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HORNBY magazine

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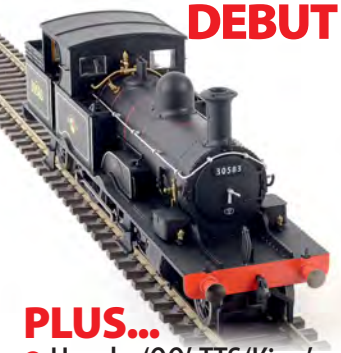

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- Heljan 'O' scale Class 60

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HORNBY magazine

January 2016

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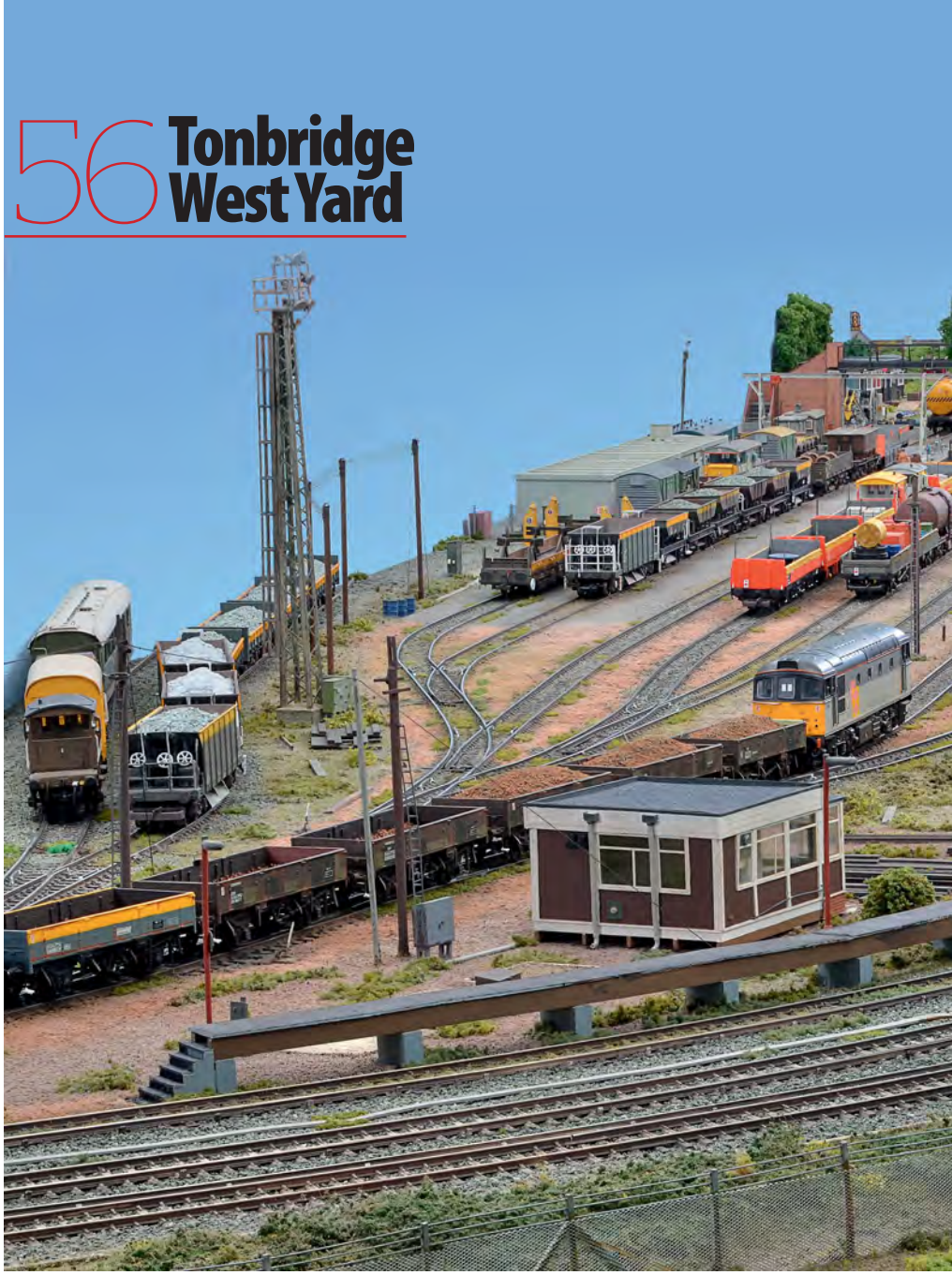
ISSUE 103

HORNBY magazine
LATEST OFFERS
See pages 72-73 for full details.

56 Tonbridge West Yard



WE SHOW YOU HOW!

40 LOCH DHU PART 2
Nigel Burkin considers the track layout and installation of kit-built points on *Hornby Magazine's* latest 'OO' gauge Scottish micro-layout project.

48 DIGITAL REVERSE LOOPS
Reverse loops can be a challenge operationally. Nigel Burkin shows how to overcome potential problems so trains can operate correctly every time with DCC.

68 WEATHER A CROSTI
Having enhanced Hornby's 'OO' model of the BR Crosti '9F' 2-10-0 last month, Tim Shackleton demonstrates how to replicate the prototypically filthy appearance carried by these hard working locomotives.

96 DIGITAL SOUND
Paul Chetter tackles two 'OO' gauge sound installations on the Dapol and Heljan Class 52 'Westerns'. This full step by step guide explains how each model can be fitted with high quality sound.

FIRST REVIEWS

p74

74 Oxford Rail's 'OO' gauge Adams '0415' 4-4-2T.
80 Heljan 'Catfish' and 'Dogfish' ballast hoppers.
84 Heljan 'O' gauge Class 60

PLUS...

74 The latest model railway releases including Hornby's new 'OO' gauge Twin Track Sound fitted GWR 'King' 4-6-0, Bachmann's weedkilling train in 'N' from Graham Farish, new 'O' gauge releases from Heljan, scenic products, road vehicles and more.

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Inside...

7 **EDITORIAL**
Mike Wild reflects on an intensive November which has seen new announcements from Hornby take the limelight.

