

The Oxford model is superbly turned out in the immaculate green and cream livery of Maidstone and District with a superbly detailed body casting which includes exterior panel detail, an open rear platform with staircase, separate front wings, full interior detail and rubber wheels. For those wishing to add



a driver and passengers the lower deck can be dismantled with the removal of two screws, making it a two minute job to gain access. The upper deck is more complex as it is fixed in place with metal fixings.

The addition of the PD2/12 is an excellent choice by Oxford with many livery options and with the quality and detail of the body tooling – and its good value price of under £20 – this is sure to be a highly popular model that will grace many model railways. (MW)

### THE DETAILS

**Manufacturer:** [www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)

**Cat No:** 76PD2001

**Description:** Leyland Titan PD2/12, Maidstone and District

**Scale:** 'OO'

**Price:** £18.95

**Era:** 4/5

### THE DETAILS

**Manufacturer:** [www.hornby.com](http://www.hornby.com)

**Cat No:** R3274

**Description:** BR Crosti '9F' 2-10-0 92023, BR black, late crests

**Scale:** 'OO'

**Price:** £119.99

**Era:** 5

**DCC:** DCC ready, 8-pin socket

**Couplings:** Small tension locks in NEM pockets

Fitted with an 8-pin DCC decoder socket, a small pack containing

brake pipes and a small tension lock coupling is also included. (MC)

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# Shunter sounds

Is fitting DCC sound in a shunting locomotive with built-in provision really as easy as you'd hope? **PAUL CHETTER** investigates Heljan's new Class 05 diesel shunter and adds a Zimo decoder.

IT CAN BE A CHALLENGE TO INSTALL Digital Command Control (DCC) sound in small shunting locomotives so when a manufacturer claims to have made provision for the fitment of a sound decoder this offers the prospect of a simple and well documented installation.

The subject of this month's digital sound installation is Heljan's first foray into diesel shunters – the Hunslet Class 05 which was reviewed in full in HM99. The model features

a 6-pin DCC decoder socket and in the instructions it states that space has been provided for fitting of a decoder and speaker.

From the outset, it is clear that the only free space where a speaker can be installed in the 05 is within the cab. After a full survey of potential spaces, this is confirmed. The instructions mention a 'speaker position' in the cab floor which appears to be the only feature designed specifically for sound installation.

I removed the cab by gently prising it upwards, releasing the tabs which held it in place. After releasing two screws towards the front of the chassis I lifted the engine room moulding clear. This revealed a printed circuit board (PCB) including a 6-pin decoder connector accommodated in a shallow, narrow compartment at the top of the engine room. The metal casting which holds this is held by three screws and also provides

positive location for the motor below. Without it fitted tightly in place, the gears will not mesh and the model will not move.

It is possible to fit one of a number of small format DCC decoders within this space, but direct plug sound decoders are too long. On the face of it, a decoder with harness and 6-pin plug could be connected to the locomotive PCB with the decoder itself accommodated in the cab. Unfortunately, the channel provided to carry wires from the PCB in the engine room to the rear lighting is too narrow to accept the six additional wires linking the decoder to the PCB.

I found that this problem could be avoided since a Zimo MX648 would fit within the engine room if the decoder was hardwired to the locomotive PCB with the 6-pin connector removed from the PCB, and if a few millimetres were milled from each end of the space provided. Bear in mind though that continued use of

With the addition of digital sound Heljan's new Class 05 is a superb model to drive for shunting. Here the completed model brings a set of empty Presflos into Felton Cement Works.



the locomotive PCB or of any 6-pin decoder imposes a restriction on the number of separate Function Outputs which can be utilised.

The Heljan wiring allows all lamps to be extinguished or the illumination of one white lamp at the radiator end plus one red lamp at the cab end, the opposite applying when the locomotive is in reverse. This does not give the correct pattern of illumination for most circumstances, and does not conform to BR rules for shunting engines or station pilots which states that a red and white light are shown at all times during shunting.

With all these problems to overcome I decided the best solution was to dispense with the locomotive PCB altogether. The Zimo MX648 fits comfortably in the engine room without any modification to the metal casting. Helpfully, the required solder pads are together on one face of the decoder, thus reducing overall thickness to a minimum in a situation where this is extremely critical.

In order to achieve this, I disconnected all the wires from the PCB, which was then discarded. To allow the decoder to fit easily it is necessary to remove the thick insulating shrink wrap from the decoder. I chose to solder the locomotive wires directly to the exposed pads on the decoder for a compact result. The accompanying photographs identify the pads and wire colours I connected.

Soldering directly to the decoder is definitely not mandatory. The MX648 is equipped as standard with the nine wires needed. If you are more comfortable joining wires together than soldering direct to the decoder, this will work equally as well, though you will need to mindful of the quality and quantity of insulation to be used.

In this case, join the red and black pick up wires and the orange and grey motor wires to their respective decoder wires, whilst the blue (common positive) should be joined to the yellow locomotive wires. The two light blue and two green locomotive wires should each be

joined to one of white, yellow, green or brown. The order is not important as each can be 'mapped' later with CV changes, but to follow what I have done, join front green to decoder green, front blue to decoder brown, rear green to decoder yellow and rear blue to decoder white.

Heljan has protected each LED with resistors on their respective lighting boards so that's one thing less to be concerned about. Wired as described, each LED can be controlled individually so any desired pattern available with this combination of lamps can be modelled.

I removed the insulation in the metal casting and replaced it with Kapton tape, carrying it up all surfaces which could possibly short on the decoder. Any slack in the wiring was minimised by kinking the respective wires into 'S' bends. This tides the job, but retains a little 'give' if anything needs to be moved later. I eased the speaker wires into the channel and through into the cab space.

From experience I know that the Zimo 10mm x 15mm cube speaker is an excellent match for the MX648. It is a compact, complete package with a good dynamic range. There are two heights available so I selected the lower profile version to fit between the cab seats, soldered on the speaker wires and insulated the terminals before fixing to the floor with a spot of mastic.

Following final testing, I replaced the engine room moulding and secured it with the two screws

## LIGHTING CONTROL

The following CVs and values will enable correct shunting lamp patterns to be displayed. In the case of BR days that would be all four lamps lit during darkness and times of poor visibility such as fog, falling snow or heavy rainfall.

CVs 33 to 46 all = 0

### Rear red lamp

CV 430 = 29

CV 432 = 14

CV 434 = 14

### Rear white lamp

CV 436 = 29

CV 438 = 15

CV 440 = 15

### Front white lamp

CV 442 = 29

CV 444 = 1

CV 446 = 1

### Front red lamp

CV 448 = 29

CV 450 = 2

CV 452 = 2

To put any individual lamp under separate control, replace the value 29 in the respective CV with the F key number of your choice.

from below, then carefully squeezed the cab into place. In a cramped space such as this one it is more likely that wires or components will be squeezed together so please ensure that all joins are good and all insulation is intact and adequate. I used nail varnish to repair a couple of bare patches on wires attached to the decoder. This is a simple and effective method where flexing will not occur in normal usage.

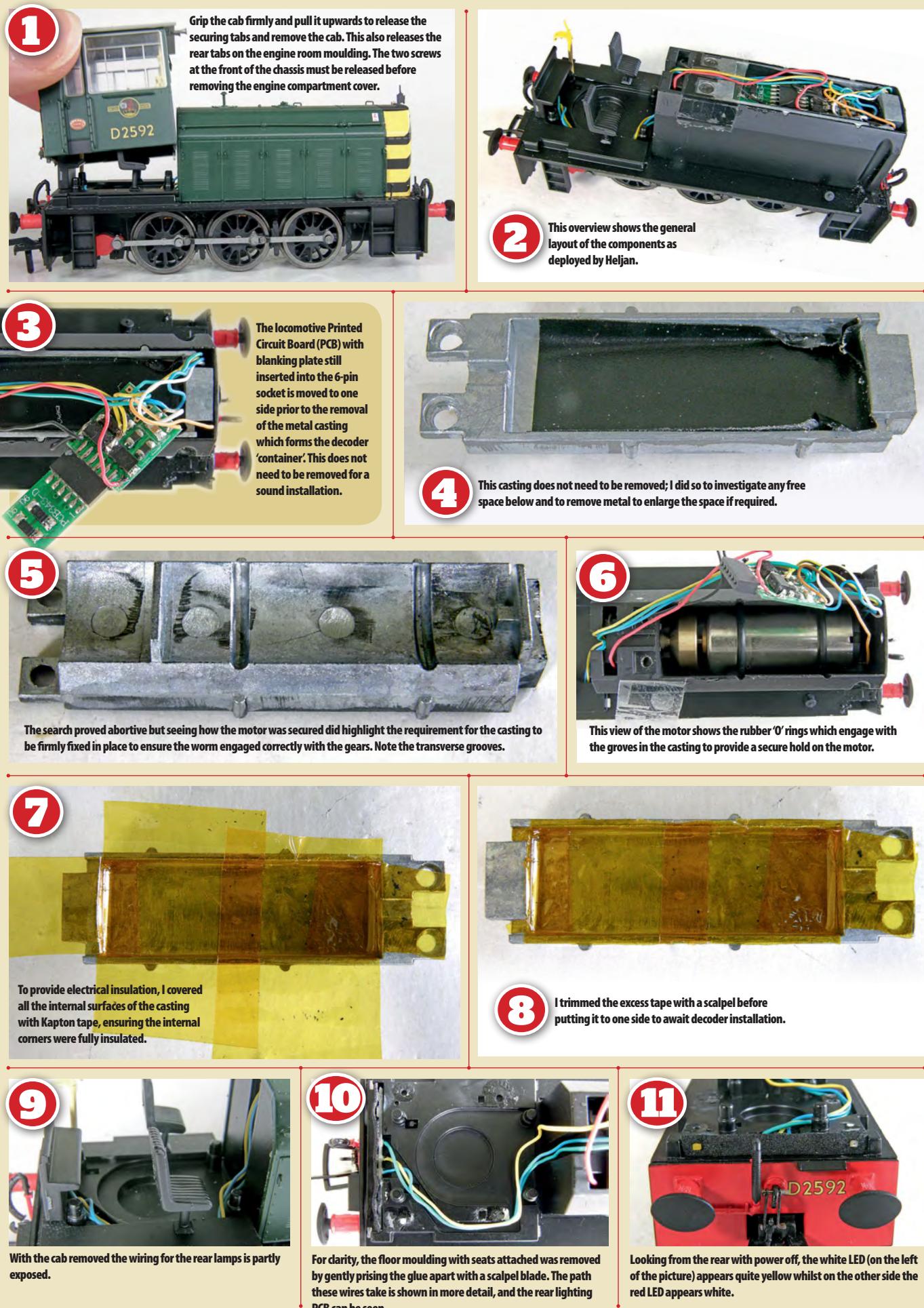
On the face of it the Class 05 should have been a simple project and, while in some respects it is, it does also require care and attention to detail to ensure that everything goes back together once a sound decoder has been added. It is an impressive model and with the addition of sound it really comes alive too. 

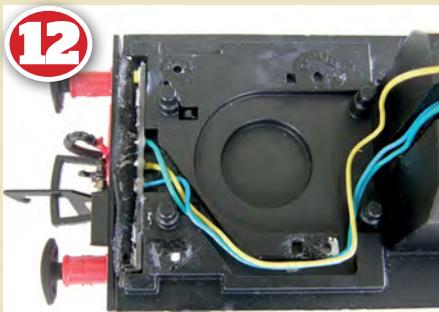
## WHAT WE USED

PRODUCT	SUPPLIER	PRICE
Heljan Class 05 Shunter	<a href="http://www.heljan.dk">www.heljan.dk</a>	£129.95
Zimo MX648 Sound Decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£92.00
Zimo 10mm x 15mm cube speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£8.50

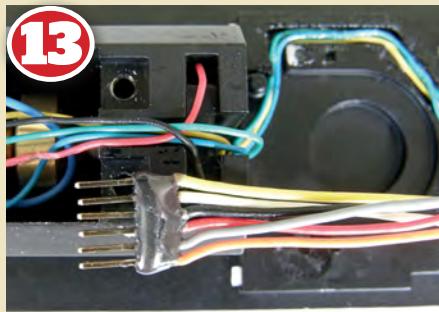


## STEP BY STEP **INSTALLING DCC SOUND IN A HELJAN CLASS 05**

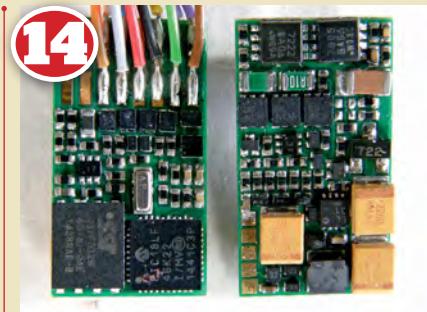




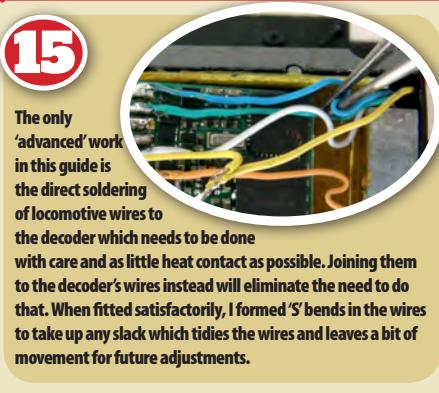
**12**  
I peeled back the black foam to investigate the components on the lighting PCB and confirm the colour coding used for each LED. The green wire is connected to the white LED and there are current limiting resistors for each LED.



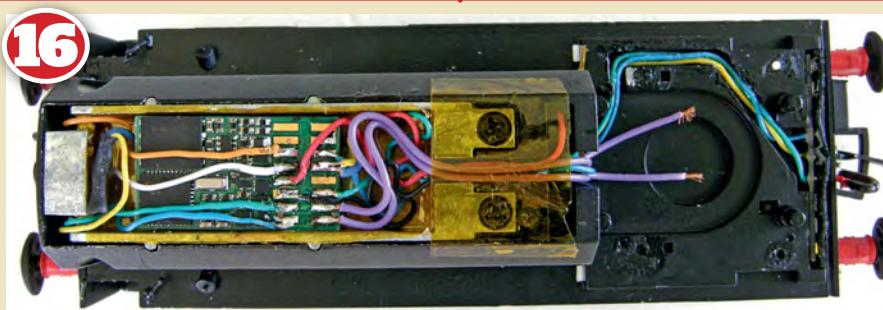
**13**  
If this plug is to be connected to the PCB in the engine room and the decoder accommodated in the cab, six additional wires will need to pass through the narrow channel already occupied by other wiring. The picture clearly illustrates the likelihood of that being successfully achieved.



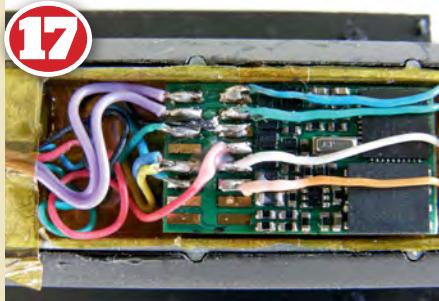
**14**  
This shows both faces of the Zimo MX648 decoder after removing the insulating shrink wrap. The advantage to minimising thickness of having all solder pads on one face is obvious. The wires shown are standard and can be used to join with those of the locomotive wiring scheme.



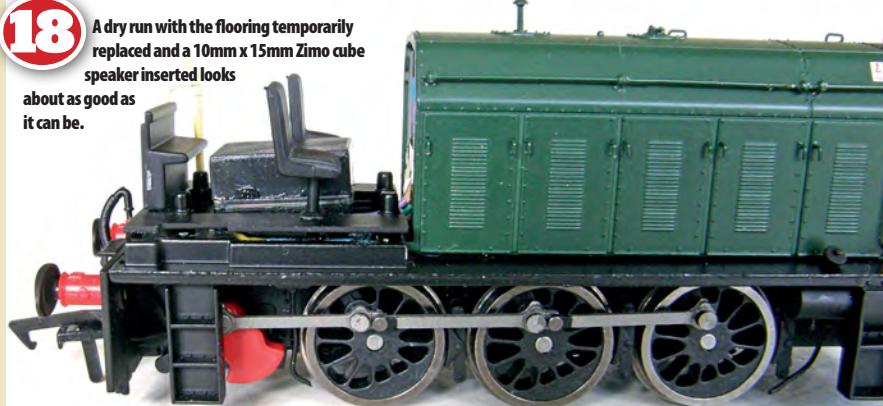
**15**  
The only 'advanced' work in this guide is the direct soldering of locomotive wires to the decoder which needs to be done with care and as little heat contact as possible. Joining them to the decoder's wires instead will eliminate the need to do that. When fitted satisfactorily, I formed 'S' bends in the wires to take up any slack which tidies the wires and leaves a bit of movement for future adjustments.



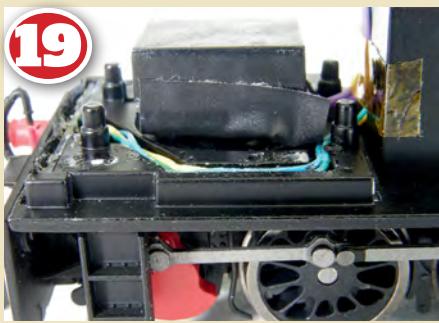
**16**  
The Kapton tape provides adequate insulation from the metal casting and the engine room roof is plastic. This picture shows the engine room decoder installation complete with the speaker wires channelled safely into the cab space. Fitting a suitable speaker is all that's required to complete the installation.



**17**  
Final inspection revealed damaged insulation on some wires. I had been unable to shorten the wires to rectify this problem earlier. Where flexing is not likely to occur, a simple but effective solution is to coat the bared patches with nail varnish.



**18**  
A dry run with the flooring temporarily replaced and a 10mm x 15mm Zimo cube speaker inserted looks about as good as it can be.



**19**  
The speaker wires were soldered into place, the terminals insulated from the metal floor with a strip of insulating tape and the whole secured to the floor with a spot of mastic.



**20**  
The speaker can just be seen from close up but it's relatively unobtrusive at normal viewing angles and distances. The addition of a crew would help to further disguise the speaker's appearance in the cab.

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# Rhyd

The famous Ffestiniog Railway in North Wales was the catalyst for this 7mm scale narrow gauge layout. **DAVID JOHN** discusses the evolution of his atmospheric 'O-14' layout Rhyd, and sources of prototype building information suitable for modellers in all scales.

PHOTOGRAPHY, NIGEL BURKIN.



**I**FELL IN LOVE with the Ffestiniog Railway (FR) in the mid 1960s and my parents indulged me by a north Wales diversion on many a holiday or family visits. Secondhand copies of books on Welsh Narrow Gauge railways made up Christmas and birthday presents for many years.

It all seemed so romantic at the time. That a group of brave - I didn't have the words 'idiosyncratic' and 'eccentric' in my vocabulary back then - souls were struggling to rescue this little worn-out railway in a delightful holiday destination was compelling. The 'OO' gauge layout in the garden shed could no longer cut the mustard.

My first model was a 'bug box' to no recognised scale - and, if truth be told no recognisable prototype either! But I did

learn the need for prototype information, drawings and photographs. The Merioneth Railway Society's models were appearing in the model press from time to time and gave me the impetus to start building the Welsh narrow gauge in 16mm:1ft scale. It does not take long to build enough 16mm scale models to prove that an indoor layout is going to be too small, so a move was made into the garden. It was a move I was lucky to survive as my first steam locomotive overturned incinerating my mother's fruit bushes - who knew fruit wood could burn so well?

Anyway, through the 16mm world I made many friends and inspirational modellers of matters narrow gauge in general and the Ffestiniog in particular. Many happy years were spent building and running »

## STATISTICS

<b>Owner:</b>	David John
<b>Scale:</b>	'O-14'
<b>Length:</b>	6ft 6in (scenic section)
<b>Width:</b>	2ft 5in (scenic section)
<b>Track:</b>	Handbuilt
<b>Control:</b>	Analogue
<b>Period:</b>	Ffestiniog Railway, 1950s and 1960s



**Fairlie's first successful double-Fairlie locomotive Little Wonder draws into Rhayd with a mixed rake of vintage carriages. In the real world this pioneering narrow gauge locomotive was dismantled in 1882.**





**2** The Ffestiniog Railway is famed for its gravity operated slate trains which travel down the line from Blaenau using gravity alone. A rake of wagons enters Rhyd.

Ffestiniog inspired models of improving accuracy, although building a new garden railway every time we moved house was a thankless task. The last 'great project' was a continuous run, with three stations where each lap was around a scale mile. Then we moved again and I knew my 16mm modelling days were over.

### CHANGE OF SCALE

About the same time as that decision was made, we were on holiday in Porthmadog and my wife Michelle announced that the double Fairlie *David Lloyd George* was her favourite locomotive. I then bought a 7mm:1ft scale Wrightlines kit for *Merddin Emrys*. Boston Lodge kindly supplied me with a copy of the works drawings and with a heavily modified footplate and sidetanks, scratchbuilt cab and bogies, hand turned domes and the assistance of Brian Love it emerged from the works only 12 years later! I was hooked and a whole railway of 7mm models has followed since.

With the growing collection I started thinking about a layout on which to run them. The biggest problem of modelling the FR is that the trains are so long. In the early days they were long because of the vast amount of slate traffic moved; now they are long due to the number of tourist coaches. This meant, in turn, that all the stations were too long for me to make a convincing model. I did toy for a while with an almost scale version of Dyffws in Blaenau, and the first two baseboards were started – we had a barn with a clear 24ft run – but needless to say we moved house again and have never been able to find 24ft

again. So something smaller, manageable and yet convincing had to be found.

Two of the major outside influences on Rhyd have been Roy Link and Iain Rice. I have known Roy for many years and at the time of purchasing the double Fairlie kit he was launching his 'O-14' range – 7mm scale models running on 14mm gauge track - of small industrial narrow gauge prototypes. Although he was reluctant to recommend his new

standards for main line use we could see no real reason why they would not work.

Time and experience have proved that assumption correct – the only changes I have made to Roy's original standards are to widen the gauge on curves to 14.2mm. Roy also introduced me to the idea of an 'album' layout – one that is designed as much, or even more so, to show off and display the stock as for operation.

Iain Rice was promoting a new (to me)



**3** The driver of the Thames Trader takes a break while he waits for his load of bagged coal to be prepared for onward movement.



**Ex-Penrhyn Quarry Hunslet**  
**2-4-0STT *Blanche* enters**  
**Rhyd. All of the buildings**  
**are scratchbuilt.**

theatrical approach to displaying a model railway, complete with a higher viewing level, proscenium arch, wings, lighting, and curtain stage and I was fascinated – reminding me of my long-ago involvement with youth theatre. Having decided that this was the way I wanted to display my model Iain then produced a track plan called Pont Croesor – a fictitious station on the (then abandoned) Welsh Highland Railway.

So I had my plan, a slightly tweaked Pont Croesor with theatrical presentation designed to be convincing in photographs

of my Ffestiniog stock that while being a freelance setting somehow shouted North Wales to the viewer. No thought had been given to Rhyd being exhibited in those days; it was designed to be transportable – in that it had to move house with us – but did not contain all the cleverness of a well-designed exhibition layout. Having got a credible trackplan and a clear idea of the main purpose of the layout I had to somehow create a scene that looked real and that viewers would immediately see as north Wales.

## BACKDROP

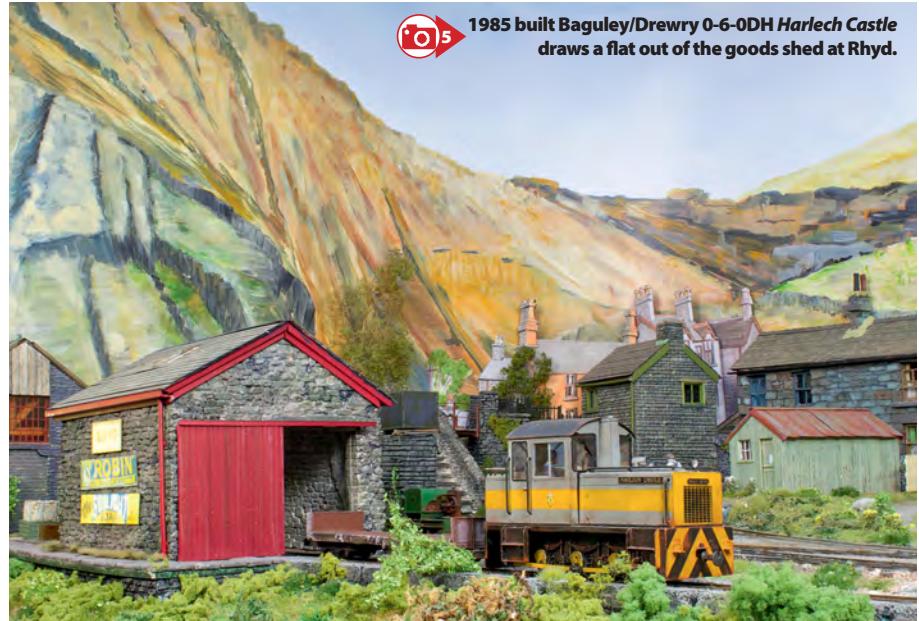
The starting point was, unusually, the backscene. At the time Rhyd was being built the choices for printed backscenes were limited, hackneyed, clichéd and unconvincing. I'm pleased to say that is no longer the case – some of the new generation of photographic-backscenes are amazing and, if chosen with care, can give a very realistic effect over a wide range of viewing angles. But, as I said, they were not available at the time. »

The convention, to prevent the backscene overpowering the layout, is to set the horizon at eye level and balance any large objects so as to give a harmonious symmetry. I wanted the feel of a village dominated by the surrounding mountains so I found the view I wanted - the National Park car park in the Croesor Valley - and took photographs of the landscape around me and 'stitched' them together.