8 **UPDATE**
Hornby unveils the final components of its 2016 range, plus new models are revealed at the Warley National Model Railway Exhibition in Birmingham. We bring you all the latest news from this highlight in the railway modelling calendar.

22 **DOREHILL ST STEVENS**
John Elliott recalls how Soar Valley Model Railway Club embarked on building this phenomenal 42ft long 'OO' gauge exhibition layout which features three stations, two goods yards, a colliery and even a triangular junction.

34 **TRACKPLANS**
Mark Chivers looks to the railway's network of secondary routes for inspiration and presents a selection of 'OO' gauge trackplans suited to modelling in the home.

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

56 **TONBRIDGE WEST YARD**
Following its semi-retirement in 2009, Paul Wade's Tonbridge West Yard, set in the early 1990s Network SouthEast era, has returned to the exhibition circuit refreshed and revitalised for another tour of duty. Paul updates the story on this popular and enthralling 'OO' gauge layout.

66 **ENQUIRY OFFICE** NEW SERIES!
Got a modelling question? Get in touch! The *Hornby Magazine* team answer your modelling questions and queries.

88 **REALITY CHECK**
Evan Green-Hughes looks at British Rail's Class 60, the final main line freight locomotive type built in the UK.

102 **WEDGWOOD**
Tony Berry reveals a wealth of detail packed into this stunning 'OO' gauge layout, a miniature wonderland measuring just 5ft x 2ft.

110 **RAILWAY REALISM**
One of the outstanding successes of the nationalisation era, British Rail's Mk 1 carriage was the right vehicle at the right time, as Evan Green-Hughes recalls.

114 **STAFF PROJECTS**
Last minute preparations were required on *Hornby Magazine's* Topley Dale layout as well as an extraction plan to prepare it for the Warley exhibition as Mike Wild explains.

116 **READER PROJECTS**
Hornby Magazine showcases your latest model building and layout projects.

118 **SHOW GUIDE**
Your comprehensive guide to forthcoming events.

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Welcome

THE EDITOR'S PAGE

A HIGHLIGHT of the exhibition calendar for us is the Warley National Model Railway Exhibition at the NEC in Birmingham. This year was no exception and we always attend looking to find out the latest news from manufacturers on models in production and those always exciting new announcements.

The 2015 show has seen an impressive line-up of new locomotive models break cover with Hornby leading the way with its announcement of the LNER 'Q6' 0-8-0 and 'B12' 4-6-0 for 'OO' gauge along with LMS 20ton coke hoppers and SR 10ton cattle wagons. This is a change from its usual Christmas routine, but it was refreshing to see a public announcement from the Hornby team at the show - and the crowd's reaction too.

However, it wasn't just Hornby which was grabbing attention. Over on the Dapol stand was a model which no one would have expected to see from the manufacturer - a 'OO' gauge Gresley 'A4' 4-6-2. This is something rather different as it is a feature laden product with an impressive specification which includes a factory fitted fan driven smoke generator, working lamps, die-cast body, factory fitted sound with smoke synchronisation and even a real coal load in the tender.

This model shows a new way of thinking that sets out to impress with its added value features. It takes the concept of a standard 'OO' ready-to-run model and pushes the boundaries of what we can expect out of the box. It's bound to come at a price, but for those who can afford the 'Streak' it could open a new market in 'super premium' ready-to-run models.

It wasn't all about steam power as Locomotion Model's next project with Rapido Trains is the prototype HST power cars for 'OO' gauge while Golden Valley Hobbies has joined forces with Oxford Rail to produce a Yorkshire Engine Co. 'Janus' 0-6-0 diesel shunter for the same scale.

From a product development point of view the Warley show was a stunning event with samples on all the major manufacturer's stands to whet our appetites. Undoubted highlights for us had to be fully decorated samples of the LNER 'Q6' 0-8-0 from Hornby in 'OO', the 'O' gauge model of *Falcon* from Heljan, Dapol's 'O' gauge Class 08 and the BR '4MT' 2-6-4T from Bachmann for 'N' gauge.

There were many more too - too many to list - but our news pages give full coverage of this event and all the products which were on show.

Away from the limelight of Warley there was another significant, but quiet, announcement by Philip Sutton of a high specification and exclusive new model of the BR Sulzer Class 24 for 'OO' gauge and you can read about this in Update.

This issue also features two prominent new arrivals in the shape of Oxford Rail's debut ready-to-run 'OO' locomotive - the Adams Radial 4-4-2T - and Heljan's stunning model of the Brush Class 60 for 'OO'. These are joined by the 'Catfish' and Dogfish' wagons in 'O' and more.

All that remains is to wish all of our readers a Merry Christmas and Happy New Year! See you in 2016.

Mike Wild
Editor

ISSUE GUIDE

FREE

NEW Hornby reveals... 'Q6' AND 'B12' **08**

UPDATE
08 All the latest model railway news with a special report on the new products showcased at the Warley 2015 exhibition.

REVIEWS
74 Oxford Rail debuts its 'OO' gauge Adams '0415' 4-4-2T. We take a closer look at this and all the latest releases.

NEW SERIES ENQUIRY OFFICE
66 The *Hornby Magazine* team answers your modelling queries including block trains, ballasting and more.

TONBRIDGE WEST YARD
56 Paul Wade's popular 1990s period layout features in full with stunning photographs from Trevor Jones.

DOREHILL ST STEVENS
22 With three stations, multiple track main lines, two junctions and measuring 41ft x 14ft Dorehill St Stevens is a model railway on a grand scale.

TRACKPLANS
34 In our latest track planning feature Mark Chivers looks at a series of secondary main line routes to create layouts that you can build in the average home.

DIGITAL SOUND
96 The 'Western' diesel hydraulics hold a special place with enthusiasts. Paul Chetter explains how to recreate their distinctive sound with digital.

'Q6' AND 'B12' COMPLETE

Hornby stuns with 0-8-0 and 4-6-0 announcement at Warley. **MIKE WILD** reveals all the latest news from the manufacturer.

Hornby's Southern Region Class 71 Bo-Bo electric made its debut as decorated samples at the Warley show. Included in the line up was E5001 in as preserved condition.