If you are lucky you can now do this at home using Google Earth to find your vantage point and rotating the camera through 360°. Most digital computer programmes now allow you to join or 'stitch' photographs together and, with care on the horizon level, the effects can be stunning - your local print shop will be able to print out a continuous backscene from a roll of paper at little more than you would pay for a retail item.

However, for Rhyd I wanted the horizon to be higher than normal, so I taped the photographs together, ignoring the perspective effects lower down and transferring the skyline to my smoothed, sealed and flat white backboard. I sketched the outline carefully in pencil and once I was happy with it the scene was blocked in and then detail painted using household paints - mainly acrylic test pots. Care was taken to avoid any potential perspective clashes or anomalies - for this reason the backscene contains neither trees nor houses.

 Even modelled in 7mm scale, the scenic section of Rhyd occupies just over 6ft in length. Little Wonder pauses at the station after arrival with a passenger working.



With the backdrop and track in place I could then start filling in the gaps.

## STRUCTURES

All the buildings modelled on Rhyd exist, lifted blithely from their settings and put together to try and capture the feeling of a real location. I was lucky enough to find scale drawings for two of the buildings, the slate mill and the goods shed. Even when using a

1985 built Baguley/Drewry 0-6-0DH *Harlech Castle* draws a flat out of the goods shed at Rhyd.

'proper' starting point don't be afraid to make changes to suit your location.

The little red brick block instrument shed is based on a real but long-gone building at Stesion Fain, the London & North Western Railway's Exchange Station, in Blaenau - in this case enough photographs existed for me to make a reasonable attempt at a scale drawing using the method of counting bricks. It is actually less daunting than it sounds - roughly four bricks high



equals 1ft in your chosen scale and four bricks wide equals 0.5in in 4mm scale.

The chapel, the one at Beddgelert now the Tourist Information Centre, and the terrace house behind the slate yard, were photographed square on and reduced to a scale drawing on a computer – see Panel. The other buildings were built from a variety of sources; photographs, not only books of the area but using images on both Google and Flickr and the websites of local estate agents. The latter, particularly for larger properties, have key dimensions which allow you to make reasonable estimates as to the size of the building.

English Heritage, Scottish Heritage, CADW (similar to the other two but for Wales) all maintain a database of buildings of interest and are worth contacting if you are interested in a particular building. 25in:1 mile Ordnance Survey maps and Rating Diagrams, held by local authorities, will give you the 'footprint' of a building. Similarly the Land Registry has this information on an increasing number of buildings – often accompanied by photographs and the price they last sold for.

One other useful resource for architectural information are the planning databases held by local authorities, which contain full architects drawings of all properties that have had alteration work done in the last decade or so. »



 The Simplex was built in 1917 for service in the First World War and is significant in Ffestiniog Railway history as being the first locomotive to work on the revived railway in 1954 at the beginning of its preservation. Here the locomotive prepares to leave the sidings having coupled up to an engineers' flat.

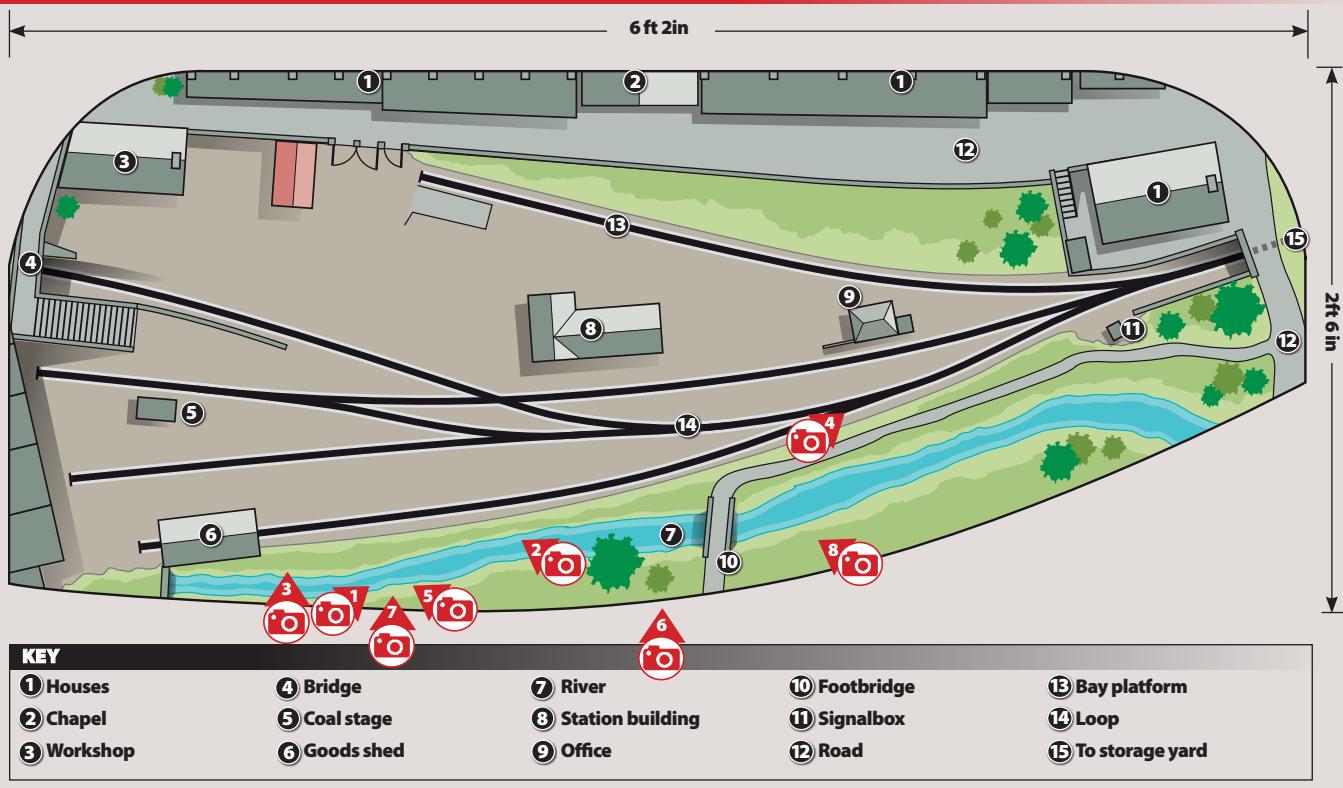
### PLANNING DATABASES

All local authorities offer open public access to planning applications. This means if the building in which you are interested has had any major work done in the last decade or so plans will exist. Many authorities have information going back much further. The databases do differ, e-planning or the Planning Portal being the main ones. Both allow searches by building name, postcode or even location on a map. Usually an application is accompanied by a plan, but often side and end elevations, and sometimes before and after drawings. Once you have found the building you want clicking on the Reference Number (usually highlighted) will lead you to a details page,

scroll to the bottom of the page where you will see either a list of documents, or the option to open a list of documents. Scan the list for anything marked 'drawing' and have a look. Be warned though as some of the files are big and can take a while to download. Even if the particular building you want is not listed you may well find similar buildings that will give you much information of value. A word of caution though: the drawings are always copyright and so must not be used for commercial (or even housebuilding) purposes. Also be aware that they are not always 100% accurate – major dimensions will be, but use photographs to cross-check details.



## RHYD TRACK DIAGRAM (Not to scale)



## BUILDING BEGINS

So armed with all this information on buildings you can now start developing your model. Full size mock-ups can be quickly made from photocopies of the plans, cardboard boxes and a hot glue gun. These enable you to check for that 'rightness' that is hard to define but you know when you see it. And don't forget to plan in three dimensions – nothing looks more sterile and toy like than a model which is dead-flat: even with marshes and plains it is the rise and fall of the land that gives it character, although the more subtle the landform the harder it is to model convincingly. Rhyd is essentially a 'flat' layout but the highest point is some 300mm above the lowest.

You won't always get it right - be prepared to scrap or abandon part - or even fully finished models if they no longer 'fit'. If you are not happy with something at this stage it will trouble you more and more as time goes on. The more houses there are, the more they dominate and for a built up area I start with the houses and design the landscape around them. Where open countryside dominates I do it the other way around, thinking of the landform first and creating suitable 'building plots' later.

When detailing the scene it is essential to reflect local character.

Two examples spring to mind:

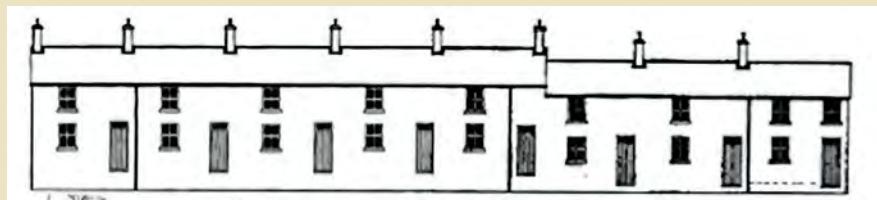
■ Field edging made of thin slate slabs on end and wired together is common throughout the slate quarrying areas of north Wales. Slate waste is a cheap and durable material – however, it is a form of construction unknown around the Ffestiniog Railway.

■ I have seen slate roofing where there is a wide variety of colour and shade between

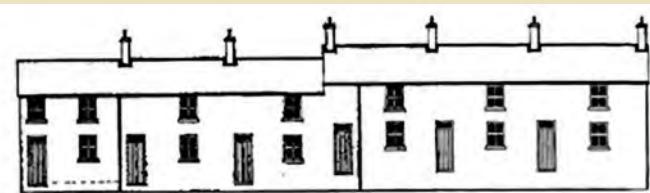
## Computer Drawing



A photograph taken square on to a building can often be good enough for modelling purposes – just take care to get the size right in the final printout.



The photograph can be transformed by many computer packages into an outline drawing...



...that can be further manipulated; in my case it was reversed and compressed...



...before being printed out actual size and used as a pattern to cut out the raw material.

**SEE MORE!**  
VISIT [WWW.RHYD.WEEBLY.COM](http://WWW.RHYD.WEEBLY.COM)  
FOR MORE ON RHYD



Moelwyn is a Baldwin diesel shunter built in the First World War which first arrived on the pre-preservation Ffestiniog Railway in 1925. Here the 2-4-0DM ticks over in the sidings at Rhyd.

the various slates and this always looks 'wrong' to my Welsh eyes, used to an almost monotonous evenness of colour across Welsh slate roofs – I sometimes feel Rhyd is too gaudy in this respect. Getting such details wrong will shatter the illusion you are trying to create.

And did it work? One little story from an exhibition of a conversation Malky, one of the operators, had with a member of the public (MofP):

MofP: "I know that village."

Malky: "Oh, I don't think it's a real place – he just made it up."  
MofP: "No, no I grew up there."  
Malky: "I'm sure it is not a real place."  
MofP: "I was actually born in that room" – pointing to the house next to the shop!  
Building a model from my head convincing enough to persuade someone that they were born there is testimony that, with a little thought and planning, a freelance model can have a sense of place just as much as a model of an actual location. [Hira](#)



## Trains Galore 9 & 10 December



We auction toy and model trains in all gauges by many different makers in at least nine sales a year, rounded off by our special Trains Galore sale on 9 and 10 December 2015. This year, due to high demand, we added in an extra Glorious Trains sale on 15 & 16 April that realised £210,000. Our sales typically include railwayana, 3½in. and 5in. Gauge models, fine scale 0 Gauge and 00 Gauge locomotives and rolling stock, plus commercial models from Märklin, Hornby Series, Bassett-Lowke, Hornby-Dublo, Bing, Carette, ACE Trains, Fulgurex, Aster, Fleischmann, Triang, Hornby Railways, LGB, Bachmann, Trix and Hornby ACHO. We are always taking in consignments for all our sales and are very happy to visit as we travel around the country picking up collections of trains, toys and toy figures.

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# Private. railways

In the days before motor transport was freely available Britain was covered with a network of private railways designed to supply a facility's needs and feed into the national system.

**EVAN GREEN-HUGHES** takes a look at some of the more unusual examples, some of which still survive today.

**W**E OWE the development of the railways to the need to carry goods from one place to another and while the main system was built to move products from town to town there was also a need for smaller private operations to either feed the main lines or to take goods direct from the production area to a distribution site. These private railways mostly remained as such throughout their lives, and hosted a variety of interesting workings and rolling stock.

The earliest were built in the form of wagonways to take coal from the colliery down to the nearest river, canal or port from where it could be shipped away for use elsewhere. As the main railway system expanded then some of these wagonways were amalgamated into it

but others remained in the ownership of the collieries and in time grew to become huge systems in their own right. This was particularly the case in North East England with one particularly large system being centred round the collieries of the Ashington area and requiring its own extensive fleet of locomotives to work it.

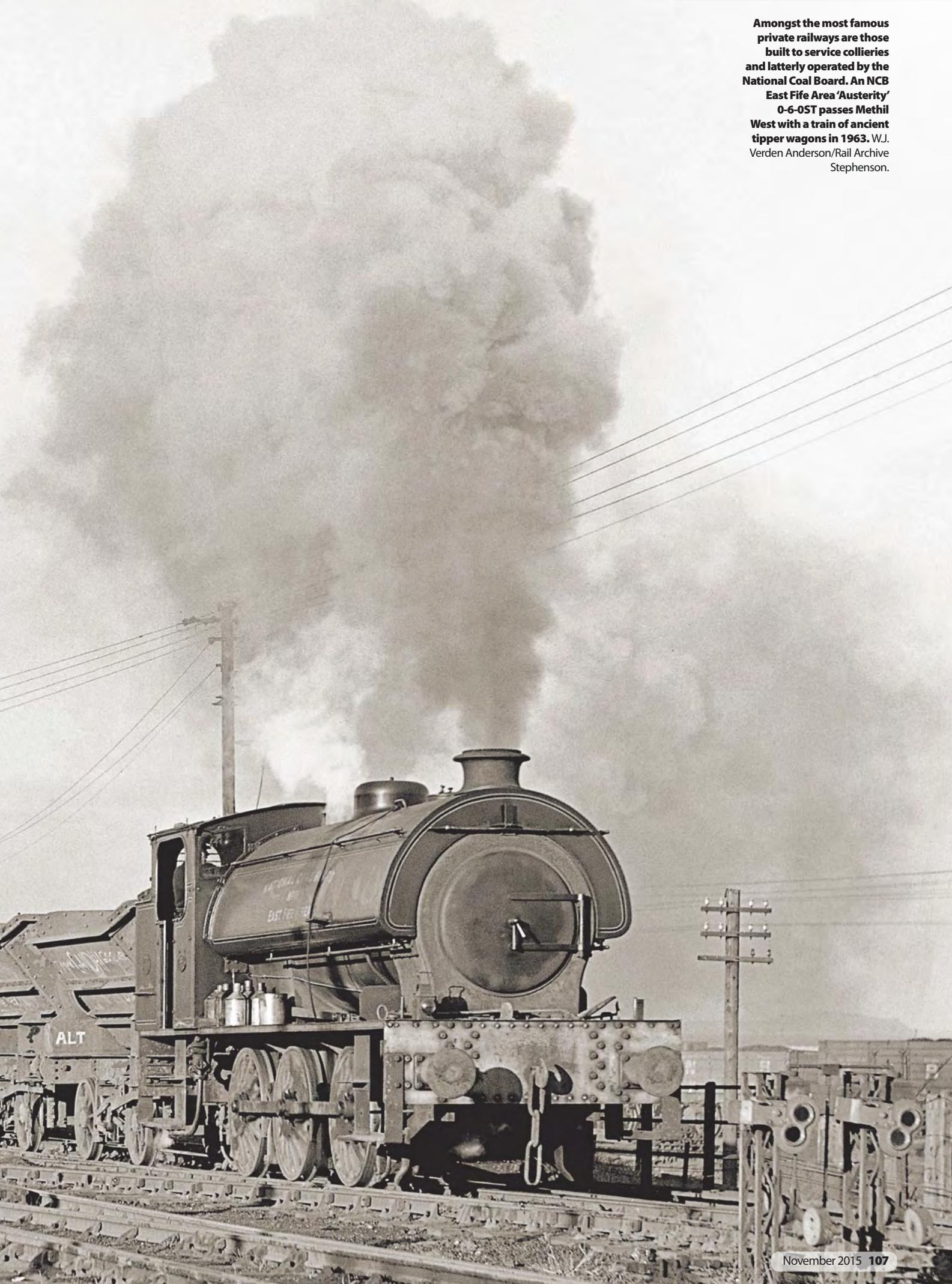
Colliery railways did not always limit their activities to moving coal. The South Shields, Marsden and Whitburn Colliery Railway was promoted by local industrialists and at first was used to ship limestone from a number of quarries. A coal mine followed and this led to the expansion of the village of Marsden, which had 135 houses and a population of 700. However despite this development many workers still lived in South Shields, but there was no direct road between the two places. Consequently the railway introduced a public passenger

service in 1888, initially for pit workers but later for the public - many of whom used the service at the weekend to get to the coast. Services were worked by second hand North Eastern Railway engines until 1949 when new RSH 0-6-0Ts were purchased. The coaches used were an even more interesting bunch, with Great Eastern and North British six-wheelers lasting until the end. Interestingly this line was the first in the country to be nationalised as it was vested in the National Coal Board in 1947, one year before the rest of the railways were taken into state ownership. Passenger services ceased in 1953 but the line lingered on for another 15 years carrying coal.

Most coal mines had their own internal railway system, and in some cases neighbouring pits were linked with each other and in turn with the main line system or the waterways. At the site of what is »



Amongst the most famous private railways are those built to service collieries and latterly operated by the National Coal Board. An NCB East Fife Area 'Austerity' 0-6-0ST passes Methil West with a train of ancient tipper wagons in 1963. W.J. Verden Anderson/Rail Archive Stephenson.

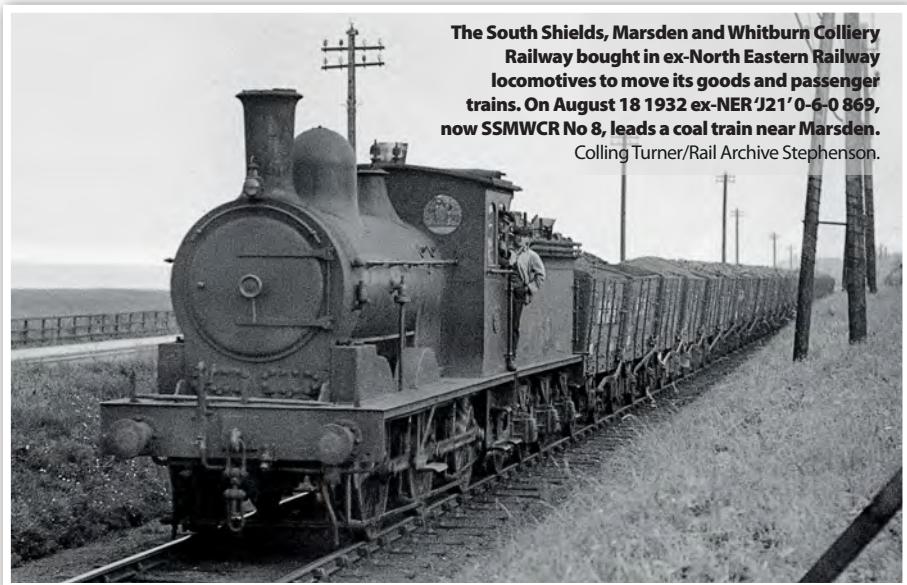


now the National Coal Mining Museum near Wakefield a line started which linked the then Caphouse and Hope pits to each other. This was extended down the hillside to the Denby Grange Colliery by means of rope worked inclines before rounding the hill to serve a third colliery, the Victoria. A series of locomotive-worked zig-zag inclines reached the bottom of the hill before the line went off to Calder Grove where there was an interchange with the Lancashire & Yorkshire Railway and staithes serving the Aire and Calder Navigation. This system was five miles long from end to end and the lower half of it survived long enough in the hands of the National Coal Board to see diesels employed in the form of redundant British Railways Class 14s.

## HEAVY METAL

One industry which still has an extensive private system is the steel industry, with perhaps the largest example being that at the Tata Steelworks at Scunthorpe. A large fleet of internal locomotives is used to service the plant with raw materials and take the finished product away. This includes some very large diesel shunters as well as a Class 20 pensioned off from main line duties. The plant has very extensive sidings where main line and internal system locomotives can be seen working together side by side and those seeking inspiration can visit it by rail on one of the public open days.

Some steelworks were fed by their own



**The South Shields, Marsden and Whitburn Colliery Railway bought in ex-North Eastern Railway locomotives to move its goods and passenger trains. On August 18 1932 ex-NER 'J21' 0-6-0 869, now SSMWCR No 8, leads a coal train near Marsden.**  
Colling Turner/Rail Archive Stephenson.

private lines which extended beyond their own boundaries. Poor road conditions caused the emerging works of Samuel Fox at Stocksbridge in Sheffield to be joined to the Manchester, Sheffield & Lincolnshire Railway by means of a private branch line known as the Stocksbridge Railway. Although this line was little more than a mile long its construction required the provision of two major bridges and a viaduct. Unusually this line also boasted a passenger service which started in 1877

and lasted until 1931 and which ran into a proper bay platform at Deepcar station under the full control of the main line signalman. A particularly interesting feature of this operation was that children travelling to Penistone Grammar School were conveyed free of charge but at their own risk.

During the Victorian era many private railways were constructed to assist in the development of major waterworks schemes. These ranged from contractor railways which were often narrow gauge

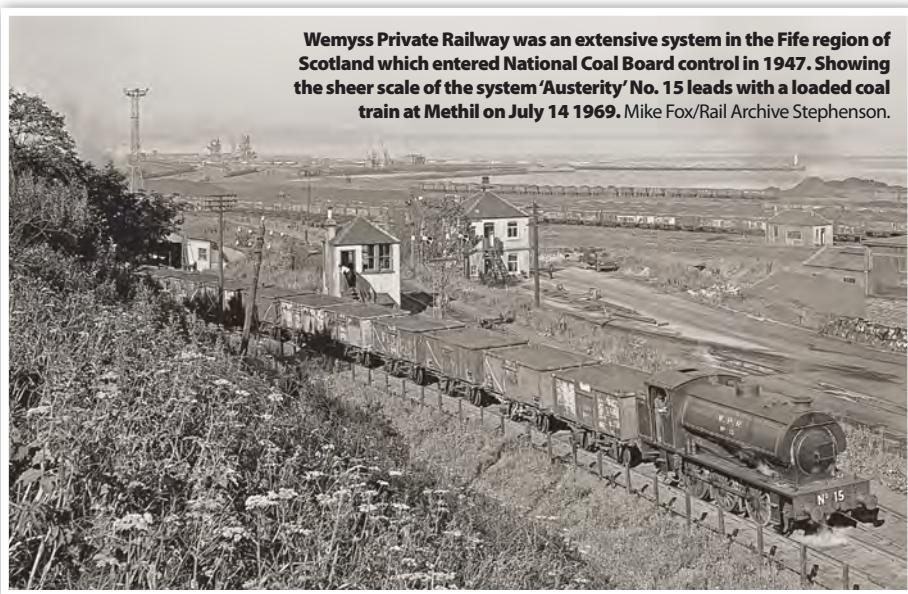


**The Nidd Valley Light Railway was operated by Bradford Corporation Waterworks and even boasted a steam railmotor for passenger services. Ex-GWR Kerr, Stuart steam railmotor No. 15, built in 1905 stands at Lofthouse-in-Nidderdale station in the early 1930s.**  
Rail Archive Stephenson.

and used around the construction site only to very large undertakings, which more closely resembled a main line railway than a private feeder line. The Nidd Valley Light Railway was of particular interest in that it was owned by Bradford Corporation Waterworks department and that it operated passenger services, at times with a former Great Western Railway steam railmotor! This 6½ mile line ran from Pateley Bridge to Lofthouse and was intended to assist the construction of the Angram Reservoir, but from the outset a public passenger service was operated with second-hand stock obtained from the Metropolitan Railway. In 1920 the railway was upgraded in conjunction with further reservoir works and at its height 14 steam locomotives were employed along with an 0-4-0 steam railmotor built by Kerr Stuart in 1905 and which had seen service with the GWR. This worked for 13 years on public passenger services before the entire line was closed in 1934 on completion of the reservoir contracts. At that time there were also ten four-wheel Metropolitan Railway and 12 four-wheel Maryport and Carlisle carriages available.

## HARD ROCK

Quarrying was another activity that spurred the construction of private lines. Before large lorries were available anything dug out of the ground had to be carried to where it was required by train. Most internal systems were narrow gauge and there are some significant and well-known survivors in Wales which were built to bring slate products down from the quarries to the sea. Where conditions permitted standard gauge was used, for instance in the Northamptonshire iron ore fields where there was a direct connection to the iron and steelworks and where trains were worked by industrial saddle tanks and later by ex-BR Class 14 diesels. Some of these systems generated very large amounts of traffic and in consequence needed a large number of locomotives. For instance, the Oxfordshire Ironstone Company's system was so large it needed to order 30 new diesels in the early 1960s to completely replace its steam fleet.



**Wemyss Private Railway** was an extensive system in the Fife region of Scotland which entered National Coal Board control in 1947. Showing the sheer scale of the system 'Austerity' No. 15 leads with a loaded coal train at Methil on July 14 1969. Mike Fox/Rail Archive Stephenson.

Many of the UK's harbours boasted extensive private railway systems, but one of the largest was that belonging to the Mersey Docks and Harbour Company which at its height extended to 104 miles of track and was connected to the main line at a number of different locations. The nearby Manchester Ship Canal Railway was originally built by contractors but steadily developed as a canalside system which extended for 33 miles from end to end and with 230 miles of track in total. Around 75 locomotives were employed on the line along with 2,700 wagons and 790 staff. Although there was no regular passenger work the line did have a few carriages, one of which was used by the company cashier to deliver wages and another which was used by the directors as an inspection saloon. Some main line trains did work on and off the ship canal system and there were extensive transfer yards where private trains and those from the main system were seen working together.

Until the more widespread use of road transport most power stations had their own internal railways and many of these employed electric locomotives working on the overhead system. Kearsley Power station near Bolton was supplied by a

private branch line that had gradients as steep as 1-in-25 and this line was worked by electric locomotives equipped with four 65hp motors. Three of these locomotives were kept fully employed supplying the power station with coal and fortunately all are preserved today.

Electric traction was also used at other private branch lines. The High Royds Hospital Railway at Menston near Leeds was a short system used to supply a substantial mental hospital with coal and foodstuffs. Originally worked by steam it was converted to electric operation in 1897 and was worked by a small steeple-cab locomotive which was so small that it could only manage one wagon at a time uphill from the Midland Railway junction to the main hospital site.

There were once a great number of private systems feeding the railways of Britain, many of which had unusual features which would make them worthy of further study or as prototypes for a model. It is still possible to get a flavour of what some of them might once have been like by visiting some of the larger steelworks but many others, such as those at Marsden or Nidderdale have now been lost without trace leaving us with only a memory of what once was. **HM**



**The Manchester Ship Canal Railway** had 230 miles of track covering 30 miles from one end to the other. On April 12 1959 0-6-0T No. 30 stands with a single BR 16ton wagon at an unidentified location. J.F. Davies/Rail Archive Stephenson.



# STAFF PROJECTS

## Refreshing SHORTLEY BRIDGE

Ahead of the Great Electric Train Show Shortley Bridge and Felton Cement Works was brought out of storage for a refresh. **MIKE WILD** updates progress on the model.

OUR EXHIBITION layouts spend a lot of time out of sight in the *Hornby Magazine* lock up and during September it was time for Shortley Bridge and Felton Cement Works to come out of hibernation for a health check ahead of the busy autumn exhibition season.

Shortley Bridge and Felton Cement Works was built for *Hornby Magazine* Yearbook No. 7. It took the terminus station for the Operation Build It! series (HM76-HM83) as the starting point to create a branch line based continuous run which

now covers a footprint 12ft x 12ft. It features a modified version of the original station which is now a through design combined with an open country section crossing a single track three arch viaduct and, in a third scene, a busy cement works which uses the Walthers Valley Cement plastic kit as its basis.

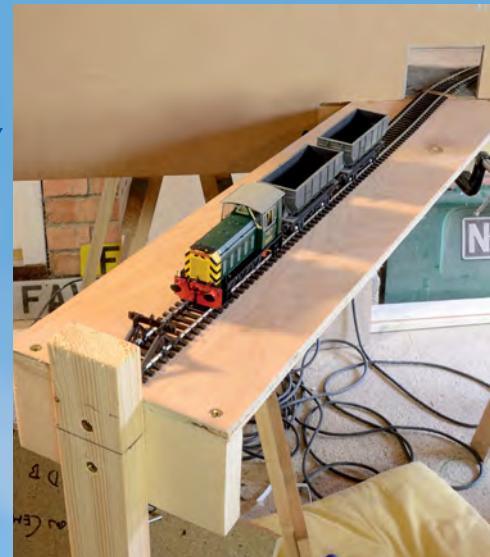
This digitally controlled layout made its exhibition debut at the Warley National Model Railway Exhibition in November 2014, but since then it has been in storage. Bringing it back out for the Great Electric Train Show on October

Missing for the first show was the off scene siding for inbound coal traffic at the cement works. This has now been built allowing greater flexibility of operation.

10/11 and the Spalding Model Railway Exhibition on November 14/15 meant it needed a full check over first – and that is no small task on a layout of this size.

It was duly extracted from storage and set up in our workshop – which it almost fills completely – for the start of maintenance. The first port of call is thorough cleaning including vacuuming, brushing down of buildings and cleaning all of the track and pointwork. Next is electrical testing and while the running lines worked perfectly, our first problem arose as the

majority of the point motors were unreliable in their operation. Being Peco solenoid motors they have a massive current draw which poses problems for a Digital Command Control (DCC) layout as current availability from the base station is soon soaked up by these motors. As a belt and braces and simple approach we took two steps to resolve the problem: first all of the actuating bars on the point motors were oiled to assist in keeping their movement free and smooth. Secondly the main line and cement works accessory



**Shortley Bridge and Felton Cement Works has been brought out for a refresh ahead of the Great Electric Train Show. A Hornby Thompson 'L1' 2-6-4T arrives at the station which now features new Skaledale buildings. New trees have also been added along the rear of the station too.**



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



### MIKE WILD

With multiple projects on the go in 'OO' and 'N' scales for the Great Electric Train Show on October 10/11 it has been a busy month for *Hornby Magazine*'s editor.



### MARK CHIVERS

As well as working on Shortley Bridge Mark has been creating a BR Mk 1 Trailer Luggage Van using recycled parts from redundant Bachmann 2-EPB cabs.



A new Bachmann Scenecraft goods shed – the Midsomer Norton building with repainted doors – has been added to the yard in place of the original warehouse.

decoders have been swapped out for the powerful and reliable DCC Concepts ADS-2FX and ADS-8FX decoders which feature onboard storage for each accessory decoder outlet. This means they have ample power available without using the DCC signal from the controller at the time of firing points. These two pieces of maintenance have cured the point motor problems instantly leaving us free to return to other aspects of the layout.

Next the planned off-scene storage line for the cement works was built to allow incoming coal trains to be taken out of the works for unloading increasing traffic flows to the site. This was built from 9mm plywood with

a softwood frame to match the profile of the main boards and is supported by a single timber leg.

The scenery on the station side of the layout was looking a little worse for wear after a year in storage so having tackled the essentials to make the layout work it was time to improve its looks too. All of the original cardboard buildings – one of which had been damaged – were removed and replaced with cast resin models from the Hornby Skaledale and Bachmann Scenecraft ranges. This included a new station building, goods store and – in place of the warehouse – a goods shed too. The platform and bridge remain original.

To bring more life to the scenery



The replacement station buildings are based on Butterley and give a much grander appearance than the original. It just shows how a simple change of building can alter the look of a layout completely.

### STATISTICS

Name:	Shortley Bridge and Felton Cement Works
Scale:	'OO'
Size:	12ft x 12ft
Track:	Peco code 75
Control:	DCC, Gaugemaster Prodigy
Period:	BR North Eastern Region, 1950s/1960s

new hedgerows were planted along the rear of the station board using Woodland Scenics fine leaf foliage while a new batch of more than 20 trees have been made for the layout using sea moss spray painted with Humbrol 29 acrylic covered with Woodland Scenics coarse turfs in light green and burnt grass colours fixed in place with extra strong hairspray. They were soon swallowed up by the layout!

With all this work and the addition of new locomotives including a Peppercorn 'K1' 2-6-0, a Crosti '9F', a Hornby Twin Track Sound fitted Class 37 and more in the pipeline a lot has been done in a short time to refresh Shortley Bridge. We hope it goes down well at its two shows in 2015 and expect a couple of brand new locomotives to be running too including the Hornby 'D16/3' which arrived in late September. [Hornby](#)



# SHOWGUIDE

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies, and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication. For more show dates visit [www.hornbymagazine.com](http://www.hornbymagazine.com)

## OCTOBER

### 10 BIRCHINGTON MODEL RAILWAY EXHIBITION

**Hosts:** East Kent Model Railway Society  
**Location:** The Centre, Alpha Road, Birchington, Kent CT7 9EG  
**Times:** 10am-4pm  
**Prices:** Adults £2, children £1, family (2+3) £5  
**Contact:** 07743 704547  
**Features:** 15 layouts, trade support and refreshments.

### 10 SHEFFIELD MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Sheffield Model Railway Society  
**Location:** Davy United Sports and Social Club, Prince of Wales Road, Sheffield, S9 4ER  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, children free  
**Website:** [www.sheffield-mrs.com](http://www.sheffield-mrs.com)  
**Features:** 15 layouts, trade support, refreshments, parking and disabled access.

### 10 SHIREHAMPTON MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Shirehampton Model Railway Club  
**Location:** Public Hall, Station Road, Shirehampton, Bristol BS11 9TX  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, concessions £3, children £1.50, family (2+2) £7  
**Contact:** 0117 909 4915  
**Features:** Layouts, trade support, displays and refreshments.

### 10/11 ALDERSHOT MODEL RAILWAY EXHIBITION

**Hosts:** Farnham and District Model Railway Club  
**Location:** Connaught Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £2, family £13  
**Website:** [www.farnhammrc.org.uk](http://www.farnhammrc.org.uk)  
**Contact:** 020 7706 0582  
**Features:** 45 layouts, trade support, refreshments, parking and disabled access.

### 10/11 CAISTOR MODEL RAILWAY SHOW

**Hosts:** CaistorRail  
**Location:** Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £3, concessions £2.50, children £2.50, family £7.50  
**Features:** Layouts, trade support and refreshments.

### 10/11 CORBY MODEL RAILWAY EXHIBITION

**Hosts:** Corby and District Model Railway Society  
**Location:** St Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH  
**Times:** Sat 10am-5pm, Sun 11am-4.30pm  
**Prices:** Adults £4, concessions £3, children £2, family (2+2) £10  
**Website:** [www.cdmrs.co.uk](http://www.cdmrs.co.uk)  
**Features:** Layouts, trade support, demonstrations and refreshments.

### 10/11 DUNDEE MODEL RAILWAY CLUB HOBBIES EXTRAVAGANZA

**Hosts:** Dundee Model Railway Club  
**Location:** Dundee International Sports Complex, Mains Loan, Dundee, DD4 7AA  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £4.50, concessions £3.50, children £3.50, family £12  
**Website:** [www.dundeemrc.talktalk.net](http://www.dundeemrc.talktalk.net)  
**Features:** Layouts, model boats, planes, automobiles, trade support, societies and refreshments.

### 10/11 ELIZABETHAN RAILWAY SOCIETY MODEL RAILWAY EXHIBITION

**Hosts:** Elizabethan Railway Society  
**Location:** The Summit Centre, Lowmoor Road, Kirkby in Ashfield, Nottinghamshire NG17 7LL  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm

**Prices:** TBA  
**Website:** [www.elizabethanrailwaysociety.co.uk](http://www.elizabethanrailwaysociety.co.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

### 10/11 GREAT HAYWOOD MODEL RAILWAY EXHIBITION

**Hosts:** The Haywoods Permanent Way Railway Society  
**Location:** Memorial Hall, Great Haywood, Staffordshire ST18 0SU  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £3.50, concessions £3, children £2, family (2+2) £9  
**Contact:** 01889 881561  
**Features:** Layouts, trade support, refreshments and parking.

### 10/11 SHILDON MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Shildon Model Railway Club  
**Location:** Locomotion, National Railway Museum, Shildon, County Durham DL4 2RE  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Free  
**Website:** [www.shildonmrc.com](http://www.shildonmrc.com)  
**Features:** 20 layouts, trade support, displays, steam locomotive rides (small charge), refreshments and parking.

## DON'T MISS...

### 10/11 GREAT ELECTRIC TRAIN SHOW

**Hosts:** *Hornby Magazine*  
**Location:** Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Advance tickets – Adults £9, children £7  
**Website:** [www.greatelectrictrainshow.com](http://www.greatelectrictrainshow.com)  
**Contact:** 01780 755131  
**Features:** More than 25 layouts including *Hornby Magazine*'s Shortley Bridge and Felton Cement Works, Southampton MRS' Ackthorpe, Scarborough and District RM's North of England Line, 30 trade stands, skills zone, refreshments, free parking and disabled access. Ticket price includes freedom of the Heritage Motor Centre Museum for the day. Doors open to advance ticket holders at 9.30am.

### 10/11 WILMINGTON CHARITY MODEL RAILWAY CLUB EXHIBITION

**Hosts:** St Michael's Church  
**Location:** St Michael's Church Hall, High Road, Wilmington, Dartford, Kent DA2 7EG  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £11  
**Website:** [www.stmichaelswilmington.org.uk](http://www.stmichaelswilmington.org.uk)  
**Contact:** 01322 220561  
**Features:** 17 layouts, trade support, demonstrations, refreshments and disabled access.

### 11 KEIGHLEY MODEL RAILWAY CLUB 7MM FESTIVAL

**Hosts:** Keighley Model Railway Club  
**Location:** Clubrooms, Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, children £2.50  
**Website:** [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk)  
**Features:** 7mm finescale and narrow gauge layouts, trade support, demonstrations, clinics, refreshments, parking and disabled access.

### 11 WYRE FOREST MODEL RAILWAY CLUB OPEN DAY

**Hosts:** Wyre Forest Model Railway Club  
**Location:** 1<sup>st</sup> Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH

**Times:** 11am-4pm

**Prices:** Free  
**Website:** [www.wyreforestmrc.com](http://www.wyreforestmrc.com)  
**Contact:** 01902 843760  
**Features:** Club and member layouts.

### 15-18 MIDLANDS MODEL ENGINEERING EXHIBITION

**Hosts:** Meridiennes Exhibitions  
**Location:** Warwickshire Exhibition Centre, near Leamington Spa CV31 1XN  
**Times:** Thurs 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £10 (£9), concessions £9 (£8), children £5.50 (£5), family (1+3) £15.50 (£14) / (2+3) £25.50 (£23) – advance ticket prices in brackets  
**Website:** [www.midlandsmodelengineering.co.uk](http://www.midlandsmodelengineering.co.uk)  
**Contact:** 01926 614101  
**Features:** Models, displays, demonstrations, trade support, societies, parking and refreshments.

### 17 3MM SCALE MODEL RAILWAY EXHIBITION

**Hosts:** 3mm Society  
**Location:** Gainsborough House Hotel, Bewdley Hill, Kidderminster, Worcestershire DY11 6BS  
**Times:** 10am-5pm  
**Prices:** Adults £4  
**Website:** [www.worsleyworks.co.uk/3mm/3mm\\_Exhibition.htm](http://www.worsleyworks.co.uk/3mm/3mm_Exhibition.htm)  
**Features:** 16 layouts, trade stands, demonstrations, refreshments and parking.

### 17 POYNTON MODEL RAILWAY FAMILY FUN DAY

**Hosts:** Rotary Club of Poynton  
**Location:** St Georges Church Hall, Poynton, Cheshire SK12 1EU  
**Times:** 10am-4pm  
**Prices:** Free – donations to charity  
**Contact:** [peter@roxburgh-sale.co.uk](mailto:peter@roxburgh-sale.co.uk)  
**Features:** Ten layouts, trade support and refreshments.

### 17 RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

**Hosts:** Risborough and District Model Railway Club  
**Location:** Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX  
**Times:** 11am-4pm  
**Prices:** Free  
**Website:** [www.rdmrc.org.uk](http://www.rdmrc.org.uk)  
**Contact:** 01844 275748  
**Features:** Club projects and member layouts.

### 17 TRING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Tring and District Model Railway Club  
**Location:** Cottesloe School, Aylesbury Road, Wing, near Leighton Buzzard, Bedfordshire LU7 0PD  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £5, children £3.50, family (2+3) £12  
**Website:** [www.tdmrc.co.uk](http://www.tdmrc.co.uk)  
**Features:** 16 layouts, trade stands, refreshments and disabled access.

### 17/18 CHRISTCHURCH MODEL RAILWAY EXHIBITION

**Hosts:** Christchurch Model Railway Club  
**Location:** Bournemouth School for Girls, Castle Gate Close, Bournemouth, Dorset BH8 9UJ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, accompanied children free  
**Website:** [www.christchurchmrc.org.uk](http://www.christchurchmrc.org.uk)  
**Contact:** 01202 486802  
**Features:** 20 layouts, trade support, refreshments and parking.

### 17/18 GREENOCK AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Greenock and District Model Railway Club  
**Location:** Lyle Kirk (Union Street Building), 31 Union Street, Greenock PA16 0TG  
**Times:** Sat 10am-5pm, Sun 11am-5pm  
**Prices:** Adults £4, concessions £3, family £12

**Website:** [www.greenockmrc.co.uk](http://www.greenockmrc.co.uk)

**Features:** Layouts, trade support and refreshments.

#### **17/18 PETERBOROUGH NATIONAL FESTIVAL OF RAILWAY MODELLING**

**Hosts:** Warners Shows

**Location:** East of England Showground, Peterborough PE2 6XE

**Times:** Sat 10am-5pm, Sun 10am-4.30pm

**Prices:** Adults £10, children £5

**Contact:** 08445 810816

**Features:** Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

#### **17/18 UCKFIELD MODEL RAILWAY EXHIBITION**

**Hosts:** Uckfield Model Railway Club

**Location:** Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE

**Times:** Sat 10am-5pm, Sun 10am-5pm

**Prices:** Adults £6, concessions £5, accompanied children free

**Website:** [www.uckfieldmrc.co.uk](http://www.uckfieldmrc.co.uk)

**Contact:** 01903 745759

**Features:** 14 layouts, trade support, demonstrations, refreshments, parking and disabled access.

#### **17/18 WARRINGTON MODEL RAILWAY EXHIBITION**

**Hosts:** Warrington Model Railway Club

**Location:** Warrington Collegiate, Winwick Road, Warrington WA2 8QA

**Times:** Sat 10am-5pm, Sun 10am-4.30pm

**Prices:** Adults £5, children £1

**Website:** [www.warringtonmodelrail.co.uk](http://www.warringtonmodelrail.co.uk)

**Contact:** 07892 877020

**Features:** 18 layouts, trade support, demonstrations, refreshments, parking and disabled access.

#### **24 BECKENHAM MODEL RAIL SHOW**

**Hosts:** Beckenham and West Wickham Model Railway Club

**Location:** St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN

**Times:** 10am-5pm

**Prices:** Adults £6, concessions £5, children £4, family £12

**Website:** [www.bwwmrc.co.uk](http://www.bwwmrc.co.uk)

**Contact:** 07545 469610

**Features:** 12 layouts, trade support, demonstrations, societies and refreshments.

#### **24 CHELMSFORD MODEL RAILWAY EXHIBITION**

**Hosts:** Chelmsford and District Model Railway Club

**Location:** St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS

**Times:** 10am-4.30pm

**Prices:** Adults £4.50, concessions £4, children £2

**Website:** [www.chelmsford-and-district-mrc.webs.com](http://www.chelmsford-and-district-mrc.webs.com)

**Contact:** 01245 283622

**Features:** Layouts, trade support, refreshments and parking.

#### **24 CHICHESTER MODEL RAILWAY EXHIBITION**

**Hosts:** Lions Club of Chichester

**Location:** Chichester High School for Boys, Kingsham Road, Chichester PO19 8AE

**Times:** 10am-4.30pm

**Prices:** Adults £5, concessions £4, children £2, family (2+2) £12

**Website:** [www.chilions.org.uk/modelrail](http://www.chilions.org.uk/modelrail)

**Contact:** 07777 681292

**Features:** 18 layouts, trade support, demonstrations, displays, valuations, outdoor train rides, refreshments, parking and disabled access.

#### **24 ICKENHAM MODEL RAILWAY DISPLAY**

**Hosts:** Ickenham and District Society of Model Engineers

**Location:** Ickenham Village Hall, Swakeleys Road, Ickenham, Uxbridge, Middlesex UB10 8DG

**Times:** 10am-4pm

**Prices:** Adults £2.50, children £1, family (2+2) £5

**Website:** [www.idsme.co.uk](http://www.idsme.co.uk)

**Features:** Six layouts, modelling displays, miniature train rides, refreshments and disabled access.

#### **24 MID WALES MODEL RAILWAY SHOW**

**Hosts:** Newtown Model Railway Society

**Location:** Town Hall, High Street, Welshpool, Powys

**Times:** 10.30am-4.30pm

**Prices:** Adults £3, accompanied children free

**Contact:** 01938 559350

**Features:** 15 layouts, trade support, demonstrations, displays, refreshments and disabled access.

#### **24 ST CUTHBERT'S MODEL RAILWAY SHOW**

**Hosts:** Victory Model Railway Club

**Location:** St Cuthbert's Church, Lichfield Road, Copnor, Portsmouth PO3 6DE

**Times:** 10am-5pm

**Prices:** Adults £3.50, children £1

**Website:** [www.victorymrc.org.uk](http://www.victorymrc.org.uk)

**Contact:** 07583 877725

**Features:** 11 layouts, trade support, refreshments and disabled access.

#### **24 STEPHENSON MRG MODEL RAILWAY EXHIBITION**

**Hosts:** Stephenson Model Railway Group

**Location:** The Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY

**Times:** 10am-5pm

**Prices:** Adults £2.50, children £1.50

**Website:** [www.stephensonmrg.org.uk](http://www.stephensonmrg.org.uk)

**Contact:** 0151 430 6883

**Features:** Eight layouts, trade support, demonstrations, refreshments and disabled access.

#### **24/25 ABERDEEN MODEL RAILWAY CLUB EXHIBITION**

**Hosts:** Aberdeen Model Railway Club

**Location:** RGU Sport, Garthdee, Aberdeen AB10 7GE

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £5, concession £4, children £2.50, family £12.50

**Website:** [www.aberdeennrc.co.uk](http://www.aberdeennrc.co.uk)

**Features:** 20 layouts, trade support, displays, societies, refreshments, parking and disabled access.

#### **24/25 CHELTENHAM AUTUMN MODEL RAILWAY EXHIBITION**

**Hosts:** Cheltenham Great Western Modellers Group

**Location:** St Margaret's Hall, Coniston Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU

**Times:** Sat 10am-5pm, Sun 10am-4.30pm

**Prices:** Adults £3.50, children £2.50, family (2+2) £8

**Website:** [www.cheltnamodrail.org.uk](http://www.cheltnamodrail.org.uk)

**Contact:** 01242 517788

**Features:** Layouts, trade support, displays, refreshments and disabled access.

#### **24/25 HARTLEPOOL MODEL RAILWAY SHOW**

**Hosts:** Hartlepool Model Railway Group

**Location:** Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £6, concessions £5, children £4, family (2+3) £18

**Website:** [www.facebook.com/HartlepoolMRG](http://www.facebook.com/HartlepoolMRG)

**Features:** 24 layouts, trade support, demonstrations, refreshments and disabled access.

#### **24/25 HAZEL GROVE MODEL RAILWAY EXHIBITION**

**Hosts:** Hazel Grove and District Model Railway Society

**Location:** Hazel Grove Recreation Centre, Jackson's Lane, Hazel Grove, Stockport SK7 5JX

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £5, children £3, accompanied children free

**Website:** [www.hgdmrs.org.uk](http://www.hgdmrs.org.uk)

**Contact:** 01625 850188

**Features:** 20 layouts, trade support, demos, refreshments, parking and disabled access. Vintage bus link between Hazel Grove station and venue.