THE LINE-UP of new locomotives from Hornby for 2016 has been completed with announcement of the LNER 'Q6' 0-8-0 and 'B12' 4-6-0 at the Warley National Model Railway Exhibition in November.

The 'Q6' and 'B12' join the previously announced Class 71 Bo-Bo electric, Bulleid 'Merchant Navy' 4-6-2 and Peckett 'W4' 0-4-0ST which have been revealed progressively through the past 12 months bringing the total number of new locomotives planned for 2016 to five.

The 'Q6' represents a significant development for Hornby as its first mass produced ready-to-run locomotive for the North Eastern Region.

Locomotives specifically for this area have been highly requested by modellers.

Raven introduced the 'Q6' in 1913 for the North Eastern Railway for the sole purpose of dealing with the area's heavy freight traffic. In total 120 were built by 1921 and they went on to serve the LNER and BR with the last being withdrawn in 1967. One has been preserved – 63395 at the North Yorkshire Moors Railway.

Hornby's 'Q6' will feature two different tender designs as well as an 8-pin Digital Command Control (DCC) decoder socket in the tender and provision for installation of a 28mm round speaker for those looking to add digital sound. On release the 'Q6' will be

Below: **Newly announced at the Warley National Model Railway Exhibition is Hornby's LNER 'Q6' 0-8-0. This is a decorated sample of the BR early crest model as 63443.**

HORNBY 2016 LINE-UP!

released in London and North Eastern Railway (LNER) black as 3418 (Cat No. R3424), BR black with early crests as 63443 (R3425) and BR black with late crests as 63429 (R3426).

The new 'B12' 4-6-0 complements the 2015 releases of the Great Eastern Railway 'J15' 0-6-0 and 'D16/3' 4-4-0 from Hornby. The class has a long history with the 'B12' with its first model being produced in 1962. The new model, which is being designed from scratch, will focus on the 'B12/3' sub class introduced in 1932.

The first 'B12s' entered traffic with the Great Eastern Railway in 1911 and they were seen operating across the Great Eastern Section into LNER and BR ownership. Some of the class were also allocated to Scotland during their later career. The last was withdrawn in 1961 and one has been preserved at the North Norfolk Railway – 61572.

The new Hornby model will be released in LNER lined apple green (R3430), BR lined black with early crests (R3431) and BR lined black with late crests (R3432), although running numbers had yet to be assigned in late November. The specification calls for a locomotive drive system with a tender mounted 8-pin DCC decoder and space for a 28mm round speaker for digital sound installations.

A decorated sample of the Hornby Adams '0415' 4-4-2T was displayed at the Warley show.

NEW TOOLING HORNBY LOCOMOTIVES 2016

CLASS	IDENTITY	CAT NO.
Bulleid 'Merchant Navy' 4-6-2	21C1 *Channel Packet*, SR malachite green	R3434
Bulleid 'Merchant Navy' 4-6-2	21C3 *Royal Mail*, SR malachite green	R3435
Bulleid 'Merchant Navy' 4-6-2	35028 *Clan Line*, BR lined green, early crests	R3436
Bulleid 'Merchant Navy' 4-6-2	35023 *Holland Afrika Line*, BR lined green, early crests	R3382TTS
Holden 'B12/3' 4-6-0	TBA, LNER lined apple green	R3430
Holden 'B12/3' 4-6-0	TBA, BR lined black, early crests	R3431
Holden 'B12/3' 4-6-0	TBA, BR lined black, late crests	R3432
Raven 'Q6' 0-8-0	3418, LNER black	R3424
Raven 'Q6' 0-8-0	63443, BR black, early crests	R3425
Raven 'Q6' 0-8-0	63429, BR black, late crests	R3426
Peckett 'W4' 0-4-0ST	563, industrial green	R3427
Peckett 'W4' 0-4-0ST	654, green and red	R3428
Peckett 'W4' 0-4-0ST	832, dark blue and red	R3429
Class 71 Bo-Bo	E5002, BR green, small yellow warning panels	R3373
Class 71 Bo-Bo	71012, BR blue, full yellow ends	R3374
Class 71 Bo-Bo	E5022, BR green, bodyside lining	R3376

The previously announced Peckett 0-4-0ST (HM102) and 'Merchant Navy' 4-6-2 (HM94) have now been assigned running numbers with the Peckett set to be released as 563 in industrial green (R3427), 654 in dark green and red (R3428) and 832 in dark blue and red (R3429). Each will feature a detailed cab interior and space for Hornby's 4-pin decoder.

Four versions of the 'Merchant Navy' have been confirmed including one with Hornby's new Twin Track Sound decoder. They are 21C1 *Channel Packet* in Southern Railway lined malachite green in as delivered condition (R3434), 21C3 *Royal Mail* in Southern Railway lined malachite green with a 'widows peak' roof (R3435) and 35028 *Clan Line* in BR lined green with early crests (R3436). The fourth version will be 35023 *Holland Afrika Line* in BR lined green with early crests fitted with Twin Track Sound (R3382TTS).

Hornby also revealed the latest samples of its soon to be released LNER 'J50' 0-6-0T and Adams 'Radial' 4-4-2Ts from its 2015 range at the Warley show. The 'J50' is currently on target for release during December with the 'Radial' following during January.

Above: **Hornby's newly announced Holden 'B12' 4-6-0 was shown as a stereo 3D printed sample at the Warley National Model Railway Exhibition in November coupled to a standard Great Eastern short wheelbase tender.**

Below: **In total three 'Q6' 0-8-0s will be released in the model's first year with Hornby covering LNER and BR black liveries.**

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

LMS coke hopper and SR cattle

NEW WAGONS are being developed for Hornby's 2016 range covering the London Midland & Scottish Railway (LMS) 20ton coke hopper and Southern Railway 10ton cattle wagons.

The LMS coke hopper was introduced in 1930 and 200 were built. A further 600 followed to the same diagram built by private contractors and these led on to BR designed and built coke hoppers of similar styles.