#### **24/25 HUDDERSFIELD RAILWAY MODELLERS EXHIBITION**

**Hosts:** Huddersfield Railway Modellers

**Location:** Civic Hall, Holmfirth, West Yorkshire HD9 3AS

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £5, concessions £4, children £4, family 2+2 £12

**Website:** [www.huddsrailwaymodellers.co.uk](http://www.huddsrailwaymodellers.co.uk)

**Contact:** 07467 269376

**Features:** Layouts, trade support, refreshments and disabled access.

#### **24/25 RAIL-EXTAUNTON**

**Hosts:** Somerset Railway Modellers Club

**Location:** Taunton School, Staplegrove Road, Taunton, Somerset TA2 6AD

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £6.50, concessions £5.50, children £3.50, family (2+2) £15

**Website:** [www.somersetrmc.org.uk](http://www.somersetrmc.org.uk)

**Contact:** 07891 041026

**Features:** 22 layouts, trade support, demos, associations, refreshments, parking and disabled access.

#### **24-26 DUBLIN MODEL RAILWAY AND HOBBIES EXHIBITION**

**Hosts:** South Dublin Model Railway Club

**Location:** Blackrock College, Blackrock, Co. Dublin

**Times:** Sat 11am-5pm, Sun 11am-5pm, Mon 11am-5pm

**Prices:** Adults £8, concessions £6, children £6, family £20

**Website:** [www.sdmrc@hobbiesites.net](http://www.sdmrc@hobbiesites.net)

**Contact:** 00 353 86 812 6112

**Features:** Layouts, trade support, parking and disabled access.

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**WWW.HORNBYMAGAZINE.COM FOR OUR ONLINE SHOW GUIDE**

#### **25 RAIL FEST 15 CHARITY MODEL RAILWAY EXHIBITION**

**Hosts:** Kieran Pester

**Location:** Newbold Verdon Social Club, Leicester, Leicestershire LE9 9NP

**Times:** 10am-4pm

**Prices:** Adults £3, concessions £2, children free

**Contact:** 07419 139731

**Features:** Layouts, trade support and refreshments.

#### **25/26 WEXFORD MODEL RAILWAY EXHIBITION**

**Hosts:** Wexford Model Railway Club

**Location:** CBS School Hall, Thomas Street, Wexford, County Wexford, Ireland

**Times:** Sun 12pm-6pm, Mon 11am-5pm

**Prices:** Adults £4, children £2, family £8

**Contact:** [bryfam5@eircom.net](mailto:bryfam5@eircom.net)

**Features:** 10 layouts, trade support and disabled access.

#### **31 BIRMINGHAM MRC MODEL RAILWAY EXHIBITION**

**Hosts:** Birmingham Model Railway Club

**Location:** Arden Hall, Water Orton Road, Castle Bromwich B26 9PB

**Times:** 10am-4.30pm

**Prices:** Adults £4, children £2, family £10

**Website:** [www.clubbz.com/club/6954/birmingham\\_mrc\\_model\\_railway\\_club](http://www.clubbz.com/club/6954/birmingham_mrc_model_railway_club)

**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

#### **31 BRISTOL AND SOMERSET VINTAGE HORNBY TRAIN SHOW**

**Hosts:** Hornby Railway Collectors Association, Bristol and Somerset Group

**Location:** King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE

**Times:** 10am-4pm

**Prices:** Adults £3, accompanied children free

**Contact:** 01278 789031

**Features:** Vintage layouts, trade support, refreshments, parking and disabled access.

#### **31 CHILTERN HILLS CLASSIC MODEL TRAIN SHOW**

**Hosts:** Chiltern Hills Vintage Train Group

**Location:** St John's Methodist Church Hall, Woodside Road, Amersham, Buckinghamshire HP6 6AJ

**Times:** 10.30am-5pm

**Prices:** Adults £4, children £2, family (2+2) £10

**Contact:** 01895 672251

**Features:** 12 vintage layouts and displays, trade support and refreshments.

#### **31 DIDCOT-RAIL**

**Hosts:** Abingdon and District Model Railway Club

**Location:** Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN

**Times:** 10am-5pm

**Prices:** Adults £5, accompanied children free

**Contact:** 01235 523524

**Features:** Layouts, trade support, refreshments, parking and disabled access.

#### **31 EXPO NARROW GAUGE 2015**

**Hosts:** Greenwich and District Narrow Gauge Railway Society

**Location:** White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent BR8 7BT

**Times:** 10am-5pm

**Prices:** Adults £8, society members £7, accompanied children £1

**Website:** [www.expong.org](http://www.expong.org)

**Features:** Layouts, trade support, demonstrations and societies.

#### **31 FELIXSTOWE AREA N GAUGE GROUP OPEN DAY**

**Hosts:** Felixstowe Area N Gauge Group

**Location:** Welcome Hall, High Road, Trimley St. Mary, IP11 0NT

**Times:** 11am-4pm  
**Prices:** Free  
**Website:** [www.felixstowengauge.org.uk](http://www.felixstowengauge.org.uk)  
**Contact:** 01394 277211  
**Features:** Layouts, trade support and refreshments.

## 31 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

**Hosts:** Hillingdon Railway Modellers  
**Location:** Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF  
**Times:** 10am-4pm  
**Prices:** Adults £4  
**Website:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)  
**Contact:** 020 8368 4090  
**Features:** Two large club test tracks in 'O' and 'OO' available, DC and DCC, club sales and refreshments.

## 31 NOTTINGHAM WOODTHORPE MODEL RAILWAY CLUB SHOW

**Hosts:** Nottingham Woodthorpe Model Railway Club  
**Location:** Sherwood Community Centre, Mansfield Road, Sherwood, Nottingham NG5 3FN  
**Times:** 10am-5pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £12  
**Website:** [www.woodthorpe model railway club.co.uk](http://www.woodthorpe model railway club.co.uk)  
**Features:** Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 31 SEAFORD MODEL RAILWAY SHOW

**Hosts:** Newhaven and District Model Railway Club  
**Location:** Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE  
**Times:** 10am-5pm  
**Prices:** Adults £4, concessions £3.50, children £1  
**Website:** [www.newhavenmdrc.com](http://www.newhavenmdrc.com)  
**Contact:** 07775 772246  
**Features:** Layouts, trade support, refreshments and parking.

## 31/1 ALSAGER MODEL RAILWAY EXHIBITION

**Hosts:** Alsager Railway Association  
**Location:** Civic Centre, Alsager ST7 2AE  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £2, family (2+2) £12  
**Website:** [www.alsagerrailwayassociation.co.uk](http://www.alsagerrailwayassociation.co.uk)  
**Contact:** 07747 087050  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

## 31/1 BODMIN MODEL RAILWAY EXHIBITION

**Hosts:** Bodmin and District Model Railway Club  
**Location:** Bodmin Community College, Lostwithiel Road, Bodmin, Cornwall PL31 1DD  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, children £2, family (2+2) £10  
**Contact:** 07775 542174  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 31/1 GRAVESEND MODEL RAILWAY SHOW

**Hosts:** Gravesend Railway Enthusiasts Society  
**Location:** St Joseph's Convent School, Old Road East, Gravesend, Kent DA12 1NR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £3, children £1, family (2+2) £6  
**Website:** [www.gres.org.uk](http://www.gres.org.uk)  
**Contact:** 07821 254232  
**Features:** Layouts, trade support, refreshments and disabled access. Free hourly minibus link between venue and Gravesend railway station.

## 31/1 LEEDS MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Leeds Model Railway Society  
**Location:** The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, children free  
**Website:** [www.leedsmrs.org](http://www.leedsmrs.org)  
**Contact:** 0113 278 8387  
**Features:** Layouts, trade support and refreshments.

## 31/1 NEW CROSS (LONDON) MODEL RAILWAY EXHIBITION

**Hosts:** The London Theatre  
**Location:** Hatcham St James School, St James Road, New Cross, London SE14 6AD  
**Times:** Sat 10am-4pm, Sun 11am-4pm  
**Prices:** Adults £6 (£4.95), concessions £5 (£3.95), children £5 (£3.95), family £15 (£12) - advance ticket prices in brackets  
**Website:** [www.modelrailwayexhibition.com](http://www.modelrailwayexhibition.com)  
**Contact:** 0208 694 1888  
**Features:** 20 layouts, trade support, demos, societies, test track, refreshments and disabled access.

## 31/1 WEYMOUTH MODEL RAILWAY SHOW

**Hosts:** Weymouth Model Railway Association  
**Location:** Wey Valley School, Dorchester Road, Weymouth DT3 5AJ  
**Times:** Sat 10.30am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £6, accompanied children £2, family (2+2) £14  
**Contact:** 01305 778869  
**Features:** 30 layouts, trade support, demonstrations, live steam, refreshments, parking and disabled access.

## 31/1 WIMBLEDON MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Wimbledon Model Railway Club  
**Location:** Carshalton Boys Sports College, Wigmore Road, Carshalton, Surrey SM5 1QS  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £5, children £2, family (2+2) £12  
**Website:** [www.wimbledonmrc.org](http://www.wimbledonmrc.org)  
**Contact:** 020 8949 1370  
**Features:** 15 layouts, trade support, demonstrations, refreshments and parking.

## 31/1 WIRRAL 2015 MODEL RAILWAY EXHIBITION

**Hosts:** Merseyside Model Railway Society  
**Location:** Mosslands School, Mosslands Drive, Wallasey, Wirral CH45 8PJ  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £5, children £2  
**Website:** [www.merseysidemrs.co.uk](http://www.merseysidemrs.co.uk)  
**Contact:** 07712 140422  
**Features:** 16 layouts, trade support, demonstrations, refreshments, parking, free vintage bus rides and disabled access.

# NOVEMBER

## 1 BERKSHIRE 'O' GAUGE SHOW

**Hosts:** Hurley 'O' Gauge Model Railway Club  
**Location:** Newbold Church, Popeswood Road, Binfield, Bracknell, Berkshire RG42 4AN  
**Times:** 10am-4.30pm  
**Prices:** Adults £6, children £1, family (2+2) £12  
**Website:** [www.hurleymodelrailclub/show.html](http://www.hurleymodelrailclub/show.html)  
**Contact:** 07753 525202  
**Features:** Layouts, trade support, test tracks, refreshments and parking. Free shuttle operating between venue and Bracknell/Maidenhead railway stations.

## 1 BURTON MODEL RAILEX

**Hosts:** Burton Rail Society  
**Location:** National Brewery Centre, Horninglow Street, Burton upon Trent DE14 1NG  
**Times:** 10am-4pm  
**Prices:** Adults £4, accompanied children £1, family £9  
**Website:** [www.burtonrailwaysociety.co.uk](http://www.burtonrailwaysociety.co.uk)  
**Contact:** 07425 140292  
**Features:** 15 layouts, trade support, refreshments, parking and disabled access.

## 7 WEST SUSSEX 'N' GAUGE MODEL RAILWAY SHOW

**Hosts:** West Sussex Area Group of the N Gauge Society  
**Location:** Lancing Parish Halls, South Street, Lancing, West Sussex BN15 8AJ  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family (2+2) £10  
**Website:** [www.wsng.co.uk](http://www.wsng.co.uk)  
**Contact:** 01403 266689  
**Features:** 12 layouts, trade support, refreshments, parking and disabled access.

## 7 BRAUNSTONE MODEL RAILWAY EXHIBITION

**Hosts:** St Peter's Church  
**Location:** St Peter's Church, Woodshawe Rise, Leicester LE3 1RH  
**Times:** 11am-4pm  
**Prices:** Adults £2.50, concessions £2, accompanied children free  
**Website:** [www.stpetersbraunstone.org.uk](http://www.stpetersbraunstone.org.uk)  
**Contact:** 0116 283 0101  
**Features:** 10 layouts, trade support, refreshments, parking and disabled access.

## 7 ROMFORD MODEL RAILWAY EXHIBITION

**Hosts:** Romford Model Railway Society  
**Location:** Marshalls Park School, Pettits Lane, Romford, Essex RM1 4EH  
**Times:** 10am-5pm  
**Prices:** Adults £5, concessions £4, children £4, family (2+2) £14  
**Contact:** 07946 615381  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

## 7 THEYDON BOIS MODEL RAILWAY EXHIBITION

**Hosts:** Epping Railway Circle  
**Location:** Village Hall, Theydon Bois, Essex CM16 7ER  
**Times:** 10am-5pm  
**Prices:** Adults £4, children £3  
**Website:** [www.eppingrailwaycircle.com](http://www.eppingrailwaycircle.com)  
**Contact:** 020 8508 1764  
**Features:** 10 layouts, trade support, parking and disabled access.

## 7 TRAIN COLLECTORS SOCIETY AUTUMN MEETING

**Hosts:** Train Collectors Society  
**Location:** Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD  
**Times:** 10am-4.30pm  
**Prices:** Admission £3  
**Website:** [www.traincollectors.co.uk](http://www.traincollectors.co.uk)  
**Contact:** 0116 233 4843  
**Features:** 10 vintage and collectable layouts, displays, trade support and refreshments.

## 7 WESTBURY MODEL RAILWAY SHOW

**Hosts:** West Wiltshire Gauge O Group  
**Location:** Paragon Hall, High Street, Westbury, Wiltshire BA13 3HA  
**Times:** 10am-4.30pm  
**Prices:** Adults £4.50, concessions £3.50, members £3.50, children £2, family (2+2) £10  
**Contact:** 01380 831147  
**Features:** Layouts, trade support, demonstrations, refreshments and disabled access.

## 7 WEST SUSSEX 'N' GAUGE MODEL RAILWAY SHOW

**Hosts:** West Sussex Area Group of the N Gauge Society  
**Location:** Lancing Parish Halls, South Street, Lancing, West Sussex BN15 8AJ  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family (2+2) £10  
**Website:** [www.wsng.co.uk](http://www.wsng.co.uk)  
**Contact:** 01903 743888  
**Features:** 12 layouts, trade support, refreshments, parking and disabled access.

## 7 WYCRAIL 2015

**Hosts:** High Wycombe and District Model Railway Society  
**Location:** Cressex Community School, Cressex Road, High Wycombe, HP12 4UD  
**Times:** 10am-5pm  
**Prices:** Adults £6, children £4, family (2+2) £13  
**Website:** [www.hwdmrs.org.uk](http://www.hwdmrs.org.uk)  
**Features:** More than 20 layouts, trade support, refreshments, parking and free bus service between venue and High Wycombe railway station.

## 7/8 BARNSLEY MODEL RAILWAY EXHIBITION

**Hosts:** Barnsley Model Railway Club  
**Location:** Hoyland Leisure Centre, West Street, Hoyland, Barnsley, South Yorkshire  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £4, concessions £3  
**Website:** [www.barnsleymrc.org.uk](http://www.barnsleymrc.org.uk)  
**Contacts:** 07774 806487  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 7/8 HAYLING SEASIDE RAILWAY MODEL RAILWAY SHOW

**Hosts:** The Hayling Seaside Railway  
**Location:** Hayling Island Community Centre, Station Road, Hayling Island PO11 0HB  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** TBA  
**Website:** [www.facebook.com/haylingrailway](http://www.facebook.com/haylingrailway)  
**Features:** Layouts, trade support, societies and refreshments. Vintage bus shuttle between venue and Hayling Seaside Railway.

# Planning an exhibition?

• Hornby Magazine's Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact Hornby Magazine by calling 01780 755131 or e-mail: [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com). Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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[www.spaldingmodelrailwayclub.org.uk](http://www.spaldingmodelrailwayclub.org.uk)

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 43 NBL Warship	<a href="http://ehattons.com/c43">ehattons.com/c43</a>	£118.96	Mar 2013							
Hawksworth Autocoaches	<a href="http://ehattons.com/hac">ehattons.com/hac</a>	£58.61	Mar 2013							
Wickham trolley car	<a href="http://ehattons.com/wtc">ehattons.com/wtc</a>	£67.96	Mar 2013							
Class 90 Electric	<a href="http://ehattons.com/c90">ehattons.com/c90</a>	£119.00 (EST)	Jul 2014							
LNWR Webb coal tank	<a href="http://ehattons.com/wct">ehattons.com/wct</a>	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	<a href="http://ehattons.com/c73">ehattons.com/c73</a>	£105.00	March 2012							
Class 68	<a href="http://ehattons.com/c68">ehattons.com/c68</a>	TBC	April 2014							

GWR Railcar, Class B4, IDA flat, Turbot - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	<a href="http://ehattons.com/j94">ehattons.com/j94</a>	£82.00	Aug 2014							
14xx	<a href="http://ehattons.com/14xx">ehattons.com/14xx</a>	£99.00	Sep 2014	Feb 2015						
Hatton's King	<a href="http://ehattons.com/king">ehattons.com/king</a>	£169.00-£179.00	Aug 2014	Nov 2014						

Class 4700, Class 1366 - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 9f Crosti-boiler	<a href="http://ehattons.com/9fcb">ehattons.com/9fcb</a>	£111.20	Dec 2013							
Class S15	<a href="http://ehattons.com/s15">ehattons.com/s15</a>	£124.99	Dec 2014							
D16	<a href="http://ehattons.com/d16">ehattons.com/d16</a>	£101.90	Dec 2013							
King	<a href="http://ehattons.com/horking">ehattons.com/horking</a>	£148.14-£179.99	Dec 2014							
Hornby Adams Radial	<a href="http://ehattons.com/horar">ehattons.com/horar</a>	£111.10	Dec 2014							
Class J50	<a href="http://ehattons.com/j50">ehattons.com/j50</a>	£74.06	Dec 2014							
Class 71	<a href="http://ehattons.com/c71">ehattons.com/c71</a>	£127.50	Nov 2014							
Merchant Navy	<a href="http://ehattons.com/mn">ehattons.com/mn</a>	TBC	Mar 2015							

Collet coaches, SR Maunsell coaches - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	<a href="http://ehattons.com/oxcw">ehattons.com/oxcw</a>	£9.00	Jan 2015							
Adam's Radial	<a href="http://ehattons.com/ar">ehattons.com/ar</a>	£88.00	Jan 2015							
Hatton's ICI hopper	<a href="http://ehattons.com/ici">ehattons.com/ici</a>	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

**[www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)**

Information correct at the time of going to press. All information subject to change



## Branchline 2015 New Items

### Class J72 0-6-0T Pre-order for £75.00



31-060 8680 in LNER lined green  
31-061 69001 in BR black with early emblem  
31-062 69028 in BR black with late crest

### Class 6P Royal Scot 4-6-0 Pre-order for £135.00



31-285 6130 'The West Yorkshire Regiment' in LMS crimson  
31-286 46163 'Civil Service Rifleman' in BR black  
31-287 46151 'The Royal Horse Guardsman' BR green

### Class V2 2-6-2 Pre-order for £135.00



31-566 3645 in LNER black  
31-567 60881 in BR green with late crest

### Class J39 0-6-0 Pre-order for £80.00



31-866 1803 in LNER Black  
31-867 64792 in BR black with early emblem

### Class K3 2-6-0 Pre-order for £95.00



32-279A 1304 in LNER lined black  
32-281 61862 in BR lined black with early emblem

### Class 94xx 0-6-0 Pre-order for £85.00



35-025 9402 in GWR Green  
35-026 9487 in BR black with early emblem  
35-027 9479 in BR black with late emblem



### LNWR 0-6-2T Webb Coal Tank Pre-order for £102.00



35-050 LNWR plain black livery

35-051 LMS black livery

35-052 BR black early emblem

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H1409 14xx 1470 in BR lined black early emblem  
H1410 58xx 5819 in BR unlined black early emblem  
H1413 14xx 1444 in BR lined green early emblem  
H1414 14xx 1450 BR lined green late crest  
H1416 14xx 1409 BR unlined green late crest

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IJ9409 7 in NCB Littleton Colliery lined blue

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HK05 6018 "King Henry VI" in GWR lined green

HK06 6025 "King Henry III" in BR ultramarine blue

HK07 6027 "King Richard I" in BR/GWR lined green

HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest

HK10 6009 "King Charles II" in BR lined green with early crest

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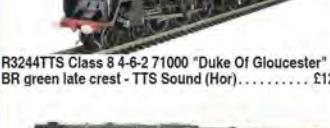
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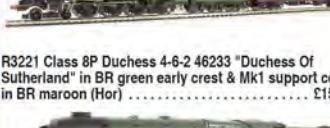
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2500 Class 05 Hunslet shunter D2574 in BR green (Hel) £100



2501 Class 05 Hunslet shunter D2578 in BR green wasp stripes (preserved) (Hel) £100



2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) £100



2520 Class 05 Hunslet shunter D2592 in BR green wasp stripes (Hel) £100



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1405^ Class 14 'Teddy Bear' (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN... £75

1600 Class 16 North British diesel D8400 BR green roof, Ltd Ed of 750 pcs (Hel) (list £134.95) BARGAIN... £72  
1601 Class 16 North British diesel D8401 BR green small yellow warning panels, Ltd Ed of 750 (general release). (Hel) (list £134.95) BARGAIN... £72

1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels, Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN... £72

1605 Class 16 North British diesel D8405 BR green small yellow warning panels, Weathered, Ltd Ed of 750 (general release) (Hel) (list £144.95) BARGAIN... £72  
1603 Class 16 North British diesel D8407 BR green with full yellow ends, Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN... £72  
1604 Class 16 North British diesel D8409 BR green grey roof, Gloss finish, Ltd Ed of 750 (general release) (Hel) (list £134.95) BARGAIN... £72

32-038DS Class 20 20124 in BR blue with indicator discs - Weathered, DCC Sound (Bac) ..... £195.46



32-034A Class 20 20141 in BR green full yellow ends - weathered (Bac) ..... £97.71



32-045 Class 20 diesel 20118 "Saltburn-by-the-Sea" in BR Railfreight red stripe (Bac) ..... £93.46

MM230 Class 201 no 230 'River Bandon' IE original Enterprise (Mur) (list £129)

4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels 8 disc headcode box (Dap) ..... £103

4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green, Small yellow panels and disc headcode box (Dap) ..... £103

4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green, Amended yellow panels and disc headcode box (Dap) ..... £103

D1000h Class 22 B-B Diesel Hydraulic D6328 (font A) BR blue full yellow ends (Dap) ..... £104



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN... £69

2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN... £69

2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) (list £129.95) BARGAIN... £69



2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £139.95) BARGAIN... £69



2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) BARGAIN... £72

32-532 Class 55 55007 "PINZA" in BR blue Finsbury Park white cab windows - weathered" (Bac) NEW ..... £113.01

R3366 Network Rail Measurement Train Drive Units (Hor) NEW ..... £189.99

R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) (list £189.99) BARGAIN. £119

Gra = Graham Farish, Hel = Heljan, Hor = Hornby, Jav = Javis, Len = Lenz, Oxf = Oxford Diecast, Pec = Peco, Poc = Pocketbond, Vi = Vi Trains, Woo = Woodland

2302^ Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN... £79  
32-431DC Class 24 24077 in BR blue indicator discs, DCC Fitted (Bac) (list £101.96)  
2663 Class 260 diesel D5317 in BR green small yellow panels (Hel) ..... £95  
2608 Class 261 diesel D5337 in BR green small yellow panels (Hel) ..... £87

2800^ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) BARGAIN... £80  
2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) BARGAIN... £89  
2810^ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) BARGAIN... £89

R3291XS Class 56 56094 in Colas Rail - Sound fitted (Hor) £229.90  
32-763 Class 57/3 57309 'Pride of Crewe' in DRS Compass blue (Bac) NEW ..... £106.21

32-762DS Class 57/3 57312 'The Hood' Virgin - weathered (Bac) NEW ..... £203.96  
5827 Class 58 58016 EW&S Livery. (Hel) ..... £125  
5824 Class 58 58030 in EW Livery (Hel) ..... £125

R3262 Class 31 31452 in DCR green (Hor) ..... £150.40  
3434 Class 330 diesel 33033 Railfreight Construction Sector triple grey (Hel) ..... £95  
3414 Class 330 diesel D6570 BR green full yellow ends and BR coat roundels (Hel) ..... £95  
3519 Class 35 Hymek D7004 in BR blue small yellow warning panels (Hel) ..... £94

32-786 Class 37/0 37174 in EWS domino headcode - weathered (Bac) ..... £106.21  
32-784 Class 37/0 37242 Mainline blue centre headcodes - weathered (Bac) ..... £106.21

32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch - weathered. DCC Sound (Bac) ..... £203.96

4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70  
MM222 Class 201 diesel 22 in Intercity green and silver (Mur) (list £139) BARGAIN... £112

31-588 Class 70 Power-Bal diesel 70005 Freightliner - weathered (Bac) (list £127.46)  
4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN... £75

R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99) BARGAIN... £112  
R3272 Class 67 67006 Royal Sovereign (Hor) (list £139.99) BARGAIN... £110  
R3349 Class 67 67024 in EWS (Hor) ..... £129.62  
31-588 Class 70 Power-Bal diesel 70005 Freightliner - weathered (Bac) (list £127.46)  
4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN... £75

32-788 Class 43 North British (NBL) Warship 842 'Royal Oak' in BR blue. New livery (Bac) ..... £118.96

4005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) BARGAIN... £70  
R3354 Sentinel 0-4-0 Barbelot in lined maroon (Hor) NEW ..... £51.84

32-065 Class 43 North British (NBL) Warship D695 'Zealous' in BR maroon small yellow panel. New livery (Bac) £118.96  
31-650DC Class 47/0 D1677 Thor BR green full yellow ends. DCC On Board (Bac) ..... £106.21

32-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight Distribution (Bac) (list £114.95) BARGAIN... £72

32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) BARGAIN £72

R3353 Sentinel 4wDH in Balfour Beatty (Hor) NEW £51.84  
**Electric locos**

31-678 Class 85 (AL) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) BARGAIN... £86  
31-677 Class 85 (AL) Bo-Bo Electric 83036 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN... £79

R3350 Class 90 90029 in DB Schenker (Hor) NEW ..... £64.81  
R3347 Class 92 02019 'Wagner' in Railfreight/EWS (Hor) ..... £74.06

9002 Metropolitan Bo-Bo electric 1 in wartime grey (Hel) NEW ..... £107

9004 Metropolitan Bo-Bo electric 5 "John Hampden" in London Transport (as preserved at the London Transport museum) (Hel) NEW ..... £107

4D-003-008 Class 52 diesel loco D1023 "Western Fusilier" in BR maroon small yellow panels (Dap) ..... £109

32-532 Class 55 55007 "PINZA" in BR blue Finsbury Park white cab windows - weathered" (Bac) NEW ..... £113.01

R3366 Network Rail Measurement Train Drive Units (Hor) NEW ..... £189.99

R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) (list £189.99) BARGAIN. £119



32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "pristine") (Bac) ..... £93.46  
R3279 Class 55 Deltic diesel 55001 'St Paddy' in BR blue (Hor) ..... £49



R3291XS Class 56 56094 in Colas Rail - Sound fitted (Hor) £229.90



32-763 Class 57/3 57309 'Pride of Crewe' in DRS Compass blue (Bac) NEW ..... £106.21



32-762DS Class 57/3 57312 'The Hood' Virgin - weathered (Bac) NEW ..... £203.96



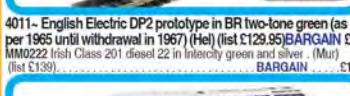
5827 Class 58 58016 EW&S Livery. (Hel) ..... £125  
5824 Class 58 58030 in EW Livery (Hel) ..... £125



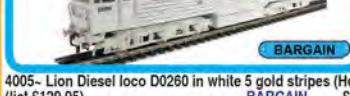
R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99) BARGAIN... £112  
R3272 Class 67 67006 Royal Sovereign (Hor) (list £139.99) BARGAIN... £110  
R3349 Class 67 67024 in EWS (Hor) ..... £129.62



31-588 Class 70 Power-Bal diesel 70005 Freightliner - weathered (Bac) (list £127.46)  
4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN... £75



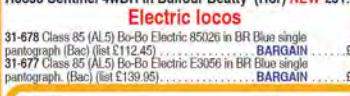
4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70  
MM222 Class 201 diesel 22 in Intercity green and silver (Mur) (list £139) BARGAIN... £112



31-588 Class 70 Power-Bal diesel 70005 Freightliner - weathered (Bac) (list £127.46)  
4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN... £75



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



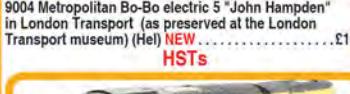
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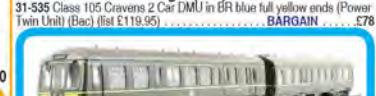
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71

**DMUs**

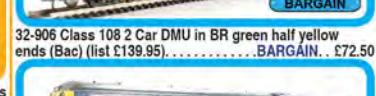
32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Norwich" (Bac) ..... £135.96  
32-286 Class 101 2 Car DMU in BR green small yellow warning panel - Shrewsbury/Aberystwyth (Bac) ..... £135.96



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) ..... £135.96  
31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN... £78



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) BARGAIN... £72.50



32-905^ Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN... £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) BARGAIN... £86  
8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) BARGAIN... £69



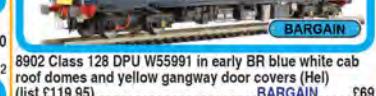
8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) BARGAIN... £69



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



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32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



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32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



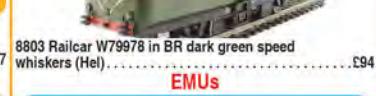
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



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32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) ..... £148.71



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN... £69  
32-928 Class 128/1 2-car DMU 150150 in BR Regional Railways Sprint

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R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) BARGAIN £96



31-030 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99  
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN £116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118  
R3185 Class 395 Javelin 4 car EMU 'Sir Chris Hoy' in Southeastern (Hor) £132



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74



R3161B Class 401 2-BIL 2 car EMU in SR green (Hor) (list £130.25) BARGAIN £69



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN £72  
31-269 Class 419 Motor Luggage Van (MLV) in BR 'Jaffa Cake' two-tone grey and orange (Bac) £89.21



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) BARGAIN £64



31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) (list £104.95) BARGAIN £64



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN £64  
31-268 Class 419 Motor Luggage Van (MLV) Network South East (revised) (Bac) £83.26

### Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56  
36-165A Plasser Track maintenance machine (motorised) (Bac) £83.71  
31-577 Windhoff MPV Multi-Purpose master and slave units in Railtrack (Bac) (list £148.95) BARGAIN £79

### Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) £7

### Train sets - analogue

R1174 Breakdown Haulier Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) BARGAIN £59  
R1151 Caledonian Belle trainset 0-4-0 steam loco in 4 wheel coach & open wagon (Hor) £49

R1176 Eurostar 2013 Train Set (Hor) £140



30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076) (Bac) £89.24  
30-160 Rural Commuter set Class 105 2 car DMU in BR green small yellow panels (Bac) £84.99  
30-089 The Western Wanderer Class 57xx Pannier 3650 in GWR substitution green and GWR Toad brake van & shunter truck in GWR gr (Bac) £84.96

### Train sets - DCC

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £120



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255

### Coaches

R4673 RailRoad GWR 4 Wheel Coach (Hor) £13.88  
R4672 RailRoad SR 4 Wheel Coach (Hor) £13.88  
R4635 Arriva Trains Wales Mk3 TSO second class (Hor) £26.40  
R4613 BR blue & grey MK2E TSO tourist second open (Hor) £23.10



R4644 BR chocolate and cream MK1 TSO tourist second open (Hor) (list £24.99) BARGAIN £19

R4620 BR crimson and cream Mk1 SO second open (Hor) (list £24.99) BARGAIN £19

R4649 BR Gresley Suburban Composite Coach, Maroon (Hor) £37.27

R4650 BR Gresley Suburban Third Class Brake Coach, Maroon (Hor) £37.27

R4675 BR Gresley Suburban Third Class Coach, Maroon (Hor) £37.27

R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) £37.27

R4621 BR Maroon Mk1 SO second open (Hor) (list £24.99) BARGAIN £19

R4621 BR Maroon Mk1 TSO tourist second open (Hor) (list £24.99) BARGAIN £19

39-225C BR Mk1 BCK Brake Composite Corridor Blue & Grey (Bac) £33.91

39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £33.96



39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac) (list £48.95) BARGAIN £26

39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24

39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £33.91

39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £33.96



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

39-274A Pack of 4 BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered - NXA E93736 (Bac) (list £159.80) BARGAIN £21

39-274A Single (Bac) (list £39.95) BARGAIN £21

39-466 BR Mk1 POS Post Office Sorting Van BR Blue & Grey (Nels) (Bac) £46.72

39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24



39-274A Pack of 4 BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered - NXA E93736 (Bac) (list £159.80) BARGAIN £21

39-466 BR Mk1 POS Post Office Sorting Van BR Blue & Grey (Nels) (Bac) £46.72

39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24



39-274A Pack of 4 BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered - NXA E93736 (Bac) (list £159.80) BARGAIN £21

39-466 BR Mk1 POS Post Office Sorting Van BR Blue & Grey (Nels) (Bac) £46.72

39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24



39-300C BR Mk1 SK Pullman Second Kitchen in Umber & Cream Car 335 (With Lighting) (Bac) (list £48.95) BARGAIN £26

39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) £28.01

39-500 BR Mk1 SLF Sleeper Car in maroon (Bac) £36.50

39-500 Pack of 4 (Bac) (list £171.80) BARGAIN £136  
39-502 BR Mk1 SLTP Sleeper Car in maroon (Bac) £33  
39-502 Pack of 4 (Bac) (list £155.80) BARGAIN £120  
39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) £33.11



39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £26



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18

39-363 BR Mk2 TSO Tourist Second Open Network South East (Bac) £33.96

NEW



R4618A BR Mk2E Standard Open Brake Coach (Hor) NEW £23.14

R4616A BR Mk2E Standard Open Coach (Hor) NEW £23.14

R4610A BR Mk2E Standard Open Coach, BR Blue & Grey, Working Lights (Hor) NEW £27.77

R4676 BR Mk3 InterCity Coach Pack x 3 (Hor) £32.58

R4658 BR Non-Corridor 57' Composite Coach (Hor) £37.27



R4678 BR Non-Corridor 57' Third Class Brake Coach (Hor) £37.27

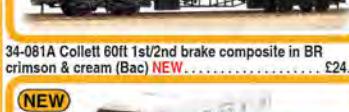
R4678A BR Non-Corridor 57' Third Class Brake Coach (Hor) £37.27

R4659 BR Non-Corridor 57' Third Class Coach (Hor) £37.27

R4651 BR Thompson Suburban (Lavatory) Composite Coach, Maroon (Hor) £37.27

39-481A Collett 60ft 1st/2nd brake composite in BR crimson & cream (Bac) NEW £24.61

NEW



R4655 DB Schenker DVT 92146 (Hor) NEW £39.81

R4654 East Coast Trains Mk4 1st Class Coach (Hor) £26.38

R4523 GRW Composite Coach - Railmed Range (Hor) £22.10

R4657 InterCity Mk2E FO first open (Hor) £23.10

R4618 InterCity Mk2E TSO tourist second open (Hor) £23.10

39-455 LMS 57' Porthole Corridor 1st in BR crimson & cream (Bac) £33.96

39-460 LMS 57' Porthole Corridor Brake 3rd BR Crimson & Cream (Bac) £33.96

39-470 LMS 60ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) £33.96



39-465 LMS 60ft Porthole Corridor Composite in BR crimson & cream (Bac) £33.96

39-475 LMS 60ft Porthole Open Vessel 1st BR crimson & cream (Bac) £33.96

R4656 LMS Non-Corridor 57' Composite Coach (Hor) £37.27

R4677A LMS Non-Corridor 57' Third Class Brake Coach (Hor) £37.27

R4657 LMS Non-Corridor 57' Third Class Coach (Hor) £37.27

R4352 Mk1 BSK Brake corridor second BR maroon. New tooling for 2013 (Hor) £17

R4351 Mk1 CK corridor composite BR maroon. New tooling for 2013 (Hor) £17

34-633 Mk1 Suburban 2nd brake in BR blue - weathered (Bac) £25.46

34-678 Mk1 Suburban 2nd open in BR blue - weathered (Bac) £25.46



34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91

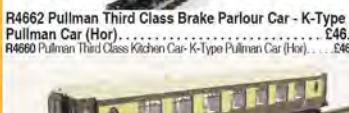
76PAN002 Plaxton Panorama Flights (Ox) £12

R4663 Pullman First Class Kitchen (Ox) £46.29

R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) £46.29

R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) £46.29

R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) £46.29



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) £46.29

MM701, MM702 & MM703 RPSI Mk2 coaches - FK, TSO & BSO - Pack of 3 (Mar) (list £39) BARGAIN £69

NEW



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) £46.29

MM701, MM702 & MM703 RPSI Mk2 coaches - FK, TSO & BSO - Pack of 3 (Mar) (list £39) BARGAIN £69

NEW

76IR2005 Scania Irizar PB White (Ox) NEW £16

### Wagons

R6705 BR Railfreight HAA MGR Red Frame Wagon (Hor) £22.21

R6682C LNER Extra Long CCT Van 1238' (Hor) £12.49

38-502 Megapack of 8 'Covhop' covered hopper in British Industrial Sand bauxite & black (Bac) (list £183.60) BARGAIN £126

38-502 Single (Bac) £18.28

38-502 Pack of 4 (Bac) (list £81.80) BARGAIN £66

37-479 1 plank wagon in BR bauxite (Late) (Bac) £8.46

38-034 100 tonne HHA bogie hopper wagon 'Aviation Fuel' (Bac) £35.66

38-034 100 tonne HHA bogie hopper wagon COLAS - weathered (Bac) £36.51

38-030B Pack of 4 (Bac) (list £23.80) BARGAIN £143

38-030B Pack of 4 (Bac) (list £15.80) BARGAIN £135.83

38-030B Single (Bac) £33.96

37-628 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac) (list £29.95) BARGAIN £174

37-628 Pack of 4 (Bac) (list £19.80) BARGAIN £74

37-628B Pack of 6 (Bac) (list £23.80) BARGAIN £143

38-030B Pack of 4 (Bac) (list £15.80) BARGAIN £135.83

38-030B Single (Bac) £33.96

38-325~ Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £59) BARGAIN £38

38-325~ Single (Bac) £14.50

38-325~ Megapack of 8 (Bac) (list £116) BARGAIN £74

37-654A 14 Ton Tank Wagon 'Rouku' (Bac) (list £15.95) BARGAIN £69

37-654A Pack of 4 (Bac) (list £33.80) BARGAIN £34

37-426C 16 Ton slope side mineral wagon pressed side door in MOT brown (Bac) (list £12.95) BARGAIN £7

37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71

37-570 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) £20.83

37-531 20 ton brake van in BR bauxite - weathered (Bac) £20.83

37-530 20 ton brake van in BR grey - weathered (Bac) £20.83

33-307 20 ton Toad brake van in BR bauxite (Bac) £11.86

37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71

37-570 21 Ton Grain Hopper BR Bauxite (Late) (Bac) £19.51

38-601 21 Ton Grain Hopper BH TOPS (Bac) £19.51

38-270A 22 Ton Prostic in Blue Circle Railfreight brown (Bac) £22

38-270A Pack of 4 (Bac) £80

37-750 22 Ton STV Tube Wagon BR Bauxite (TOPS) Weathered (Bac) £22.91

37-270 27 ton steel tippler wagon in BR bauxite (Bac) £11.01

38-145 29 ton VDA sliding door box in BR Civil Link - weathered (Bac) NEW £21.21

38-120B 35 Ton VAA box van with sliding door Railfreight red & grey - weathered (Bac) £20.36

38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £72

38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136

38-146 29 ton VDA sliding door box in BR Civil Link - weathered (Bac) NEW £21.21

38-120B 35 Ton VAA box van with sliding door Railfreight red & grey - weathered (Bac) £20.36

38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £72

38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136

38-126A Megapack of 8 35 Ton VBB box van with sliding door in BR bauxite - weathered (Bac) (list £199.60) BARGAIN £136

38-126A Single (Bac) (list £24.95) BARGAIN £20.36

38-126A Pack of 4 (Bac) (list £90.80) BARGAIN £72

37-578A 45 tonne TTA tank in ICI Methanol (Bac) £13.56

38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac) £13.56

## Prices valid until 11/11/15

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

37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac). £33.96



**BARGAIN**

37-162 Pack of 4 8 plank end door Wagon in "R. W. Hill & Son" (Bac) (list £59.80)	<b>BARGAIN</b>	£30
37-162 Single (Bac) (list £14.95)	<b>BARGAIN</b>	£8
37-163 8 plank end door wagon "William Harrison" (Bac) (list £14.95)	<b>BARGAIN</b>	£8
37-163 Pack of 4 (Bac) (list £59.80)	<b>BARGAIN</b>	£30
38-150A 80 tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £23.95)	<b>BARGAIN</b>	£15
38-150A Pack of 4 (Bac) (list £95.80)	<b>BARGAIN</b>	£58
38-150A Megapack of 8 (Bac) (list £191.60)	<b>BARGAIN</b>	£12



**BARGAIN**

38-151B^ Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £191.60)	<b>BARGAIN</b>	£106
38-151B^ Single (Bac) (list £23.95)	<b>BARGAIN</b>	£14
38-151B^ Pack of 4 (Bac) (list £95.80)	<b>BARGAIN</b>	£54



**BARGAIN**

38-351A Pack of 4 BAA steel carrier steel coils in Railfreight Metals (Bac) (list £103.80)	<b>BARGAIN</b>	£52
38-351A Single (Bac) (list £25.95)	<b>BARGAIN</b>	£14
R6712 BR Open Wagon Triple Pack (Hor)		£23.14



**BARGAIN**

38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60)	<b>BARGAIN</b>	£330
38-427 Single (Bac) (list £47.95)	<b>BARGAIN</b>	£46.71
38-427 Pack of 4 (Bac) (list £239.80)	<b>BARGAIN</b>	£172



**BARGAIN**

38-350A Pack of 4 BZA steel carrier steel coils in EWS (Bac) (list £103.80)	<b>BARGAIN</b>	£52
38-350A Single (Bac) (list £25.95)	<b>BARGAIN</b>	£14
37-960 Corflat wagon in BR bauxite A container in BR crimson (Bac)		£11.86



**BARGAIN**

37-952 Conflat wagon in BR bauxite BD container in Speedfreight (Bac)	<b>NEW</b>	£13.56
4F-044-001 Feab Container Twin Pack OO F-Liner (40707+40708) (Dap)		£31
4F-044-003 Feab Container Twin Pack OO F-Liner (40719+40720) (Dap)		£31
4F-016-001 Fyffles banana van in brown (Dap)		£8
4F-016-101 Fyffles banana van in yellow - weathered (Dap)		£9



**BARGAIN**

37-314 Pack of 4 Intermodal bogie Wagon 2 x 45ft containers in Safrmarine (Bac) (list £199.80)	<b>BARGAIN</b>	£108
37-314 Single (Bac) (list £49.95)	<b>BARGAIN</b>	£29
38-250A IP Twin double deck car transporter STVA red - weathered (Bac) (list £42.46)		



**BARGAIN**

38-200A Megapack of 8 JPA bogie cement hopper "VIG - Lafarge Cement" (Bac) (list £287.60)	<b>BARGAIN</b>	£166
38-200A Single (Bac) (list £35.95)	<b>BARGAIN</b>	£22
38-200A Pack of 4 (Bac) (list £143.80)	<b>BARGAIN</b>	£85
38-751 Long Wheel Wagon BR Bauxite (Early) (Bac)		£22.06
38-242^ MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27)	<b>BARGAIN</b>	£22
38-242^ Pack of 4 (Bac) (list £108)	<b>BARGAIN</b>	£78
38-242^ Megapack of 8 (Bac) (list £216)	<b>BARGAIN</b>	£162



**BARGAIN**

37-983 Pack of 2 Conflat wagons in BR bauxite (Bac)	<b>NEW</b>	£24.66
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95)	<b>BARGAIN</b>	£28



**BARGAIN**

37-162 Pack of 4 8 plank end door Wagon in "R. W. Hill & Son" (Bac) (list £59.80)	<b>BARGAIN</b>	£30
37-162 Single (Bac) (list £14.95)	<b>BARGAIN</b>	£8
37-163 8 plank end door wagon "William Harrison" (Bac) (list £14.95)	<b>BARGAIN</b>	£8
37-163 Pack of 4 (Bac) (list £59.80)	<b>BARGAIN</b>	£30
38-150A 80 tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £23.95)	<b>BARGAIN</b>	£15
38-150A Pack of 4 (Bac) (list £95.80)	<b>BARGAIN</b>	£58
38-150A Megapack of 8 (Bac) (list £191.60)	<b>BARGAIN</b>	£12



**BARGAIN**

38-151B^ Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £191.60)	<b>BARGAIN</b>	£106
38-151B^ Single (Bac) (list £23.95)	<b>BARGAIN</b>	£14
38-151B^ Pack of 4 (Bac) (list £95.80)	<b>BARGAIN</b>	£54



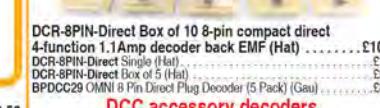
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R6712 BR Open Wagon Triple Pack (Hor)		£23.14



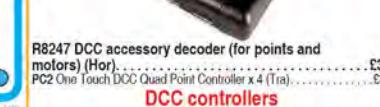
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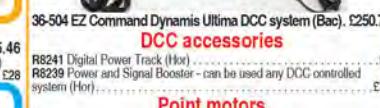
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37-314 Pack of 4 Intermodal bogie Wagon 2 x 45ft containers in Safrmarine (Bac) (list £199.80)	<b>BARGAIN</b>	£108
37-314 Single (Bac) (list £49.95)	<b>BARGAIN</b>	£29
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38-242^ MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27)	<b>BARGAIN</b>	£22
38-242^ Pack of 4 (Bac) (list £108)	<b>BARGAIN</b>	£78
38-242^ Megapack of 8 (Bac) (list £216)	<b>BARGAIN</b>	£162



**BARGAIN**

37-983 Pack of 2 Conflat wagons in BR bauxite (Bac)	<b>NEW</b>	£24.66
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95)	<b>BARGAIN</b>	£28



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37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95)	<b>BARGAIN</b> </td	



Est. 1946

## Track - Code 75 FineScale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £72

SL-102F Pack of 25 (Pec) £72



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

SL-100F Pack of 25 (Pec) £72

SL-100F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £72

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £72

SL-102F Pack of 25 (Pec) £72



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

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

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

## Track &amp; Points

R6000 1 single yard length of Semic-Flexible Track (Hor) £3.50

R6030 Pack of 24 (Hor) £79

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

R605 Circles of 8 (Hor) £15

R607 2nd radius double curve track (8 make a circle) (Hor) £2.25

R607 Circles of 8 (Hor) £18

R609 3rd radius double curve track (8 make a circle) (Hor) £3

R609 Circles of 8 (Hor) £22

ST-203S 4th radius Standard Curve Track (ST-235 x 8) (Pec) £16

R6262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Box of 24 Double Straight (Hor) £49

R601 Single (Hor) £2.25

R6074 Left hand curved point (Hor) £14.40

R6077 Left hand Express point (Hor) £16

R6072 Left hand Standard Point (Hor) £9

R603 Long Straight (Hor) £3.25

36-603 Long straight track nickel silver (same as R603) (Bac) £2.76

36-603 Box of 10 (Bac) (list £34) £24.80

BARGAIN

R6075 Right hand curved point (Hor) £14.40

R6078 Right hand Express point (Hor) £16

R6073 Right Hand Standard Point (Hor) £9

36-673 Right-Hand Standard Point (Bac) £7.52

R610 Short Straight (Hor) £1.50

R621 Single 970mm length of flexible track (Hor) £3

R621 Pack of 24 (Hor) £6.66

R600 Standard Straight (Hor) £1.40

R600 Box of 24 (Hor) £3.33

ST-100 Standard Track Set (Pec) £54

R8017 Track Pack C. Contains: 1 X R601, 1 X R8073, 1 X R636 and 8 X R605 (Hor) (list £36.50) £23

BARGAIN



R8076 Y Point (Hor) £12

## Track underlay

ST1474 24 of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24" (Woo) £7.40

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

SL-50 Roll of foam track underlay sleepers. Suitable for Setrack and Streamline 5m long (16' 4") Pec) £9

R638 Roll of track foam underlay Approx 4800mm (16ft) (Hor) £9

## Railway publications

36-2015 Bachmann 2015 Catalogue (Bac) £6.80

R6150 Hornby 2015 Catalogue (Hor) £7.50

## Buses

UK8020 ADL Enviro200 Dart London United (Nor) £45

29907 EFE 1010 coach 'Gremlin' (FFE) £21

23503 Alexander Alanteen - Great Yarmouth Corporation (FFE) £26.50

B114A Bristol Lodekka LD6G - Red & White (147) (Bac) £19.50

B114A Bristol Lodekka LD6G - Red & White (70) (Bac) £19.50

B113A Bristol Lodekka LD6G Open Platform, Long Radiator Wills & Dorset' (Circa 1956 - 1972) Route: Basingstoke, Andover - 76 (Bac) £21



1623 Bristol LS Coach 'Bristol Tramways' (FFE) £28

B2068 Bristol MW SD - United Counties (982 Fle) (Bac) £17

B2084 Bristol MWG - United Counties (IX London) (Bac) £17

25005 Bristol RELF Flat Front West Yorkshire N.B.C. (FFE) £26.50

20307 Bristol VR II 'Southdown Silver N.B.C.' (FFE) £26.50

18017 Daimler Fleetline Bournemouth Corporation (FFE) £28

22402FE Leyland Alexander British Airways (FFE) £28

25813 Leyland DMS 1 Door 'Wills & Dorset' (FFE) £28

B021A Leyland Leopard Double Decker Dominant II Midland Scottish (Circa 1978 - 1990) Route: 38 - Callander (Bac) £16

27214 Leyland TD1 Open Back - Reading Corporation (FFE) £26.50



OM46611B New Routemaster, London United, 10 King's Cross (Cor) £29.99

29510FE Plaxton Panorama 'Tillings National' (FFE) £26.50

26705 Plaxton Paramount 3500 - Stagecoach Caledonian Express (FFE) £26.50

36712FE Plaxton SLF Dart Norfolk Green (FFE) £26.50

## Opening hours

Store: 09:00 - 17:00 Mon - Sat  
10:00 - 16:00 Sun07:00 - 20:30 Mon-Fri  
07:00 - 18:00 Sat 09:00 - 17:00 Sun

Want it DCC fitted?