Hornby is producing both the LMS diagram 1729 coke hopper and the BR diagram 1/151 coke hopper for release in 2016. The two

Above: **A CAD render of the Bulleid designed SR 10ton cattle wagon for 'OO'.**

Left: **CAD render for the Maunsell designed SR 10ton cattle wagon.**

Above right: **Hornby's BR diagram 1/151 20ton coke wagon CAD render.**

Right: **LMS diagram 1729 20ton coke wagon CAD render with 'wooden' raves around all four sides.**

COLLETT AND MAUNSELL CARRIAGE IDENTITIES CONFIRMED

Hornby has confirmed the running numbers for its previously announced new carriage sets covering the Great Western Railway (GWR) Collett bow-ended stock and Maunsell ex-London & South Western Railway (LSWR) 58ft vehicles.

Two sets of five vehicles are being produced using the new Collett models as their basis covering GWR chocolate and cream and BR carmine and cream liveries. Vehicles are the Corridor Third, Corridor Brake Third (in right-hand and left-hand format) and Corridor Composite (in right-hand and left-hand format).

HORNBY NEW TOOLING CARRIAGE RUNNING NUMBERS 2016

VEHICLE	DESCRIPTION	CAT NO.
GWR Collett Corridor Third	4548, GWR chocolate and cream	R4679
GWR Collett Corridor Brake Third (RH)	5131, GWR chocolate and cream	R4680
GWR Collett Corridor Brake Third (LH)	5132, GWR chocolate and cream	R4681
GWR Collett Corridor Composite (LH)	6620, GWR chocolate and cream	R4682
GWR Collett Corridor Composite (RH)	TBA, GWR chocolate and cream	R4683
GWR Collett Corridor Third	W4857W, BR carmine and cream	R4684
GWR Collett Corridor Brake Third (RH)	W5091W, BR carmine and cream	R4685
GWR Collett Corridor Brake Third (LH)	W5092W, BR carmine and cream	R4686
GWR Collett Corridor Composite (LH)	W6030W, BR carmine and cream	R4687
GWR Collett Corridor Composite (RH)	W6029W, BR carmine and cream	R4688
SR 58ft eight comp' Brake Third	2639, SR olive green (set 45)	R4717
SR 58ft six comp' Composite	2626, SR olive green	R4718
SR 58ft six comp' Third	6406, SR olive green (set 45)	R4719
SR 58ft nine comp' Third	304, SR olive green	R4720
SR 58ft eight comp' Brake Third	S2637S, BR(S) green (set 43)	R4746
SR 58ft six comp' Composite	S2629S, BR(S) green	R4747
SR 58ft six comp' Third	S6402S, BR(S) green	R4748
SR 58ft nine comp' Third	S267S, BR(S) green	R4749

The Maunsell stock, which models ex-LSWR 48ft carriages rebuilt on 58ft underframes by Maunsell, will be available in Southern Railway olive green and BR Southern Region green liveries. Included in each collection of four vehicles are two vehicles from a dedicated two-car set – set 45 in SR green and set 43 in BR green.

The price per vehicle across both the Collett and Maunsell carriages is £39.99 with the Collett stock expected in the first quarter of 2016 and the Maunsell vehicles in the third quarter.

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

wagons join Hornby's roster

vehicles differed in their design in the upper body, together with detail differences to the handrails and buffers. The primary visual change was in the upper raves – the LMS vehicle featuring wooden planked raves around all four sides and the BR vehicle having wooden raves on the sides and full height steel panelled ends.

On release the coke wagons will be released in both LMS and BR liveries as well as in a triple pack, although exact vehicle numbers had yet to be confirmed as this issue closed for press.

The Southern Railway 10ton cattle wagons from Hornby will represent both versions produced by the railway. First is the Maunsell diagram 1529 vehicle which was introduced to traffic from 1930 while second on the list is the Bulleid diagram 1530 vehicle which was introduced from 1947. Detail differences between the two wagon designs will be accounted for including repositioning of the handbrake handle on the Bulleid wagons and plywood panel ends with reinforcement.

The new cattle wagons will be available in Southern Railway and British Railways liveries with identities remaining to be confirmed in late November.

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

Dapol reveals... 'BLACK LABEL' GRESLEY 'STREAK'

Dapol launched its new 'Black Label' range at Warley with the first model being the Gresley 'A4' with factory fitted smoke, sound and lights. This is a pre-production sample of 4468 *Mallard*.

THE FAMOUS streamlined Gresley 'A4' 4-6-2 is the focus of a ground breaking new series from Dapol. The new 'OO' ready-to-run model will feature die-cast construction together with factory fitted sound and a synchronised smoke generator.

The new model was revealed to the public at the Warley National Model Railway Exhibition in late November with a specification which includes authentic sound recorded from preserved 'A4' 4484 *Bittern*, a fan driven smoke generator, steam simulated from the whistle, sound speakers in the locomotive and tender, working factory fitted lamps, detailed valve gear, locomotive crew, etched fire iron set, real coal load in the tender, etched nameplates and more.

In its press release Dapol said: "The Dapol 'A4' is the first in a new series setting a new benchmark for 'OO' gauge models, breaking boundaries and offering exciting, realistic operation with features not seen before in this scale."

Prices are set at £399.95 per locomotive with six versions – with appropriate detail differences – planned in the first batch. These are 4468 *Mallard* in London and North Eastern Railway (LNER) garter blue, 2510 *Quicksilver* in LNER silver, 4482 *Golden Eagle* in LNER lined apple green, 4484 *Bittern* in LNER Garter blue, 2512 *Silver Fox* in LNER silver and 4467 *Wild Swan* in LNER Garter blue.

Dapol expects to release the first models in March 2016 with expressions of interest being recorded via *sales@dapol.co.uk*

● **Visit *www.dapol.co.uk* for more information.**

Also on display was a sample of 2512 *Silver Link* in LNER silver with a single chimney.

Left: **The first pre-production sample of Dapol's 'OO' GWR streamlined railcar.**

Below: **First shot of the new HIA Freightliner limestone hopper for 'OO'.**

Above: **A pre-production sample of the new 'OO' gauge Class 68.**

Left: **The 'O' gauge Class 08 was shown as a full sample for the first time.**

Below: **A first decorated sample of the 'N' gauge 'Schools' 4-4-0 which is subject to revisions.**

Above: **A 3D printed mock up of the prototype HST power car for 'N' gauge showing current progress.**

Below: **Dapol's Class 73 was due to arrive in the shops in the first week of December. This is a final decorated sample.**

Dapol showcases LATEST SAMPLES

THE DAPOL STAND at the Warley exhibition was a feast of new product samples across 'OO', 'N' and 'O' scale with highlights including first shots of the GWR streamlined railcar in 'OO', the Class 08 in 'O' gauge and a decorated 'Schools' 4-4-0 in 'N'.

The GWR streamlined railcar is planned for release in the second quarter of 2016 and will feature a low profile mechanism to minimise intrusion into the interior. Detail includes correct height seat backs inside as well as options to operate the single car unit with and without side valances. Liveries will cover GWR chocolate and cream with Monogram logos and BR versions of chocolate and cream and carmine and cream.

Also on show for 'OO' gauge were decorated samples of the Class 73, which was due for release at the beginning of December together with plain plastic samples of the Class 68 Bo-Bo and a debut for the Freightliner HIA limestone hopper – the latter two being scheduled for first and second quarter 2016 releases respectively. The Dapol website also stated that the newly announced Class 59 entered the tool room during November ahead of its third quarter 2016 planned release date.

The Class 08 for 'O' gauge showed extensive detailing and the use of die-cast metal components for the chassis. Decorated samples are now awaited with the model due to be released in BR black, green and blue liveries during the second quarter of 2016.

In 'N' gauge a first decorated sample of the Maunsell 'Schools' 4-4-0 was shown alongside the latest engineering prototype for the Class 33. Also shown were 3D printed mock ups of the prototype HST power car and Class 50 and 68 bodyshells.

● **Visit *www.dapol.co.uk* for more information.**

Heljan debuts '1361' & '1366'

Heljan's GWR '1361' 0-6-0ST (left) and '1366' 0-6-0PT (right) for 'OO' broke cover at Warley.

THE FIRST SAMPLES of the Great Western Railway (GWR) '1361' 0-6-0ST and '1366' 0-6-0PT for 'OO' gauge were amongst the highlights of a busy line-up of steam locomotives on Heljan's stand at the Warley exhibition in November.

Both locomotives were presented in plain black offering a first glimpse of these new models. Prices are set at £159.95.

Joining the two GWR tank engines was a pre-production version of the Lynton and Barnstaple Railway Manning Wardle 2-6-2T (HM102) together with decorated samples of the soon to be released LNER Gresley 'O2/3' 2-8-0 in LNER and BR black liveries. The 2-8-0 is expected to be released in the first quarter of 2016 priced at £184.95.

Prices for the GWR '47XX' 2-8-0 – first announced at the 2014 Warley event – were confirmed at £199.95 per locomotive. Release is expected in late 2016.

● **Visit *www.heljan.dk* for more information.**

Above: **Heljan's first 'OO9' locomotive – the Lynton and Barnstaple 2-6-2T – was a talking point.**

Below: **Decorated samples of the soon to be released 'OO' LNER 'O2/3' 2-8-0 were on show from Heljan.**

Class 25 headlines Heljan 'O' gauge display

Hand decorated samples of the new 'O' gauge Class 25 were the headline product on Heljan's stand at the Warley National Model Railway Exhibition alongside factory decorated samples of the Class 42 'Warship', Brush prototype D0280 *Falcon* and IWB Cargowaggons.

The Class 25/1, which broke cover in bare plastic during October (HM102) was hand finished in time for the show with samples showcasing the model's potential in BR green and BR blue liveries. Release is expected in late 2016 with prices set at £625 per locomotive.

The factory decorated Class 42 and *Falcon* models are 2016 releases with the '42' expected in mid 2016 at £699 per locomotive and the Brush prototype due in the first quarter of 2016 at £649 per model. *Falcon* is also limited to 750 pieces across all three liveries of lime green, BR green and BR blue.

Heljan also displayed factory decorated samples of its IWB Cargowaggon bogie van and IGA bogie flat which are expected in the final weeks of 2015. Prices are £189 per vehicle.

● **Visit *www.heljan.dk* for more information.**

Hand decorated samples of the 'O' gauge Class 25 were displayed by Heljan.

The impressive 'O' gauge 'Warship' was shown in a number of liveries by Heljan.

Heljan's 'O' gauge model of *Falcon*, to be released in 2016, was a major draw on the stand.

B-CLASS TANKER FOR 'OO'

■ Heljan is to produce the 1957 B-class 20ton Esso oil tankers for 'OO' gauge for release in 2016. Its announcement at Warley 2015 in November follows the manufacturer's 'O' gauge model of the same vehicles.

The B-class tankers are best known for regular flows from Fawley oil refinery near Southampton with a range of motive power at the head including BR '9F' 2-10-0s, Maunsell 'W1' 2-6-4Ts and pairs of Class 33 diesels.

Heljan's model will feature turned metal wheels, detailed walkways and NEM coupling pockets with small tension couplings with liveries covering Esso and Mobil colours as a B-class (oil) tanker and Esso grey as an A-class (petrol) tanker. Prices are set at £21.95 per vehicle with release expected in late 2016.

● **Visit *www.heljan.dk* for more information.**

STANIER 'MOGUL' BREAKS COVER

as 3D sample

Bachmann revealed progress with the drawing work on its long awaited Stanier 'Mogul' with a 3D printed mock up of the locomotive.

THE EAGERLY AWAITED Bachmann 'OO' gauge model of the Stanier '5MT' 2-6-0 broke cover at the Warley show in November as a 3D printed mock up on the manufacturer's stand. The 2-6-0 was shown alongside mock ups of the Thompson and BR Mk 2f carriage ends as 3D samples.

Also displayed were decorated samples of the delightful Wickham trolley and trailer for 'OO' with all three guises – BR maroon (Cat No. 32-991), BR engineers yellow (32-992) and BR engineers yellow with 'wasp stripes' (32-993) – being shown. Release is expected in March/April with each priced at £79.95.