[www.ehattons.com/dccfitting](http://www.ehattons.com/dccfitting)

for more details



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135  
371-828 Class 47/0 diesel 47098 in BR blue (Gra) £101.96  
371-829B Class 47/0 diesel D1572 BR green small yellow panel (Gra) £101.96  
372-245 Class 47/7 diesel 47710 'Sir Walter Scott' in BR ScotRail (Gra) £101.96  
372-244 Class 47/7 diesel 47711 'Greyfriar Bobby' BR blue large logo (Gra) £101.96



372-246 Class 47/7 diesel 47715 'Haymarket' in BR Network South East (Gra) £101.96  
2D-003-005 Class 52 diesel loco D1072 'Western Glory' BR blue full yellow ends (Dap) £91



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



371-288 Class 55 diesel 'Deltic' D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46

371-285 Class 55 diesel 56007 'Pinza' in BR green (Gra) £93.46

2D-004-007 Class 56 diesel 50000 'Ladbroke' (Doncaster built) (Dap) £101

371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46

371-356 Class 60 diesel 60029 'Ben Nevis' Railfreight Motor sector (Gra) £93.46

371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21

2D-007-000 Class 66 diesel 66700 in MSC/GR/FF 'Sorrento' ship (Dap) £70

2D-007-022 Class 66 diesel 66504 in Freightliner powerhaul green, DCC Fitted (Dap) £95

371-395 Class 66 diesel 66731 'InterhubGB' in GBR (Gra) £89.21

371-836 Class 70 PowerHaul 70003 Freightliner (Gra) (list £119.95) BARGAIN £82.50



371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) (list £119.95) BARGAIN £82.50

Electric locos

ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems livery (Dap) (list £104.95) BARGAIN £67

ND099e Class 86 Bo-Bo Electric 86606 Freightliner triplex grey (Dap) (list £117.89) BARGAIN £69

ND147 Class 86 Twin pack Network Rail 86801 & 86802 (1x powered loco + 1x dummy loco) (Dap) (list £124.95) BARGAIN £69

371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT, GNER, (Gra) (list £114.40) BARGAIN £49

DMUs

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96  
2D-009-002 Class 121 single car DMU 'Bubble car' W55032 BR blue/grey (Dap) £90  
2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90



2D-009-000D Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (DCC Fitted) (Dap) £107



2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) £90



371-558 Class 158 2 Car DMU 158871 ScotRail (Gra) (list £144.95) BARGAIN £89

371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) BARGAIN £100

371-251 Class 251 Blue Pullman 6 car Midland set Nanking Blue (Gra) £229.46

371-741 Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends (Gra) (list £269.95) BARGAIN £171

EMUs

371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99

371-700 Class 350/1 Desiro 4-car EMU 350 111 Apollo in unbranded Silverlink (Gra) (list £169.95) BARGAIN £99



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) BARGAIN £99

371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99

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## Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/Millie 'Plug & Play') (Dap) £8  
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## Spares

2A-000-008 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5  
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50  
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32102 3"-4" Pine Trees With Snow - Pack of 9 (Bac) £7.50

## Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

ST-19 N Setrack No. 4 radius double curve (Pec) £2.50  
ST-17 N Setrack No.3 radius double curve (8 form a circle) £2.50

298.5mm/11.75" radius (Pec) £2

ST-3 No.1 radius single curve (Pec) £1.30

ST-15 No.2 radius double curve (Pec) £1.50

ST-5 Setrack left hand point insulfrog (Pec) £8.50

ST-5 Setrack right hand point insulfrog (Pec) £8.50

ST-1 Standard straight track (Pec) £1.30

ST-300 Starter Track Set (Pec) £4.44

379-450 Straight Track 174mm (Gra) £1

379-450 Pack of 12 (Gra) £1

## Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £64

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-396 Left hand medium point electrofrog (Pec) £9

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

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

## Track - Code 55 Finescale Streamline



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

SL-300F Single (Pec) £84

SL-399F 3-way finescale turnout (Pec) £26

SL-367F Finescale curved double radius left hand point electrofrog (Pec) £11

SL-386F Finescale curved double radius right hand point electrofrog (Pec) £11



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

ST-700 Setrack Bullhead straight 400mm (15.7") (Pec) £5.50

SL-E797BH Y Point bullhead rail &amp; electrofrog (Pec) £39

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

ST-700 Setrack Bullhead straight 400mm (15.7") (Pec) £5.50

SL-E797BH Y Point bullhead rail &amp; electrofrog (Pec) £39

Cars

43ASS002 Austin Seven RN Saloon Light Royal Blue (Oxf) £13

43JS005 Jaguar SS 2.5 Saloon Spruce green (Oxf) £16

43JAGV12003 Jaguar V12 E Type Coupe Regency Red (Oxf) £19

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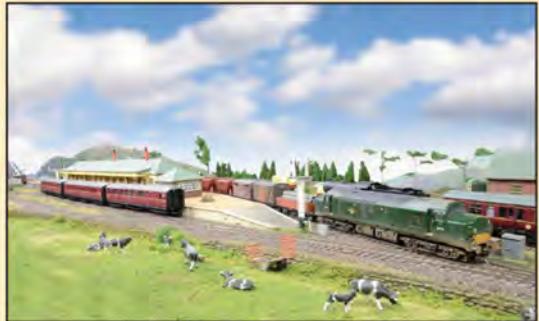
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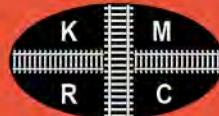


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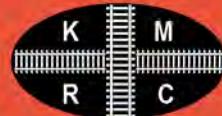


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32-817 Class 47 No. 47 845 "Royal London Society for the Blind"	...	£94.99
32-912A Class 108 3 Car DMU BR Blue, weathered	...	£152.95
32-928 Class 150 2 Car Sprinter DMU No. 150 150	...	£144.99
32-937 Class 150/2 2 Car Sprinter DMU No. 150 202 Centro	...	£127.95
32-938 Class 150/2 2 Car Sprinter DMU Northern Hall	...	£127.95

## BACHMANN OO ELECTRIC & MULTIPLE UNITS

31-030 Class 350/1 Deltiro 4 Car FML 350 111 "Apollo" Silver Link	...	£159.95
31-031 Class 350/1 Deltiro 4 Car FML 350 238 London Midland	...	£159.95
31-032 Class 350/1 Deltiro 4 Car FML 350 202 London Midland	...	£159.95
31-285 Class 419 Motor Luggage Van No. 56806 BR (SH) Green	...	£83.99
31-286 Class 419 Motor Luggage Van No. 56806 BR (SH) Blue & Grey	...	£83.99
31-287 Class 419 Motor Luggage Van No. 56809 BR Blue & Grey	...	£83.99
31-288 Class 419 Motor Luggage Van No. 56808 Jaffa Cakes	...	£83.99
31-375 Class 416 2E/2P LMS No. 5748 BR Blue	...	£72.95
31-677 Class 85 Type A5 No. 1 T-0356 BR Blue (Pre-1905)	...	£94.95
31-678 Class 85 No. 85 826 BR Blue	...	£94.95

## BACHMANN OO FITTED OO LOCOMOTIVES

30-048 Highland Tower Digital Sound Train Set	...	£259.99
31-070C 3200 F Class Steam 4-4-0 9003 GWR Green	...	£118.99
31-128G NIFR Class D112/2 Sean 62677 "Edith Ochiltree"	...	£92.99
31-167DC L/Y & H/Y Class 2 Steam 5709 BR Black E/E, weathered	...	£98.99
31-202DC Robinson Class J11 GWR 64325 BR Black L/C	...	£93.95
31-587DC Class 70 004 Freightliner Powerhauled	...	£131.99
31-628DC Class 3F 0-6-0 Steam Loco No. 36260, BR Black wthrd	...	£101.99
31-656DC Class 47 Diesel Loco No. 1677 "Thor" BR yellow ends	...	£104.99
31-923DC Class 4-4-0 Compound Steam 40934 BR Black E/E	...	£129.99
32-083DC Class 20 Diesel No. 20 124, BR Blue, weathered	...	£105.95
32-260DC WD Austerity 2-8-0 No. 90448, BR Black L/C	...	£126.99
32-480DC Class 40 4-4-0 9003 GWR Green	...	£208.99
32-762DS Class 573 Diesel 57 312 "The Hood" wthrd	...	£203.95

## BACHMANN OO WAGONS/VANS/TRUCKS

33-080X China Clay Wagon Triple Pack BR Bauxite, weathered	...	£92.99
33-957Y 20 Ton Brake Van No. 6954687 BR, weathered	...	£24.95
33-952 20 Ton Brake Van No. 1211 "Mauretania" BR Green	...	£204.95
34-0072 Class 501 SLF 1st Class Sleeper Car No. E2054 BR Blue & Grey	...	£133.99
34-0073 Class 501 SLF 2nd Class Sleeper Car No. E2055 BR Blue & Grey	...	£133.99
34-0074 Class 501 SLF 3rd Class Sleeper Car No. E2056 BR Blue & Grey	...	£133.99
34-0075 Class 501 SLF 1st Class Sleeper Car No. E2057 BR Blue & Grey	...	£133.99
34-0076 Class 501 SLF 2nd Class Sleeper Car No. E2058 BR Blue & Grey	...	£133.99
34-0077 Class 501 SLF 3rd Class Sleeper Car No. E2059 BR Blue & Grey	...	£133.99
34-0078 Class 501 SLF 1st Class Sleeper Car No. E2060 BR Blue & Grey	...	£133.99
34-0079 Class 501 SLF 2nd Class Sleeper Car No. E2061 BR Blue & Grey	...	£133.99
34-0080 Class 501 SLF 3rd Class Sleeper Car No. E2062 BR Blue & Grey	...	£133.99
34-0081 Class 501 SLF 1st Class Sleeper Car No. E2063 BR Blue & Grey	...	£133.99
34-0082 Class 501 SLF 2nd Class Sleeper Car No. E2064 BR Blue & Grey	...	£133.99
34-0083 Class 501 SLF 3rd Class Sleeper Car No. E2065 BR Blue & Grey	...	£133.99
34-0084 Class 501 SLF 1st Class Sleeper Car No. E2066 BR Blue & Grey	...	£133.99
34-0085 Class 501 SLF 2nd Class Sleeper Car No. E2067 BR Blue & Grey	...	£133.99
34-0086 Class 501 SLF 3rd Class Sleeper Car No. E2068 BR Blue & Grey	...	£133.99
34-0087 Class 501 SLF 1st Class Sleeper Car No. E2069 BR Blue & Grey	...	£133.99
34-0088 Class 501 SLF 2nd Class Sleeper Car No. E2070 BR Blue & Grey	...	£133.99
34-0089 Class 501 SLF 3rd Class Sleeper Car No. E2071 BR Blue & Grey	...	£133.99
34-0090 Class 501 SLF 1st Class Sleeper Car No. E2072 BR Blue & Grey	...	£133.99
34-0091 Class 501 SLF 2nd Class Sleeper Car No. E2073 BR Blue & Grey	...	£133.99
34-0092 Class 501 SLF 3rd Class Sleeper Car No. E2074 BR Blue & Grey	...	£133.99
34-0093 Class 501 SLF 1st Class Sleeper Car No. E2075 BR Blue & Grey	...	£133.99
34-0094 Class 501 SLF 2nd Class Sleeper Car No. E2076 BR Blue & Grey	...	£133.99
34-0095 Class 501 SLF 3rd Class Sleeper Car No. E2077 BR Blue & Grey	...	£133.99
34-0096 Class 501 SLF 1st Class Sleeper Car No. E2078 BR Blue & Grey	...	£133.99
34-0097 Class 501 SLF 2nd Class Sleeper Car No. E2079 BR Blue & Grey	...	£133.99
34-0098 Class 501 SLF 3rd Class Sleeper Car No. E2080 BR Blue & Grey	...	£133.99
34-0099 Class 501 SLF 1st Class Sleeper Car No. E2081 BR Blue & Grey	...	£133.99
34-0100 Class 501 SLF 2nd Class Sleeper Car No. E2082 BR Blue & Grey	...	£133.99
34-0101 Class 501 SLF 3rd Class Sleeper Car No. E2083 BR Blue & Grey	...	£133.99
34-0102 Class 501 SLF 1st Class Sleeper Car No. E2084 BR Blue & Grey	...	£133.99
34-0103 Class 501 SLF 2nd Class Sleeper Car No. E2085 BR Blue & Grey	...	£133.99
34-0104 Class 501 SLF 3rd Class Sleeper Car No. E2086 BR Blue & Grey	...	£133.99
34-0105 Class 501 SLF 1st Class Sleeper Car No. E2087 BR Blue & Grey	...	£133.99
34-0106 Class 501 SLF 2nd Class Sleeper Car No. E2088 BR Blue & Grey	...	£133.99
34-0107 Class 501 SLF 3rd Class Sleeper Car No. E2089 BR Blue & Grey	...	£133.99
34-0108 Class 501 SLF 1st Class Sleeper Car No. E2090 BR Blue & Grey	...	£133.99
34-0109 Class 501 SLF 2nd Class Sleeper Car No. E2091 BR Blue & Grey	...	£133.99
34-0110 Class 501 SLF 3rd Class Sleeper Car No. E2092 BR Blue & Grey	...	£133.99
34-0111 Class 501 SLF 1st Class Sleeper Car No. E2093 BR Blue & Grey	...	£133.99

R4631 MK3 1st Class Coach TF 41023 Intercity Executive.....	\$28.49	4P-010-012 57ft Stanier Corridor Brake 3rd No. M5530 BR.....	\$17.00	20-012-003 Class 22 Diesel D6319 BR Green, s/syellow panels.....	\$89.99	ND129E Class 3 Steam No. 60070 "Gladiator" BR Green E/C.....	\$111.95
R4631A MK3 1st Class Coach TF 41024 Intercity Executive.....	\$28.49	4P-010-013 57ft Stanier Non Corridor Composite M16615 BR.....	\$17.00	20-012-004 Class 22 Diesel D6313 BR Gm, small yellow panels.....	\$116.99	ND129F Class 3 Steam No. 60106 "Flying Fox" BR Green E/C.....	\$111.95
R4632 MK3 Standard Open TS Intercity Executive.....	\$28.49	4P-010-014 57ft Stanier Non Corridor Brake Coach M20540.....	\$16.00	20-012-004 Class 22 Diesel D6313 BR Gm, small yellow panels.....	\$116.99	ND129F Class 3 Steam No. 60106 "Flying Fox" BR Green E/C.....	\$111.95
R4632B MK3 Standard Open TS 41024 Intercity Executive.....	\$28.49	4P-010-015 57ft Stanier Non Corridor Composite Coach, LMS.....	\$16.00	20-012-004 Class 22 Diesel D6313 BR Gm, small yellow panels.....	\$116.99	ND129F Class 3 Steam No. 60106 "Flying Fox" as above, DCC Fitted.....	\$131.95
I4633 MK3 Standard Class Coach T1 No. 141063 BR Blue & Grey.....	\$28.50	4P-010-016 57ft Stanier Non Corridor Brake Coach M25270 LMS.....	\$16.00	20-012-005 Class 22 Diesel D6331 BR Green, small yellow panels.....	\$116.99	ND129G Class 3 Steam No. 2744 "Grand Parade" LNER Green.....	\$111.95
I4633 MK3 Standard Open TS Coach Amra Trains Wales.....	\$28.49	4P-010-017 57ft Stanier Composite Coach No. M125620 BR.....	\$16.00	20-012-006 Class 22 Diesel D6331 BR Green, DCC Fitted.....	\$135.99	ND129G Class 3 Steam No. 60094 "Colorado" BR Green E/C.....	\$114.99
I4633A MK3 Standard Open TS 1 No. 141241 BR Blue & Grey.....	\$28.50	4P-010-018 57ft Stanier Composite Coach No. M125620 BR.....	\$16.00	20-012-007 Class 22 Diesel D6331 BR Green, DCC Fitted.....	\$135.99	ND129H Class 3 No. 60094 "Colorado" BR Green E/C - DCC Fitted.....	\$131.95
I4633 MK3 Open Standard TS Coach Amra Trains Wales.....	\$28.49	4P-010-019 57ft Stanier Non-corridor Brake Suburban Coach Kit BR.....	\$12.00	20-012-008 Class 22 Diesel D6331 BR Green, DCC Fitted.....	\$135.99	ND129H Class 26 26 026 BR Blue-Snowploughs/headcode disks.....	\$91.99
I4633A MK3 Open Standard TS 15 Coach Amra Trains Wales.....	\$28.49	4P-010-020 57ft Stanier Non-corridor Composite Coach Kit M38707 BR.....	\$12.00	20-012-009 Class 22 Diesel D6316 BR - DCC Fitted.....	\$121.99	ND145F Class 26 26 026 BR Blue - DCC Ready.....	\$91.99
I4633B MK3 Standard TS Coach 1st Class Train.....	\$28.49	4P-010-021 57ft Stanier Corridor Brake Coach Kit M5650 MRR Marcon.....	\$12.00	20-012-010 Class 22 Diesel D6326 BR Gm, small yellow panels.....	\$116.99	ND145G Class 26 26 026 040 BR Blue - DCC Fitted.....	\$111.95
I4633A MK3 Standard Open TS Coach 1 No. 41067 Midland Mainline.....	\$28.49	4P-010-022 57ft Stanier Corridor Brake Coach Kit M5650 MRR Marcon.....	\$12.00	20-012-011 Class 22 Diesel D6327 BR Green, DCC Fitted.....	\$115.99	ND145J Class 26 No. 05307 BR Green - headcode disks.....	\$91.99
I4633B MK3 Standard Open TS Coach Midland Mainline.....	\$28.49	4P-010-023 57ft Stanier Corridor Brake Coach Kit M5650 MRR Marcon.....	\$12.00	20-012-012 Class 22 Diesel D6327 BR Green, DCC Fitted.....	\$115.99	ND145J Class 26 No. 05326 BR Green - headcode disks.....	\$91.99
I4640 Driving Van Trailer No. 82307 Arriva Train Wales.....	<b>NEW \$39.00</b>	370-100 110ft Depot Master Train Set.....	\$169.99	ND147 Class 26 Twin "Pack Network Hall".....	<b>\$69.99</b>		
I4641 MK1 T1 Coach No. 975814 - Network Hall.....	\$28.49	370-110 The Steel Worker Train Set.....	\$39.99	ND150A Class 27 Diesel No. 05356 BR Green.....	<b>\$9.99</b>		
I4642 MK1 BG Parcels Coach No. W80657 BR (WR).....	\$24.99	371-019 Class 08 Diesel Shunter 08 897, EWS, weathered.....	\$76.99	ND150A Class 27 Diesel No. 05360 BR Green - DCC Fitted.....	\$111.99		
I4642A MK1 BM BG Parcels Coach No. W81015 BR WR.....	<b>NEW \$34.00</b>	371-032 Class 20 Diesel 0603 20063 BR Blue indicator discs, whtd. 097 89.....	\$107.99	ND150D Class 27 Diesel No. 05363 BR Green, weathered.....	\$141.99		
I4643 MK1 Second Open Coach SO M4761 BR Maroon.....	\$24.99	371-034 Class 20 Diesel No. 1081 BR Green, weathered.....	\$97.99	ND150D Class 27 Diesel No. 05365 BR Green, weathered.....	\$141.99		
I4643A MK1 SO Second Open Coach No. M4473 BR.....	\$24.99	371-035 Class 20 Diesel 0626 0262 BR Red Stripe Railheight.....	\$99.99	ND150D Class 27 Diesel No. 05367 BR Blue.....	\$141.99		
I4644 MK1 Tourist Second Open Coach TSO BR (WR).....	\$24.99	371-110 Class 31 Diesel 5026 BR Green, full yellow ends.....	\$100.95	ND150D Class 27 Diesel No. 05368 BR Blue - DCC Fitted.....	\$135.99		
I4644A MK1 Tourist Second Open Coach No. W3873 BR.....	\$24.99	371-111 Class 31 Diesel 5056 BR Green, small yellow ends.....	\$100.95	ND150D Class 27 Diesel No. 05369 BR Green.....	\$100.99		
I4645 MK1 Parcel Coach E90822 BR "Express Parcels".....	<b>NEW \$24.00</b>	371-112 Class 31 Diesel 5101 BR Blue.....	\$100.95	ND150D Class 27 Diesel No. 05370 BR Blue - DCC Fitted.....	\$120.99		
I4647 MK1 Corridor 3rd Coach No. M2450 BR, weathered.....	\$24.99	371-165 Class 37 Diesel 34 37 407 "Loch Long" BR Blue.....	\$101.95	ND150D Class 27 Diesel No. 05371 BR Blue - DCC Fitted.....	\$104.95		
I4648 Creesley Suburban First Class Coach F18035 BR.....	\$24.95	371-166 Class 37 Diesel 407 406 "The Saffire Society" BR Blue.....	\$101.95	ND150D Class 27 Diesel No. 05372 BR Blue - DCC Fitted.....	\$104.95		
I4649 Creesley Suburban Composite Coach E88976 BR.....	\$24.95	371-167 Class 37 Diesel 53 314 "Trainlads Metals" BR Blue.....	\$101.95	ND150D Class 27 Diesel No. 05373 BR Blue - DCC Fitted.....	\$104.95		
I4652 Thompson Suburban 3rd Class Coach No. E82650F BR.....	\$24.95	371-168 Class 37 Diesel 507 506 Red Stripe.....	\$99.99	ND150D Class 27 Diesel No. 05374 BR Blue - DCC Fitted.....	\$104.95		
I4654 MK3 TGS Traler Guard Standard Coach No. 44049 FGW.....	\$28.49	371-285 Class 55 Deltic Loco No. 09007 "Pilot" BR Green.....	\$101.95	ND150D Class 27 Diesel No. 05375 BR Green, unpowered.....	\$104.95		
I4655 Driving Van Trailer No. 82146 DB Schenker.....	<b>NEW \$24.00</b>	371-286 55 Deltic Loco No. 09007 "The Kings Own Yorkshire Light Infantry" BR Blue.....	\$101.95	ND150D Class 27 Diesel No. 05376 BR Green.....	\$104.95		
I4656 Non-Corridor 57ft Composite Coach No. 16597 LMS.....	\$40.25	371-287 55 Deltic "Prince of Wales's Own Regiment Yorkshire" BR Blue.....	\$133.99	ND150D Class 27 Diesel No. 05377 BR Blue - DCC Fitted.....	\$135.99		
I4657 Non-Corridor 57ft Third Class Coach No. 11693 LMS.....	\$40.25	371-288 55 Deltic "The Royal Dragoon Guards" BR Blue.....	\$101.95	ND150D Class 27 Diesel No. 05378 BR Blue, weathered.....	\$135.99		
I4659 Non-Corridor 57ft 3rd Class Coach No. M117035 BR.....	\$40.25	371-385 Class 66 No. 66 546 Freightliner.....	\$101.95	ND150D Class 27 Diesel No. 05379 BR Blue, weathered.....	\$135.99		
I4668B MK4 Standard Class Coach 12425 East Coast.....	\$24.99	371-396 Class 66 No. 66 731 "Interumb" BR Blue.....	\$99.99	ND150D Class 27 Diesel No. 05380 BR Blue, weathered.....	\$135.99		
I4669C MK4 Standard Class Coach 12403 East Coast.....	\$24.99	371-454 Class 37 D6287 BR Green, Centr. Headcode, weathered.....	\$106.95	ND150D Class 27 Diesel No. 05381 BR Blue, weathered.....	\$135.99		
I4671 Railroad 1M 4 Wheel Coach.....	\$14.99	371-455 Class 37 313 37 133 BR CNL Engineers Dutch.....	\$101.95	ND150D Class 27 Diesel No. 05382 BR Blue, weathered.....	\$135.99		
I4672 Railroad 4F 4 Wheel Coach.....	\$14.99	371-456 Class 37 313 37 133 BR CNL Engineers Dutch.....	\$101.95	ND150D Class 27 Diesel No. 05383 BR Blue, weathered.....	\$135.99		
I4674 1M 4 Wheel Coach.....	\$14.99	371-457 Class 37 313 37 133 BR CNL Engineers Dutch.....	\$101.95	ND150D Class 27 Diesel No. 05384 BR Blue, weathered.....	\$135.99		
I4676 MK3 125ft 2nd Class Pack x 3 TGS/TB/SB/TB BR.....	<b>NEW \$99.00</b>	371-556 Class 152 Car Northern Hall.....	\$79.99	ND150D Class 27 Diesel No. 05385 BR Blue, weathered.....	\$135.99		
I4677 Non-Corridor 57ft 3rd Class Coach Brake No. 20724 MS.....	\$40.25	371-557 Class 152 Car Northern Hall.....	\$79.99	ND150D Class 27 Diesel No. 05386 BR Blue, weathered.....	\$135.99		
I4677A Non-Corridor 57ft 3rd Class Coach 20725 MS.....	\$40.25	371-600 Class 42 Warship Diesel No. D832 "Oinstaugh" BR.....	\$100.95	ND150D Class 27 Diesel No. 05387 BR Blue, weathered.....	\$135.99		
I4678 Non-Corridor 57ft 3rd Class Coach Brake M20769A BR.....	\$40.25	371-605 Class 42 Warship Diesel No. 810 "Cockade" BR whtd. 097 89.....	\$106.95	ND150D Class 27 Diesel No. 05388 BR Blue, weathered.....	\$135.99		
I4678A Non-Corridor 57ft 3rd Class Brake M20770M BR.....	\$40.25	371-631 Class 70 Diesel No. 70 006 Freightliner Powerhaul.....	\$102.99	ND150D Class 27 Diesel No. 05389 BR Blue, weathered.....	\$135.99		
<b>HORNEY OG WAGONS/VANS/TRUCKS</b>							
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<b>HELJAN OG DIESEL LOCOMOTIVES</b>							
16001 Class 16 No. D8400 BR Green with roof.....	\$114.99	370-300 15ft Train Pack.....	\$104.99	20-012-002 Gunpowder Van No. 299031 LMS Grey, weathered.....	\$9.00		
16011 Class 16 18401 BR Green wismal yellow warning panels.....	\$114.99	370-300 15ft Train Pack.....	\$104.99	20-012-003 Gunpowder Van No. 173 Blue Class Portland Cement.....	\$8.00		
16021 Class 16 18401 BR Green Stratford style warning panels.....	\$114.99	370-300 15ft Train Pack.....	\$104.99	20-012-010 Gunpowder Van No. M701569 RL Rautex, weathered.....	\$8.99		
16031 Class 16 18407 BR Green with full yellow ends.....	\$114.99	370-300 15ft Train Pack.....	\$104.99	20-012-013 Gunpowder Van No. D6315 BR Green, weathered.....	\$141.99		
16041 Class 16 18409 BR Green with gloss finish & grey roof.....	\$114.99	370-300 15ft Train Pack.....	\$104.99	20-012-014 Gunpowder Van No. D6316 BR Blue, weathered.....	\$141.99		
16051 Class 16 18405 BR Green with small yellow panels.....	\$123.99	370-300 15ft Train Pack.....	\$104.99	20-012-015 Gunpowder Van No. D6317 BR Blue, weathered.....	\$141.99		
16052 Class 16 18406 BR Green wismal yellow ends.....	\$123.99	370-300 15ft Train Pack.....	\$104.99	20-012-016 Gunpowder Van No. D6318 BR Blue, weathered.....	\$141.99		
16053 Class 16 18407 BR Green wismal yellow ends.....	\$123.99	370-300 15ft Train Pack.....	\$104.99	20-012-017 Gunpowder Van No. D6319 BR Blue, weathered.....	\$141.99		
<b>GRAHAM FARISH N STEAM LOCOMOTIVES</b>							
370-080 Countryside Coal Digital Train Set.....	\$149.99	20-013-001 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-001 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-081 Countryside Coal Digital Train Set.....	\$149.99	20-013-002 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-002 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-082 Countryside Coal Digital Train Set.....	\$149.99	20-013-003 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-003 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-083 Countryside Coal Digital Train Set.....	\$149.99	20-013-004 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-004 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-084 Countryside Coal Digital Train Set.....	\$149.99	20-013-005 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-005 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-085 Countryside Coal Digital Train Set.....	\$149.99	20-013-006 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-006 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-086 Countryside Coal Digital Train Set.....	\$149.99	20-013-007 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-007 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-087 Countryside Coal Digital Train Set.....	\$149.99	20-013-008 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-008 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-088 Countryside Coal Digital Train Set.....	\$149.99	20-013-009 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-009 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-089 Countryside Coal Digital Train Set.....	\$149.99	20-013-010 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-010 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-090 Countryside Coal Digital Train Set.....	\$149.99	20-013-011 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-011 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-091 Countryside Coal Digital Train Set.....	\$149.99	20-013-012 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-012 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-092 Countryside Coal Digital Train Set.....	\$149.99	20-013-013 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-013 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-093 Countryside Coal Digital Train Set.....	\$149.99	20-013-014 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-014 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-094 Countryside Coal Digital Train Set.....	\$149.99	20-013-015 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-015 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-095 Countryside Coal Digital Train Set.....	\$149.99	20-013-016 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-016 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-096 Countryside Coal Digital Train Set.....	\$149.99	20-013-017 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-017 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-097 Countryside Coal Digital Train Set.....	\$149.99	20-013-018 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-018 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-098 Countryside Coal Digital Train Set.....	\$149.99	20-013-019 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-019 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-099 Countryside Coal Digital Train Set.....	\$149.99	20-013-020 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-020 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-100 Countryside Coal Digital Train Set.....	\$149.99	20-013-021 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-021 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-101 Countryside Coal Digital Train Set.....	\$149.99	20-013-022 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-022 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-102 Countryside Coal Digital Train Set.....	\$149.99	20-013-023 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-023 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-103 Countryside Coal Digital Train Set.....	\$149.99	20-013-024 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-024 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
370-104 Countryside Coal Digital Train Set.....	\$149.99	20-013-025 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99	20-013-025 Class 4-6-0 7810 "Dreadnought" BR Blue.....	\$149.99		
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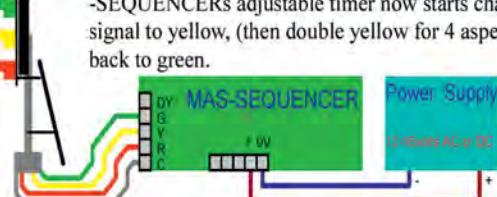
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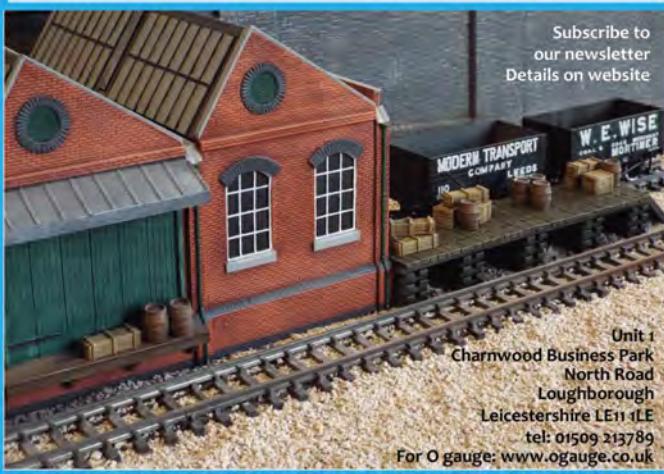
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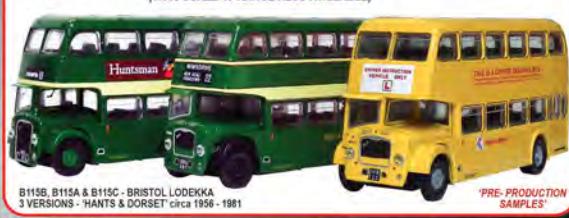


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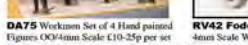


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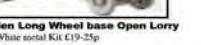
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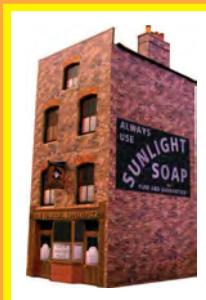


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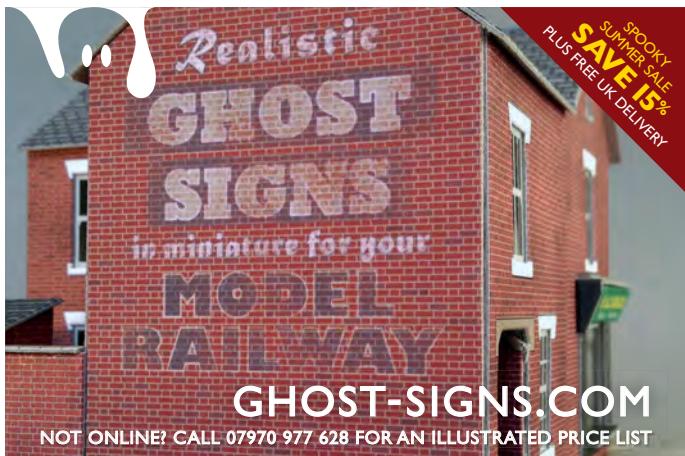
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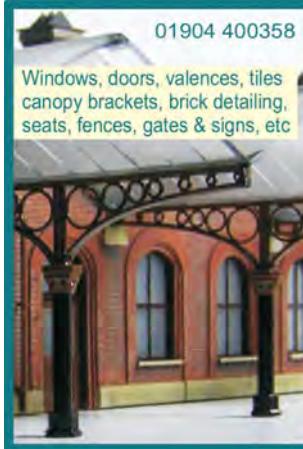
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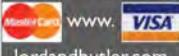
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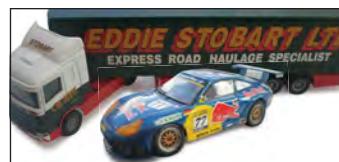
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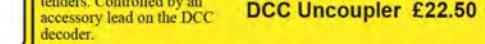
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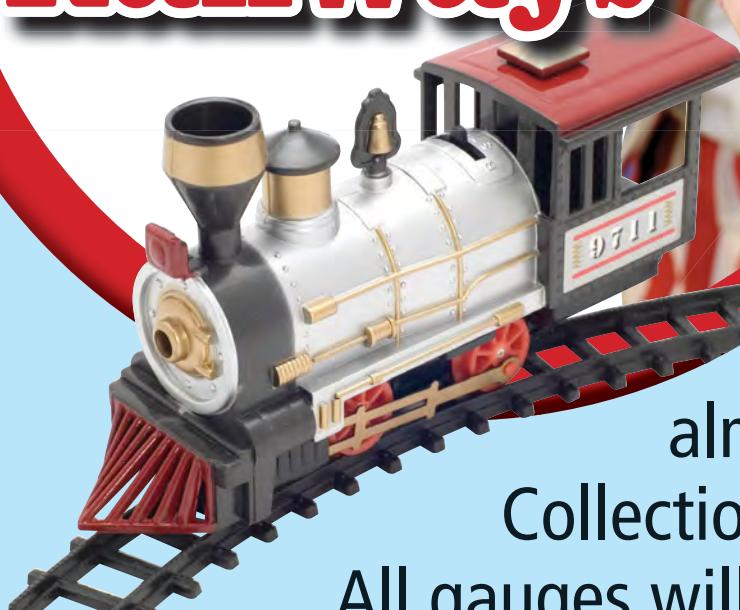


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## ADVERTISERS INDEX

<b>A C Models</b>	146	<b>Manchester Model Railway Society</b>	89
<b>Abbey Models</b>	134	<b>Mercian Models</b>	135
<b>ADM Turntables</b>	142	<b>Metcalfe Models &amp; Toys Ltd</b>	26/27
<b>Airbrush Company, The</b>	94	<b>Mike Pett</b>	144
<b>Along Classic Lines.com</b>	138	<b>Model Railway Baseboards</b>	142
<b>Alton Model Centre</b>	145	<b>Model Railway Solutions</b>	144
<b>Anoraks Anonymous</b>	152	<b>Model Railways Direct Ltd</b>	44/45
<b>Ashford Model Supply Centre</b>	145	<b>Model Scenery Supplies</b>	144
<b>Aspire Gifts &amp; Models</b>	146	<b>Model Tree Shop, The</b>	104
<b>Bachmann-Europe (W.Britain Ltd)</b>	156	<b>Monk Bar Model Shop</b>	142
<b>BLOCKsignalling</b>	146	<b>Morley Controllers</b>	135
<b>Bournemouth Model Railway Centre</b>	135	<b>Morris Models</b>	146
<b>Bure Valley Railway</b>	153	<b>Olivias Trains</b>	143
<b>C &amp; L Finescale Modelling Ltd</b>	142	<b>Osborn's Models</b>	146
<b>Cheltenham Model Centre</b>	141	<b>Oxford Diecast</b>	47
<b>Church Street Models</b>	145	<b>Parkwood Arts Ltd</b>	145
<b>Classic Lines</b>	146	<b>Peddie Models</b>	146
<b>County Rolling Stock</b>	138	<b>Pennine Models</b>	137
<b>Dapol Ltd</b>	155	<b>Peters Spares Model Railways Ltd</b>	139
<b>DCC Concepts Pty Ltd</b>	95/131	<b>Photoworld Model Railways</b>	146
<b>DCC Supplies</b>	130	<b>Pooleys Puffers</b>	144
<b>Durham Trains of Stanley</b>	146	<b>Publishing Works Ltd</b>	127
<b>East Kent Models</b>	139	<b>Radley Models</b>	151
<b>Ellis Clark Trains</b>	140	<b>Rail Exclusive</b>	6
<b>EMA Model Supplies</b>	139	<b>Rails of Sheffield</b>	86-88
<b>Express Models</b>	142	<b>Ron Lines</b>	150
<b>Flair Rail</b>	139	<b>Roxley Models</b>	130
<b>Fox Transfers Limited</b>	141	<b>S &amp; J Models</b>	129
<b>Freestone Model Accessories</b>	139	<b>Sawyer models</b>	140
<b>Gas Cupboard Models</b>	146	<b>Scale Model Scenery Ltd</b>	144
<b>Gaugemaster Controls Plc</b>	14/15	<b>Scale Scenes</b>	144
<b>Gee Dee Models</b>	146	<b>Skytrex Ltd</b>	136
<b>Ghost-Signs.com</b>	143	<b>South West Digital</b>	136
<b>Gilbow Holdings Ltd</b>	3	<b>Spalding Model Railway Exhibition</b>	116
<b>Golden Valley Hobbies</b>	146	<b>Special Auction Services</b>	104
<b>Grimy Times</b>	135	<b>Springside Models</b>	138
<b>Harburn Hobbies</b>	147	<b>Strawberry Line Miniature Railway</b>	144
<b>Hatton's Model Railways</b>	117-126	<b>Street Level Models</b>	143
<b>Heathcote Electronics</b>	134	<b>Superquick</b>	137
<b>Hereford Model Centre</b>	128	<b>Taunton Controls Ltd</b>	145
<b>High Wycombe &amp; District Model Rail Society</b>	134	<b>Ten Commandments</b>	144
<b>Hornby Hobbies</b>	2	<b>The Hobby Shop</b>	140
<b>John Ayrey Die-Casts Ltd</b>	136	<b>The Junction Box</b>	127
<b>John Dutfield</b>	149	<b>The Railway Conductor</b>	130
<b>Kernow Model Rail Centre</b>	132/133	<b>The Sports &amp; Model Shop</b>	143
<b>KR Multicase</b>	142	<b>Trains 4 U</b>	140
<b>Langley Models</b>	141	<b>Train-Tech</b>	143
<b>Lcut creative</b>	153	<b>UK Toy and Model Auctions Ltd</b>	134
<b>Locomotion</b>	48	<b>Vectis Auctions</b>	147
<b>London Transport Museum</b>	49	<b>Warwick &amp; Warwick</b>	115
		<b>Wickness Models</b>	153
		<b>Wicor Models</b>	143
		<b>York ModelMaking</b>	145
		<b>YouChoos</b>	139

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# NEXT ISSUE

## WATERMILL HALT

The chance to try out Digital Command Control created the opportunity to build a new layout for Peter Midwinter. The result is Watermill Halt – a delightful Forest of Dean backwater with plenty of operation and wonderful character.



### Great Eastern train **FORMATIONS**

The Great Eastern Section of the LNER and BR has gained popularity in recent months with the arrival of the 'J15' 0-6-0 and, most recently, the 'D16/3' 4-4-0. Next month Mark Chivers shows which locomotives operate on the Great Eastern and how to model the trains they hauled.



### **KEIPER COLLIERY**

Childhood memories of the County Durham coalfield fuelled John Cook's desire to recreate the 1950s North East in 4mm scale. Next month we find out more about this fascinating exhibition layout.



### **LOCH DHU** the beginnings

Drawing inspiration from Scottish brewery operations Nigel Burkin embarks on a brand new project for *Hornby Magazine* to develop a micro layout small enough to fit in any home, but with plenty of operational interest too. Next month he introduces this 'OO' gauge project.



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 2S-008-004D - A4 Mallard BR Dark Blue Early Crest 60022 DCC  
 2S-008-005 - A4 Mallard BR Green Early Crest 60022

2S-008-005D - A4 Mallard BR Green Early Crest 60022 DCC  
 2S-008-006 - A4 Woodcock BR Green Late Crest 60029  
 2S-008-006D - A4 Woodcock BR Green Late Crest 60029 DCC  
 2S-008-007 - A4 Seagull Brunswick Green Early Crest 60033  
 2S-008-007D - A4 Seagull Brunswick Green Early Crest 60033 DCC



2F-034-035 - 21T Hopper - NE 193265  
 2F-034-036 - 21T Hopper - NE 193265 Weathered

*All product release dates correct at time of going to press*

## 'OO' releases in October



4F-052-011 - 5 Plank 9Ft W/B - E H Watts & Co 69  
 4F-052-012 - 5 Plank 9Ft W/B - E H Watts & Co 69 Weathered



4F-038-102 - 20T Steel Mineral - West Midlands Joint Electric  
 4F-038-103 - 20T Steel Mineral - West Midlands Joint Electric Weathered

*Also released this month include;*

4D-006-000 - Class 73 Airtour Suisse 73102 Intercity  
 4D-006-001 - Class 73 73105 Large Blue Logo  
 4D-006-002 - Class 73 73124 BR Blue  
 4D-006-003 - Class 73 73135 BR Blue  
 4D-006-004 - Class 73 E6003 SR Green with Light Grey Lower Panels  
 4D-006-005 - Class 73 E6039 Early Blue with SYP and Double Arrow Logo  
 4D-006-006 - Class 73 73138 'Dutch' Yellow and Grey Civil Engineers  
 4D-006-007 - Class 73 73206 'Lisa' GB Rail Freight Blue / Yellow

4F-011-013 - Ventilated Van - LMS Fruit Van 511254  
 4F-011-014 - Ventilated Van - LMS Fruit Van 511254 Weathered  
 4F-071-009 - 7 Plank - GWR 06562  
 4F-071-010 - 7 Plank - GWR 06562 Weathered  
 4P-010-037 - 57Ft Stanier Non Corridor Comp BR Carmine M16620  
 4P-010-038 - 57Ft Stanier Non Corridor Brake BR Carmine M20550  
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# DEALER DIRECTORY

**FREE** Guide to UK Model Shops, Clubs and Societies



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# Welcome



*Hornby Magazine's* Dealer Directory is our comprehensive guide to UK model railway retailers. This fully updated third edition features the latest contact information for model railway retailers and suppliers ensuring that no matter where you are in the country you will be able to locate your nearest store or online business.

The specialist businesses listed within this directory will be able to help you locate the products you are looking for whether it's rolling stock, a power controller, accessories, road vehicles, track, books, tools, scenic materials or an elusive locomotive. Most retailers stock the latest releases together with supplies of back catalogue items too, plus many are also modellers themselves with many years of experience and will be more than happy to answer your queries and offer suggestions.

The nature of the hobby is such that not all the retailers listed within this directory have retail premises that are open to the public, so please bear in mind that a quick telephone call to the retailer or a check on the internet is recommended before making a special journey.

This year we have expanded the model railway clubs and societies section to make it as comprehensive as possible – check the listings to see if there's a club near you. Many of the clubs host their own annual model railway exhibitions which appear in *Hornby Magazine's* monthly Show Guide - and online at [www.hornbymagazine.com](http://www.hornbymagazine.com) – offering plenty of inspiration if you are building your own layout. Model railway clubs are also a great source of learning new skills such as electronics, woodwork, soldering, kit building and much more, as well as socialising and visiting exhibitions with like-minded people.

If you are a member of a model railway club and would like to be included in the next edition of the *Hornby Magazine* Dealer Directory, please email [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com) with your club's contact details.

We hope you enjoy using the *Hornby Magazine* Dealer Directory and that it proves to be a valuable and useful resource throughout this 2015/2016 modelling season. Remember, the retailers listed within these pages are here to help you get the most out of this exciting hobby, make use of them!

A handwritten signature in black ink, appearing to read "Mark Chivers".

Mark Chivers, Assistant Editor, *Hornby Magazine*

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R3115 BR 4-6-2 'Exeter' West Country Class - BR (Early)  
R3310 BR 4-6-2 'Bude' West Country Class - BR (Late)

**Black 5**



R3223 BR 4-6-0 Black 5 Class

**King Class**



R3330 GWR 4-6-0 King George V 6000 Class  
R3331 GWR 4-6-0 King James I 6000 Class  
R3332 BR 4-6-0 King Edward VIII 6000 Class, BR (Late)  
R3370TTS BR 4-6-0 King Richard II 6000 Class, BR (Early) with TTS Sound

**Maunsell S15 Class**



R3327 SR 4-6-0 Maunsell S15 Class - SR  
R3328 BR 4-6-0 Maunsell S15 Class, BR (Early)  
R3329 BR 4-6-0 Maunsell S15 Class, BR (Late)

**K1 Class**



R3305 BR 2-6-0 K1 Class - BR (Early), Weathered

**D16/3 Class**



R3303 BR 4-4-0 D16/3 Class - BR (Early), Weathered

**Fowler 2P Class**



R3315 BR 4-4-0 Fowler 2P Class - BR (Late)  
R3316 S&DJR 4-4-0 Fowler 2P Class

**Adams Radial**



R3332 BR 4-4-2T Adams Radial BR (Early)  
R3334 BR 4-4-2T Adams Radial BR (Late)  
R3335 LSWR 4-4-2T Adams Radial

**J50 Class**



R3324 LNER 0-6-0T J50 Class  
R3325 BR 0-6-0T J50 Class, BR (Early)  
R3326 BR 0-6-0T J50 Class, BR (Late)

**Class 50**



R3263 BR Co-Co Diesel Electric 'Vanguard'  
R3264 BR Co-Co Diesel Electric 'Ajax'

**Class 71**



R3373 BR Class 71 E5001' NRM - BR Green  
R3374 BR Class 71 71012' - BR Blue  
R3375 BR Class 71 E5022' - BR Green

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R4683 Collett corridor composite - Right hand in GWR brown & cream livery

R4684 Collett corridor 3rd class in BR crimson & cream livery

R4685 Collett corridor 3rd class brake - Right hand in BR crimson & cream livery

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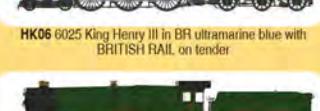
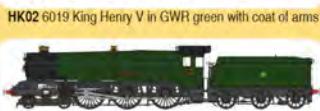
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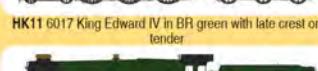
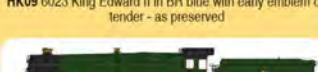
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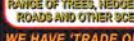
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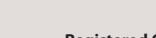
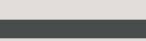
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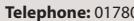
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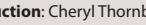
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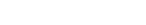
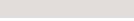
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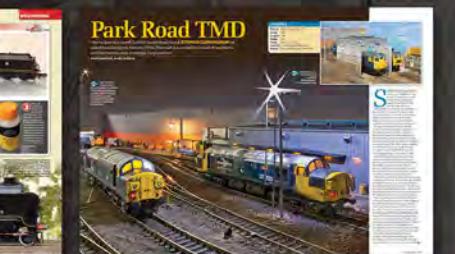
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**W:** [www.hpmrc.co.uk](http://www.hpmrc.co.uk)

**Horsham Model Railway Club**

West Sussex  
**T:** 079 123 688 05  
**W:** [www.horshammrc.org.uk](http://www.horshammrc.org.uk)

**Huddersfield Railway Modellers**

West Yorkshire  
**T:** 07950 425 782  
**W:** [www.huddsrailwaymodellers.org](http://www.huddsrailwaymodellers.org)

**Hull Miniature Railway Society**

East Yorkshire  
**T:** 01552 635 885  
**W:** [www.hullmrs.org](http://www.hullmrs.org)

**Ilford & West Essex Model Railway Club**

Essex  
**T:** 01708 701 290  
**W:** [www.iwemrc.org.uk](http://www.iwemrc.org.uk)

**Ilfracombe Model Railway Society**

Devon  
**T:** 01271 864 677

**Ilkeston (Woodside) Model Railway Club**

Nottinghamshire  
**T:** 01773 712 648

**Ipswich Railway Modellers Association**

Suffolk  
**T:** 01473 251 017  
**W:** [www.irma.org.uk](http://www.irma.org.uk)

**Isle of Purbeck Model Railway Group**

Dorset  
**T:** 01929 427 015

**Isle of Thanet Railway Society**

Kent  
**T:** 01843 835 587

**Ivanhoe Model Railway Society**

Leicestershire  
**W:** [www.ivanhoe-mrs.co.uk](http://www.ivanhoe-mrs.co.uk)

**The Junction 72A Model Railway Club**

Devon  
**T:** 07989 178 741  
**W:** [www.thejunction72amrc.weebly.com](http://www.thejunction72amrc.weebly.com)

**Keighley Model Railway Club**

West Yorkshire  
**T:** 07771 565 617  
**W:** [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk)

**Kempston and District Model Railway Society**

Bedfordshire  
**T:** 07795 251 988

**Kenavon Railway Society**

Berkshire  
**T:** 07760 285 383  
**W:** [www.kenavon.org.uk](http://www.kenavon.org.uk)

**Kendal Model Railway Club**

Cumbria  
**T:** 01539 725 450  
**W:** [www.kendalmrc.org](http://www.kendalmrc.org)

**Kettering and District Model Railway Society**

Northamptonshire  
**T:** 07880 033 612

**Kings Lynn Model Railway Club**

Norfolk  
**T:** 01553 762 955

**Kingswood Model Railway Group**

Kent  
**T:** 01622 843 132

**Lancashire and Yorkshire DCC Model Rail Group**

Lancashire  
**T:** 07796 176 018  
**W:** [www.lydcc.org.uk](http://www.lydcc.org.uk)

**Leamington and Warwick Model Railway Society**

Warwickshire  
**W:** [www.lwmrs.co.uk](http://www.lwmrs.co.uk)

**Leeds Model Railway Society**

West Yorkshire  
**T:** 07913 901 769  
**W:** [www.leedsmrs.org](http://www.leedsmrs.org)

**Leicester Model Railway Group**

Leicestershire  
**T:** 0116 253 8211

**Leigh Model Railway Society**

Greater Manchester  
**T:** 01942 707 091

**Leominster Model Railway Group**

Herefordshire  
**T:** 01568 760 309

**Letchworth Model Railway Society**

Bedfordshire  
**T:** 01438 725 707  
(between 6pm and 7pm only please)  
**W:** [www.letchworthmrs.org.uk](http://www.letchworthmrs.org.uk)

**Leyland Model Railway Club**

Lancashire  
**T:** 07712 222 462  
**W:** [www.leylandmrc.com](http://www.leylandmrc.com)

**Lichfield & District Model Railway Club**

Staffordshire  
**T:** 01283 761 656

**Lincoln & District Model Railway Club**

Lincolnshire  
**T:** 01507 442 002  
**W:** [www.ladmrcc.co.uk](http://www.ladmrcc.co.uk)

**Liphook and District Model Railway Club**

Hampshire  
**T:** 01428 741 551

**Liverpool Model Railway Society**

Merseyside  
**T:** 0151 526 1574  
**W:** [www.lmrs.org.uk](http://www.lmrs.org.uk)