The new 14ton and 20ton anchor-mounted tanker wagons in A-class and B-class forms were also on display as decorated samples ahead of their planned release in May/June 2016.

● **Visit *www.bachmann.co.uk*.**

Decorated samples of Bachmann's 'OO' gauge Wickham trolley were shown by Bachmann.

Bachmann's 14ton and 20ton anchor mounted tankers were displayed in final decoration.

DIESEL BRAKE TENDER DOCKS!

■ The Key Publishing 'OO' scale BR diesel brake tender is now available to purchase following arrival of the first batch in late November. Three BR green versions are currently available while a fourth in BR blue is expected to be released in the New Year.

Ready to purchase are B964038 in plain BR green (Cat No. HM010), B964064 in BR green with small yellow warning panels (Cat No. HM011) and B964112 in the same colour scheme (HM012). Each model has been produced in a limited quantity. All three are priced at £27.99 and can be purchased by visiting *shop.keypublishing.com* or by calling 01780 480404.

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

The 'N' gauge '64XX' 0-6-0PT from Bachmann was displayed as a decorated sample.

TANK ENGINES LEAD

Bachmann 'N' gauge display

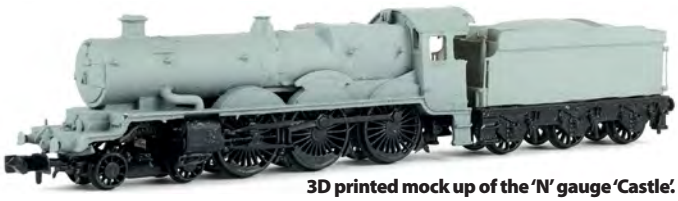
DECORATED samples of the soon to be released GWR '64XX' 0-6-0PT and BR '4MT' 2-6-4T were amongst the highlights on the Bachmann Graham Farish 'N' gauge display at Warley in late November.

The '4MT' tank is due to arrive first in March/April 2016 with two versions planned as 80027 in BR black with early crests (Cat No. 372-535) and 80119 in BR black with late crests (372-536). The '64XX' is to follow in May/June as 6407 in GWR green (371-985), 6417 in BR black with early crests (371-986) and 6412 in BR lined green with late crests (371-987). Both will feature 6-pin DCC decoder sockets with the '4MT' priced at £114.95 and the '64XX' at £89.95.

Also displayed were decorated samples of the BR 12ton pipe wagon due in February/March along with first samples of the Southern Railway PMV van and N Gauge Society Thompson Full Brake. Completing the line-up were 3D printed mock ups of the GWR 'Castle' 4-6-0 and GWR Hawksworth 'Autocoach' generated in house at Bachmann's Barwell base.

● **Visit *www.bachmann.co.uk* for more information.**

New 'N' gauge Pipe wagons were displayed in full decoration by Bachmann.



3D printed mock up of the 'N' gauge 'Castle'.

The N Gauge Society's Thompson BG was shown as a pre-production model.

A first shot of the new 'N' gauge Southern Railway PMV van.

Next to be released for 'N' gauge is the BR '4MT' 2-6-4T. This is the final decorated sample.

Sutton's Locomotive Workshop reveals EXCLUSIVE CLASS 24!

A BRAND new and ready-to-run high value model of the BR Sulzer Class 24 was launched by Sutton's Locomotive Workshop on November 27 offering the first ever locomotive to be available with 'OO', 'EM' or 'P4' wheelsets straight from the box. It is also the first British outline model to use the 22-pin Plux decoder.

The model has been made available exclusively to previous Rail Exclusive customers initially and is on sale now. Speaking to *Hornby Magazine* Sutton's Locomotive Workshop's Philip Sutton said: "This model has been built to a specification not a price point and the whole project has been designed around finescale standards."

Initial releases model the first of the class, D5000, in as delivered BR green and the last to be in traffic, 24081, in BR blue with full yellow ends and welded cab communication doors. Each model features over 350 separately fitted parts, most of which are hand assembled, together with LED lighting prototypically dimmed.

The '24' is available DCC ready or DCC sound fitted. Each is delivered in a metal presentation box which includes a desktop display case and the bufferbeam details are pre-fitted.

The DCC sound version has been produced with the assistance of *Hornby Magazine* contributor Paul Chetter. The Zimo decoder offers 28 sound functions and 10 function outputs for full control of lighting including independent control of front and rear lights. The '24' has built in 'stay alive' capacitors and uses the latest smartphone technology for its sound output with two speakers.

● **Visit *www.sulzertype2.com* for more information.**

Golden Valley announces 'Janus' shunter for 'OO'

Golden Valley Hobbies has commissioned a 'OO' gauge model of the Yorkshire Engine Company 'Janus' 0-6-0 diesel shunter from Oxford Rail.

Tooling of the model is underway and the model will have all wheel pick-up, five-pole skew wound motor and NEM coupling pockets. It will also be DCC ready with provision for installation of Digital Command Control (DCC) sound.

Four versions are planned in National Coal Board (Cat No. GV2012), British Steel Corporation yellow (GV2013), British Petroleum (GV2014) and as-delivered Port of London Authority liveries (GV2015).

Whilst prices have yet to be confirmed, expressions of interest are now being accepted with release anticipated in late 2016.

More than 100 of these shunting locomotives were built by the manufacturer in the 1950s and 1960s for industrial use.

In addition, four new packs of seven-plank open wagons have also been commissioned from Oxford Rail to complement this new model in appropriate liveries.

Each pack will contain three individually numbered wagons decorated NCB (GV6012), BSC (GV6013), BP (GV6014) and PLA (GV6015) colours.

Due in 2016, prices for these triple wagon packs have yet to be confirmed.

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

Yorkshire Engine Co 'Janus' 0-6-0 No. 30 waits to work the trip back to the steelworks from Deepcar yard on February 26 1981. The 'Janus' 0-6-0 is being produced in 'OO' gauge by Oxford Rail for Golden Valley Hobbies. John Chalcraft/Railphotoprints.co.uk.