<b>Loddon Vale Model Railway Club</b> Berkshire <b>T:</b> 0118 988 2035 <b>W:</b> <a href="http://www.lvmrc.co.uk">www.lvmrc.co.uk</a>	<b>Merseyside Model Railway Society</b> Merseyside <b>T:</b> 07712 140 422 <b>W:</b> <a href="http://www.merseysidemrs.co.uk">www.merseysidemrs.co.uk</a>	<b>The Narrow Gauge North Group</b> West Yorkshire <b>T:</b> 01632 469 068 <b>W:</b> <a href="http://www.narrowgaugenorth.org.uk">www.narrowgaugenorth.org.uk</a>
<b>Luton Model Railway Club</b> Bedfordshire <b>T:</b> 01582 413 200 <b>W:</b> <a href="http://www.lutonmodelrailwayclub.org.uk">www.lutonmodelrailwayclub.org.uk</a>	<b>Mickleover Model Railway Group</b> Derbyshire <b>T:</b> 01332 512 580 <b>W:</b> <a href="http://www.mmrsg.org.uk">www.mmrsg.org.uk</a>	<b>Neepsend Model Railway Society</b> South Yorkshire <b>W:</b> <a href="http://www.neepsendmrs.weebly.com">www.neepsendmrs.weebly.com</a>
<b>Lutterworth Railway Society</b> Leicestershire <b>T:</b> 01788 310 354	<b>Mid Essex Model Railway Club</b> Essex <b>T:</b> 01277 216 098	<b>New Forest Model Railway Society</b> Hampshire <b>T:</b> 01425 673 668 <b>W:</b> <a href="http://www.nffmrs.co.uk">www.nffmrs.co.uk</a>
<b>Macclesfield Model Railway Group</b> Cheshire <b>T:</b> 07796 457 978 <b>W:</b> <a href="http://www.macclesfieldmrg.org.uk">www.macclesfieldmrg.org.uk</a>	<b>Mid Kent Model Railway Group</b> Kent <b>T:</b> 07595 255 150	<b>New Mills and District Railway Modellers</b> Derbyshire <b>T:</b> 01663 740 828 <b>W:</b> <a href="http://www.nmdrm.co.uk">www.nmdrm.co.uk</a>
<b>Manchester Model Railway Society</b> Greater Manchester <b>W:</b> <a href="http://www.mmrs.co.uk">www.mmrs.co.uk</a>	<b>Middlesbrough Model Railway Club</b> Cleveland <b>W:</b> <a href="http://www.mboromrc.com">www.mboromrc.com</a>	<b>Newbury Model Railway Club</b> Berkshire <b>W:</b> <a href="http://www.newburymrc.co.uk">www.newburymrc.co.uk</a>
<b>Mansfield St Peter's Model Railway Group</b> Nottinghamshire <b>T:</b> 01632 469 068 <b>W:</b> <a href="http://www.mansfieldmodelrailway.co.uk">www.mansfieldmodelrailway.co.uk</a>	<b>Middleton Railway Trust</b> West Yorkshire <b>T:</b> 0845 680 1758 <b>W:</b> <a href="http://www.middletonrailway.org.uk">www.middletonrailway.org.uk</a>	<b>Newcastle and District Model Railway Society</b> Tyne and Wear <b>T:</b> 07957 644 677 <b>W:</b> <a href="http://www.newcastlemodelrailway.org.uk">www.newcastlemodelrailway.org.uk</a>
<b>March and District Model Railway Club</b> Cambridgeshire <b>T:</b> 01353 663 024 <b>W:</b> <a href="http://www.mdmrc.co.uk">www.mdmrc.co.uk</a>	<b>Midland Railway Trust</b> Derbyshire <b>W:</b> <a href="http://www.midlandrailex.co.uk">www.midlandrailex.co.uk</a>	<b>Newhaven and District Model Railway Club</b> East Sussex <b>T:</b> 07812 060 028 <b>W:</b> <a href="http://www.newhavendmrc.com">www.newhavendmrc.com</a>
<b>Market Deeping Model Railway Club</b> Lincolnshire <b>T:</b> 01778 344 991 <b>W:</b> <a href="http://www.mdmrc.org">www.mdmrc.org</a>	<b>Millom Railway and Scale Modellers</b> Cumbria <b>T:</b> 01229 774 930	<b>Norfolk &amp; Suffolk Narrow Gauge Modellers</b> Suffolk <b>T:</b> 01502 471 760 <b>W:</b> <a href="http://www.nsngm.org.uk">www.nsngm.org.uk</a>
<b>Marlow, Maidenhead and District Model Railway Club</b> Berkshire <b>T:</b> 07919 533 550 <b>W:</b> <a href="http://www.mmdmrc.org.uk">www.mmdmrc.org.uk</a>	<b>Milton Keynes Model Railway Society</b> Buckinghamshire <b>T:</b> 01494 773 759 <b>W:</b> <a href="http://www.mkmrs.org.uk">www.mkmrs.org.uk</a>	<b>Normanton and Pontefract Railway Modellers Society</b> West Yorkshire <b>T:</b> 07964 379 155 <b>W:</b> <a href="http://www.nprms.org">www.nprms.org</a>
<b>Maryport Model Club</b> Cumbria <b>T:</b> 01900 813 661	<b>Morecambe and Heysham Model Railway Club</b> Lancashire <b>W:</b> <a href="http://www.mandhmrc.com">www.mandhmrc.com</a>	<b>North Cornwall and Devon Model Railway Club</b> Cornwall <b>T:</b> 01566 772 667
<b>Melton Mowbray Model Railway Club</b> Leicestershire <b>T:</b> 01664 566 791	<b>N Gauge Society Yorkshire Area Group</b> North Yorkshire <b>W:</b> <a href="http://www.yorkshirengauge.org.uk">www.yorkshirengauge.org.uk</a>	<b>North Downs Model Railway Circle</b> Surrey <b>T:</b> 07758 458 827 <b>W:</b> <a href="http://www.ndmrc.info">www.ndmrc.info</a>
<b>Mere and District Railway Modellers</b> Wiltshire <b>T:</b> 01747 861 977	<b>Nailsea and District Model Railway Club</b> Somerset <b>T:</b> 01934 425 075 <b>W:</b> <a href="http://www.nailsea-district-mrc.co.uk">www.nailsea-district-mrc.co.uk</a>	<b>www.hornbymagazine.com</b> <b>37</b>

**North Kent Model Railway Group**

Kent  
**T:** 07803 229 235

**North Road Railway Club**

Devon  
**T:** 01752 672 374

**Northampton and District Model Railway Club**

Northamptonshire  
**T:** 01604 890 275  
**W:** [www.ndmrc.org.uk](http://www.ndmrc.org.uk)

**Northants Model Makers**

Northamptonshire  
**W:** [www.northantsmodelmakers.org.uk](http://www.northantsmodelmakers.org.uk)

**Northolt Model Railway Club**

Middlesex  
**T:** 07713 22 756  
**W:** [www.northolt-mrc.org.uk](http://www.northolt-mrc.org.uk)

**Norwich Model Railway Club**

Norfolk  
**T:** 01508 492 917  
**W:** [www.norhams.org.uk](http://www.norhams.org.uk)

**Nottingham Model Railway Society**

Nottinghamshire  
**T:** 07724 696 006  
**W:** [www.nottingham-modelrailway.org.uk](http://www.nottingham-modelrailway.org.uk)

**Nottingham Woodthorpe Model Railway Club**

Nottinghamshire  
**T:** 01159 621 153 / 01623 451 004  
**W:** [www.woodthorpemodelrailwayclub.co.uk](http://www.woodthorpemodelrailwayclub.co.uk)

**Olney Model Railway Club**

Buckinghamshire  
**T:** 01234 241 686  
**W:** [www.olneymrc.org.uk](http://www.olneymrc.org.uk)

**One Model Railway Club**

Suffolk  
**T:** 07900 983 508  
**W:** [www.onemrc.co.uk](http://www.onemrc.co.uk)

**Ormesby Hall Model Railway Group**

Middlesbrough  
**W:** [www.omesbyhallmrg.co.uk](http://www.omesbyhallmrg.co.uk)

**Orpington and District Model Railway Society**

Greater London  
**T:** 07733 461 477  
**W:** [www.orpingtonmodelrail.org.uk](http://www.orpingtonmodelrail.org.uk)

**Oxford and District Model Railway Club**

Oxfordshire  
**W:** [www.oxfordmrc.org.uk](http://www.oxfordmrc.org.uk)

**Pendle Forest Model Railway Society**

Lancashire  
**T:** 07770 331 348  
**W:** [www.pfmrss.org.uk](http://www.pfmrss.org.uk)

**Pennine Model Railway Society**

West Yorkshire  
**T:** 01484 511 290

**Perth Green (Jarrow) Model Railway Club**

Tyne and Wear  
**W:** [www.perthgreenmrc.org](http://www.perthgreenmrc.org)

**Peterborough (Viscount) Model Railway Club**

Cambridgeshire  
**T:** 01733 564 705

**Pevensey Bay Model Railway Club**

East Sussex  
**T:** 01323 763 590  
**W:** [www.pevenseybaymrc.co.uk](http://www.pevenseybaymrc.co.uk)

**Platform 3 Model Railway Society**

Shropshire  
**T:** 01743 761 201

**Plym Valley Railway Association**

Devon  
**T:** 01752 880 668  
**W:** [www.plymrail.co.uk](http://www.plymrail.co.uk)

**Plymouth 'G' Scale Group**

Devon  
**T:** 01752 361 687

**Plymouth and District Model Railway Club**

Devon  
**T:** 07896 251 196  
**W:** [www.plymouthmrc.co.uk](http://www.plymouthmrc.co.uk)

**Poole and District Model Railway Society**

Dorset  
**T:** 01929 462 046

**Poynton Railway Modellers**

Cheshire  
**T:** 07871 185 806

**Preston and District Model Railway Society**

Lancashire  
**T:** 07775 326 204  
**W:** [www.prestonanddistrictmrs.org.uk](http://www.prestonanddistrictmrs.org.uk)

**Railway Enthusiasts' Club**

Hampshire  
**T:** 01252 542 574  
**W:** [www.rec-farnborough.org.uk](http://www.rec-farnborough.org.uk)

**Rainhill Model Railway Club**

Merseyside  
**T:** 01925 226 266  
**W:** [www.rainhillmrc.org.uk](http://www.rainhillmrc.org.uk)

**Ramsbottom Model Railway Club**

Lancashire  
**T:** 07949 559 907  
**W:** [www.ramsbottommrc.org.uk](http://www.ramsbottommrc.org.uk)

**Redditch Model Railway Club**

Worcestershire  
**T:** 01527 540 289  
**W:** [www.redditch-mrc.com](http://www.redditch-mrc.com)

**Redruth Model Railway Club**

Cornwall  
**T:** 01209 821 606

**Risborough and District Model Railway Club**

Buckinghamshire  
**T:** 01844 275 748  
**W:** [www.rdmrc.org.uk](http://www.rdmrc.org.uk)

**Rochdale Model Railway Group**

Lancashire  
**T:** 01629 582 598  
**W:** [www.rmrgr.org.uk](http://www.rmrgr.org.uk)

**Romford Model Railway Society**

Essex  
**T:** 07946 615 381

**Romiley Methodist Railway Modellers**

Lancashire  
**T:** 0161 406 7572  
**W:** [www.rmmr.urwick.co.uk](http://www.rmmr.urwick.co.uk)

**Romsey and District Railway Modellers Society**

Hampshire  
**W:** [www.rdms.hampshire.org.uk](http://www.rdms.hampshire.org.uk)

<b>Royston and District Model Railway Club</b> Hertfordshire <b>W:</b> <a href="http://www.roystondmrc.co.uk">www.roystondmrc.co.uk</a>	<b>Sheffield Model Railway Society</b> South Yorkshire <b>T:</b> 01709 555 578 <b>W:</b> <a href="http://www.sheffield-mrs.com">www.sheffield-mrs.com</a>	<b>Solent Model Railway Group</b> Hampshire <b>T:</b> 023 8039 2735 <b>W:</b> <a href="http://www.solentmodelrailwaygroup.webs.com">www.solentmodelrailwaygroup.webs.com</a>
<b>Runnymede Model Railway Club</b> Surrey <b>W:</b> <a href="http://www.runnymedemodelrailwayclub.com">www.runnymedemodelrailwayclub.com</a>	<b>Shepshed Model Railway Club</b> Leicestershire <b>T:</b> 01509 504 319	<b>Solihull Model Railway Circle</b> West Midlands <b>T:</b> 07817 093 264 <b>W:</b> <a href="http://www.solihullmrc.org">www.solihullmrc.org</a>
<b>Rusper Model Railway Club</b> Greater London <b>W:</b> <a href="http://www.ruspermrc.co.uk">www.ruspermrc.co.uk</a>	<b>Shepton &amp; District Model Railway Society</b> Somerset <b>T:</b> 01761 232 950	<b>Somerset Railway Modellers Club</b> Somerset <b>T:</b> 07826 516 520 <b>W:</b> <a href="http://www.somersetrmc.org.uk">www.somersetrmc.org.uk</a>
<b>Saffron Walden Model Railway Club</b> Essex <b>T:</b> 01799 521 029	<b>Shildon Model Railway Club</b> County Durham <b>W:</b> <a href="http://www.shildonmrc.com">www.shildonmrc.com</a>	<b>Sompting &amp; District Model Railway Club</b> West Sussex <b>W:</b> <a href="http://www.somptingdistrictmrc.co.uk">www.somptingdistrictmrc.co.uk</a>
<b>Salisbury and South Wiltshire Railway Society</b> Wiltshire <b>T:</b> 07768 448 369 <b>W:</b> <a href="http://www.sswrs.org.uk">www.sswrs.org.uk</a>	<b>Shipley Model Railway Society</b> West Yorkshire <b>T:</b> 01274 593 031 <b>W:</b> <a href="http://www.shipleyrmrs.org.uk">www.shipleyrmrs.org.uk</a>	<b>South Coast Rails Model Railway Club</b> Hampshire <b>T:</b> 07984 454 787 <b>W:</b> <a href="http://www.southcoastrailsmodelrailwayclub.co.uk">www.southcoastrailsmodelrailwayclub.co.uk</a>
<b>Sandown Railway Enthusiasts Club</b> Isle of Wight <b>T:</b> 01983 405 046	<b>Shirehampton Model Railway Club</b> Bristol <b>T:</b> 0117 909 4915	<b>South Devon Garden Railway Group</b> Devon <b>T:</b> 07775 534 037 <b>W:</b> <a href="http://www.exetergardenrailwayshow.com">www.exetergardenrailwayshow.com</a>
<b>Scalefour Society</b> Gloucestershire <b>W:</b> <a href="http://www.scalefour.org">www.scalefour.org</a>	<b>Shoeburyness Model Railway Club</b> Essex <b>T:</b> 01702 294 926 <b>W:</b> <a href="http://www.shoeburynessmrc.co.uk">www.shoeburynessmrc.co.uk</a>	<b>South Devon Model Railway Society</b> Devon <b>W:</b> <a href="http://www.sdmrs.org.uk">www.sdmrs.org.uk</a>
<b>Scarborough and District Railway Modellers</b> West Yorkshire <b>T:</b> 07788 713 874 <b>W:</b> <a href="http://www.sdmrweb.co.uk">www.sdmrweb.co.uk</a>	<b>Silverfox DCC Model Railway Club</b> Buckinghamshire <b>T:</b> 01908 370 713 <b>W:</b> <a href="http://www.silverfoxdc.org">www.silverfoxdc.org</a>	<b>South Hants Model Railway Club</b> Hampshire <b>T:</b> 01329 847 989 <b>W:</b> <a href="http://www.shmrc.co.uk">www.shmrc.co.uk</a>
<b>Scunthorpe &amp; District Model Railway Club</b> North Lincolnshire <b>T:</b> 01724 860 149	<b>Skipton and District Railway Society</b> West Yorkshire <b>T:</b> 01943 831 935 <b>W:</b> <a href="http://www.skiptonralsoc.org.uk">www.skiptonralsoc.org.uk</a>	<b>South West Herts Model Railway Society</b> Hertfordshire <b>T:</b> 01707 873 729 <b>W:</b> <a href="http://www.southwesthertsmsr.org.uk">www.southwesthertsmsr.org.uk</a>
<b>Scunthorpe Modern Image Group</b> Lincolnshire <b>W:</b> <a href="http://www.scunthorpemodernimagegroup.co.uk">www.scunthorpemodernimagegroup.co.uk</a>	<b>Seaford &amp; District Model Railway Club</b> Lincolnshire <b>T:</b> 07772 001 005	<b>Southampton Model Railway Society</b> Hampshire <b>T:</b> 01489 780 378 <b>W:</b> <a href="https://southamptonmodelrailwaysociety.wordpress.com">https://southamptonmodelrailwaysociety.wordpress.com</a>
<b>Shaftesbury and Gillingham Railway Society</b> Dorset <b>T:</b> 01747 830 615	<b>Small and Delightful Railway Group</b> Somerset <b>T:</b> 01458 830 542 <b>W:</b> <a href="http://www.ngsw.org.uk">www.ngsw.org.uk</a>	<b>Southport Model Railway Society</b> Merseyside <b>W:</b> <a href="http://www.southportmodelrailway.org.uk">www.southportmodelrailway.org.uk</a>
<b>Sheffield Model Railway Enthusiasts</b> South Yorkshire <b>W:</b> <a href="http://www.sheffieldmodelrailwayenthusiasts.com">www.sheffieldmodelrailwayenthusiasts.com</a>	<b>Soar Valley Model Railway Club</b> Leicestershire <b>T:</b> 01509 815 923 <b>W:</b> <a href="http://www.svrmrc.co.uk">www.svrmrc.co.uk</a>	<b>Southwark Model Railway Club</b> Greater London <b>T:</b> 020 7732 9675

**Spalding Model Railway Club**

Lincolnshire  
**T:** 07754 057 935

**W:** [www.spaldingmodelrailwayclub.org.uk](http://www.spaldingmodelrailwayclub.org.uk)

**St Andrew's Church Railway Modellers**

Cheshire  
**T:** 0161 440 0837

**St Austell Model Railway Club**

Cornwall  
**T:** 01726 338 173

**St Mary's Model Railway Club**

Essex  
**T:** 01277 225 206

**St Neots Model Railway Club**

Cambridgeshire  
**T:** 01480 454 927

**W:** [www.stneotsmrc.com](http://www.stneotsmrc.com)

**Stafford Railway Circle**

West Midlands

**W:** [www.staffordrailwaycircle.org.uk](http://www.staffordrailwaycircle.org.uk)

**The Staplehurst Society**

Kent  
**T:** 01580 891 390

**Stephenson Model Railway Group (Rainhill)**

Merseyside  
**T:** 0151 430 6883

**W:** [www.stephensonmrg.org.uk](http://www.stephensonmrg.org.uk)

**Stevenage and District Model Railway Club**

Hertfordshire

**W:** [www.stevenagedmrc.webs.com](http://www.stevenagedmrc.webs.com)

**Stockport and District Railway Modellers**

Cheshire  
**T:** 07895 838 029

**W:** [www.sdrm.co.uk](http://www.sdrm.co.uk)

**Stockton & District Model Railway Club**

Cleveland  
**W:** [www.stocktonmrc.co.uk](http://www.stocktonmrc.co.uk)

**Stowmarket Railway Club**

Suffolk  
**T:** 01449 771 360

**W:** [www.stowrailclub.org.uk](http://www.stowrailclub.org.uk)

**Strettons Railway Society**

Shropshire  
**T:** 01694 723 456

**Sudbury Model Railway Club**

Suffolk

**T:** 01787 371 758

**W:** [www.sudbymrc.org.uk](http://www.sudbymrc.org.uk)

**Sussex Vintage Model Railway Collectors**

East Sussex

**T:** 01256 350 764

**W:** [www.sussex-transport.co.uk/svrc](http://www.sussex-transport.co.uk/svrc)

**Sutton Coldfield Railway Society**

West Midlands

**T:** 07840 115 070

**Swindon Model Railway Club**

Gloucestershire

**T:** 07976 315 039

**Syston Model Railway Society**

Leicestershire

**T:** 0116 2605 760

**W:** [www.systonmrs.org.uk](http://www.systonmrs.org.uk)

**Tame Valley Model Railway Club**

Greater Manchester

**T:** 0161 338 5097

**Tarka Valley Railway Group**

Devon

**T:** 01805 623 050

**W:** [www.tarkavalleyrailway.co.uk](http://www.tarkavalleyrailway.co.uk)

**Taunton Model Railway Group**

Somerset

**T:** 01984 639 509

**W:** [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk)

**Taunton Town Model Railway Club**

Somerset

**T:** 01823 327 155

**W:** [www.ttmc.co.uk](http://www.ttmc.co.uk)

**Telford Railway Modellers Group**

Shropshire

**T:** 01952 271 625

**Tendring Hundred Model Railway Club**

Essex

**T:** 01255 422 876

**Tetbury Model Railway Club**

Gloucestershire

**T:** 01666 503 952

**W:** [www.tmr.org.uk](http://www.tmr.org.uk)

**Thamesiders Model Railway Group**

Essex

**T:** 01206 827 368

**W:** [www.thamesidersmrg.org.uk](http://www.thamesidersmrg.org.uk)

**The Model Railway Club**

Greater London

**T:** 01778 391 123

**W:** [www.themodelrailwayclub.org](http://www.themodelrailwayclub.org)

**Thelwall and Grappenhall Model Railway Club**

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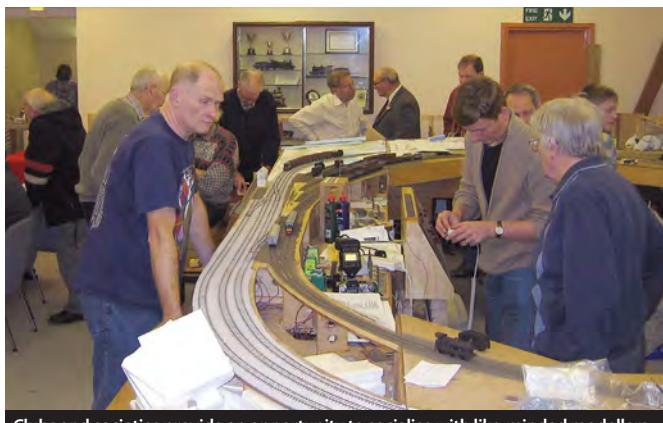


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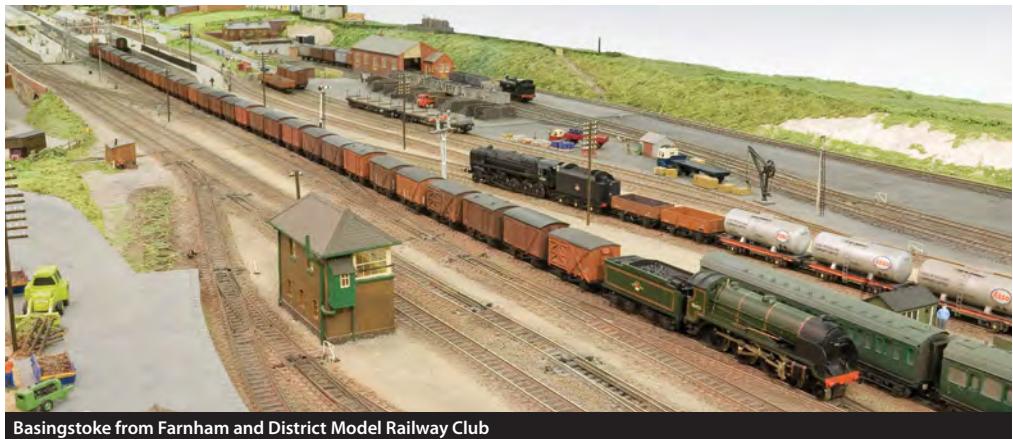
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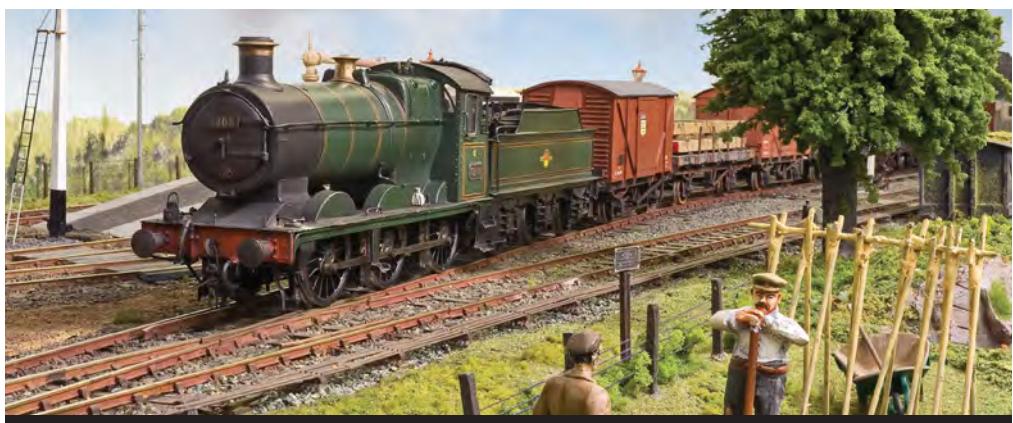
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