SOUTHERN SIGNAL SHOWCASE

Dapol showcased the latest pre-production samples of its new Southern Railway rail built and lattice post signals for 'OO' gauge. Both types of signal are now in production with the rail built versions being available as

both Stop and Distant signals while the lattice post version will initially be produced as a platform starter only. These are due for release in early 2016. The long awaited bracket signals for 'OO' in both GWR lower quadrant and London Midland & Scottish Railway (LMS) upper quadrant formats are also now in tooling with expected release in mid-2016.

● **Visit *www.dapol.co.uk* for more information.**

Absolute Aspects reveals LATEST 'OO' SIGNALS

Model signal specialist Absolute Aspects launched examples of its forthcoming 'OO' gauge LED multi aspect signals at the Warley National Model Railway Exhibition.

Replicating Network Rail's present day prototypes, they will be offered as three and four aspect signals featuring red, yellow and green in the bottom aspect using LEDs while the four-aspect version also features an extra LED in the top aspect.

In addition to standard versions of these new multi aspect signals, customised options can also be ordered featuring dot matrix route indicators, junction indicators, position lights, ID plates and gantries to suit individual requirements at additional cost. 'O' gauge versions of these signals are also being considered.

Available from January 1 2016, prices start from £50.

● **For further information visit *www.absoluteaspects.com.***

REVOLUTION OPENS 'OO' TEA TANKER PROJECT

■ Crowd sourced model producer Revolution Trains has opened up a project to produce the TEA 100ton bogie tanker for 'OO' gauge following the success of its project for the same vehicle in 'N' gauge.

Revolution is taking expressions of interest via its website with 1,000 orders needed. Production will be handled by Rapido Trains with the specification calling for etched catwalks, NEM couplings and detail variations. Proposed liveries include VTG red, VTG grey, DB Schenker/EWS grey, VTG blue and Freightliner green.

Prices for single vehicles will be in the range of £35-£39.

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

Prototype HST is next for Locomotion

LOCOMOTION Models and Rapido Trains' next model will be a ready-to-run 'OO' gauge prototype High Speed Train (HST) power car. The announcement was made at the annual Warley National Model Railway Exhibition in November.

BR's prototype HST was developed at the Railway Technical Centre in Derby during the early 1970s and it led onto the fleet of Class 43 production HST power cars. One of the prototype power cars, 41001, survives as part of the National Collection and has recently been restored to working order.

The prototype HST power car will be available in a collectable train pack but details of the contents, price and delivery date were unconfirmed as *Hornby Magazine* went to press.

Chairman of Locomotion Joint Management Board Brian Greenwood said: "When we sat down with the team from Rapido to discuss the introduction of the APT-E we all agreed that once production of the model had started we should move straight into development of the Class 41 prototype HST."

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

Locomotion Models has revealed that the prototype HST will be its next exclusive 'OO' model with Rapido Trains. On August 31 1975 252001 takes part in the Shildon cavalcade. Pathfinder Tours Archive Collection/Railphotoprints.co.uk.

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BPDCC28 OMNI 6 Pin with Harness (5) £99.95
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Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

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GM19 Code 100 (OO) Rail Joiners (24) £2.45

OO SCALE TRACK ACCESSORIES

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GM54 OO Buffer Stop £1.85
BPGM54 OO Buffer Stop (5 Pack) £8.35

GM55 OO Lit Buffer Stop £6.95
GM56 OO Buffer Stop Lights (Pack of 2) £9.95

GM13 Pair of Leads (Joiners/Bare Wire) £4.95
GM66 Hornby Type Track Pins 10mm £2.60
GM67 Extra Long Track Pins 15mm £2.60

N SCALE FLEXIBLE TRACK

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N SCALE TRACK ACCESSORIES

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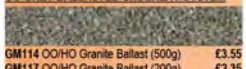
GM53 N Scale Buffer Stop £4.50
BPGM53 N Scale Buffer Stop (Pack of 5) £19.95

GM57 N Lit Buffer Stop on Track £9.25
GM58 N Buffer Stop Lights (Pack of 2) £9.95
GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



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Dorehill St Stevens

This massive 'OO' gauge layout is a whole railway system in miniature. Soar Valley MRC chairman **JOHN ELLIOTT** describes its conception, construction and fascinating operation.

PHOTOGRAPHY, MIKE WILD

STATISTICS

Owner:	Soar Valley MRC
Scale:	'OO'
Length:	41ft 9in
Width:	14ft 6in
Track:	Peco code 100
Control:	Analogue
Period:	BR London Midland Region, 1960s

1 A Beyer Garratt 2-6-0+0-6-2 leads a long loaded coal train on the main line from Dorehill St Stevens as an Ivatt '4MT' 2-6-0 leads a mixed goods on the slow lines.

2 A BR '4MT' 2-6-0 leads a rake of Mk 1 non-corridor stock round the curve from Nottingham into Dorehill.

THE MOST IMPORTANT thing about Dorehill is that it was built with many hands as a club project encompassing all levels of aspirations. The design of Dorehill was a result of many minds, each having their own priority and coming from all the members of Soar Valley MRC (SVMRC). The main consideration was to learn from our previous 'OO' gauge layout Barksby & Kenelton measuring 43ft x 12ft, which had been successfully on the exhibition circuit from 1988 to 2004.

The period selected is 1958 to 1961. The area is BR London Midland Region, North Midland to South Yorkshire or thereabouts with Eastern Region trains transgressing sometimes. We have tried to be prototypical and have been as accurate as our minds allow. We are in it for the pleasure and enjoyment, and trying to give the impression of a real railway.

Our previous effort had double beamed 8ft x 3ft baseboards with many cross members. They were heavy and needed four willing hands to carry each and even that was with difficulty. This time the boards are 6ft x 3ft and 6ft x 2ft 6in with single battening and no cross members. The baseboard tops are of 12mm exterior plywood. This time only two people are needed to carry them. Common legs that slot in underneath instead of bulky trestles also help.

We have tried to present a railway passing through the countryside or town not the other way around and cuttings and banks should appear to have actually been created to let the railway pass through or over.

Dorehill measures 41ft 9in x 14ft 6in with all round viewing, the storage yard being down the centre - just visible to the outside viewer but not intrusive enough to spoil the illusion that there are no hands from above changing stock and that the world does continue beyond the tunnel and scenic breaks.

The track is Peco code 100 throughout. This is for the simple reason that as a club layout anyone with any stock can have a run if it fits. Some operating nights can be quite humorous with coarse scale Triang competing with the most detailed scratchbuilt locomotive to an old 'Blue Pullman' running with the latest Bachmann DMU. Selected and detailed stock is kept for programmed running sessions and for the exhibition circuit, for which we practice regularly to try to give justice to the layout.

CONTROL

Electrics for Dorehill remain analogue with Gaugemaster controllers. Digital Command Control (DCC) was considered but using such diverse stock it was thought an impossible concept and only a few members had DCC fitted models.

The SVMRC has built a purpose built DCC layout as a test for us to evaluate. This will serve to satisfy and allow us to learn more about this technology. The control panels themselves are of schematic design with the actual track diagram fixed to the tops into which push buttons for the points, toggle switches for sections, communication lights and isolators are placed.

The actual controllers are panel mounted to avoid being an obstacle to moving hands. Signals are also operated with toggle switches placed adjacent to their real position on the track diagram. Communication switches are labelled with corresponding coloured lights. Outbound lights are green, inbound red and goods only amber. This system applies for all panels.

OPERATION

As can be seen from the track diagram Dorehill has five through platforms - three north and two south, with a single »

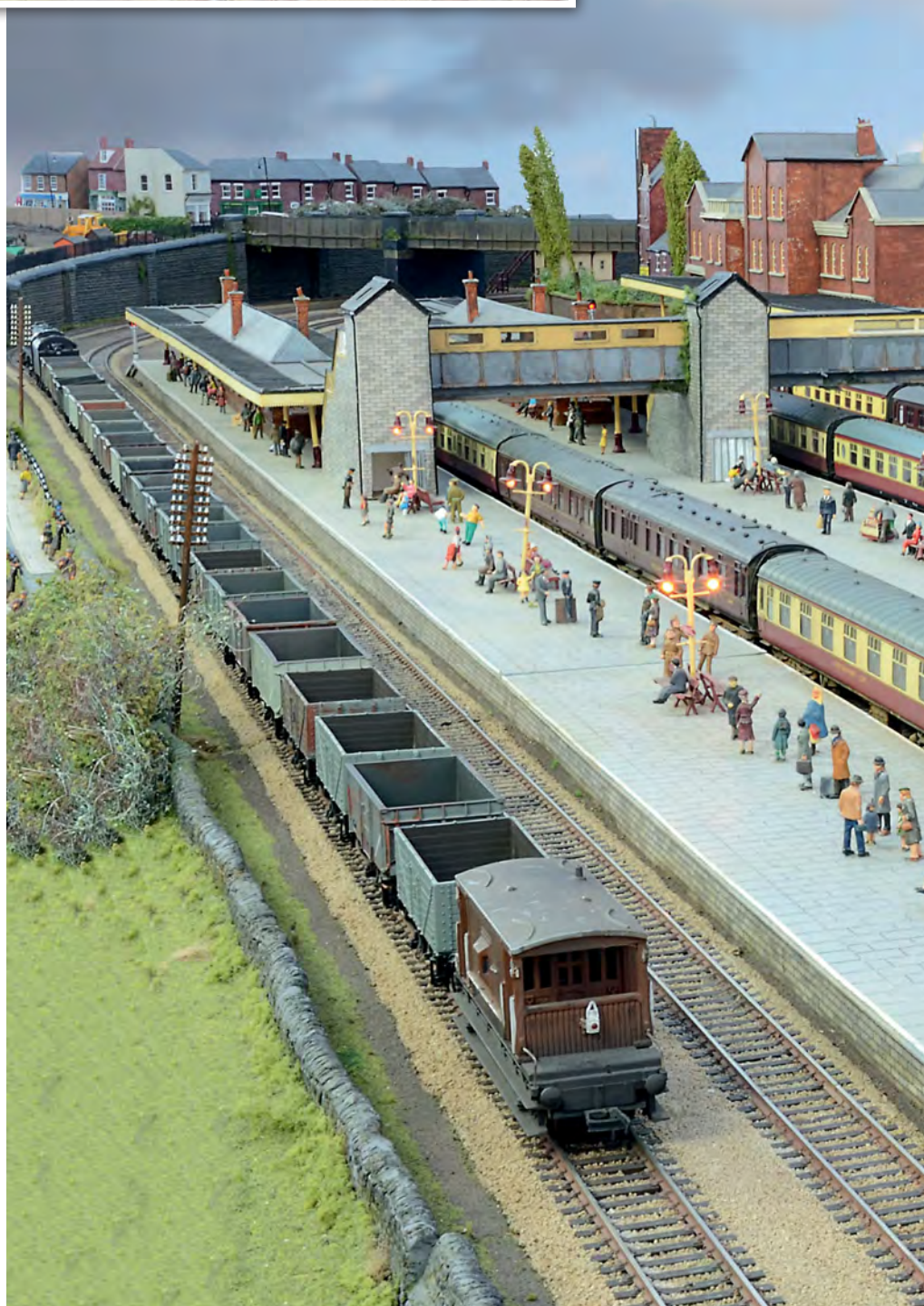
3 Left: **Beyer Garratt 2-6-0+0-6-2 47981 rounds the curve from the Birmingham line with loaded coal hoppers.**

4 Below: **With six platform faces Dorehill is a busy station. A Class 25 has just arrived with a stopping service while behind a Stanier 'Black Five' and a Class 105 DMU await departure time.**

bay platform northbound and a goods avoiding line in each direction. These have two sections which can be used by both controllers, their occupation being illuminated red or green on the control panel, as are parts of the station approaches at both ends of the station. These sections allow continuous operating in both directions, except for the obvious crossing of lines to gain access to the bay, parcels depot, two-way and return running. Trains can enter Dorehill station from Birmingham then return 'wrong line' to the junction thence to London. There are similar operations from the north.

Incorporated into the station control area is the small goods depot which gains its access from the north. All platforms and approaches are signalled with mainly two aspect colour lights but the northern approaches are semaphore with a theatre display giving platform numbers. Beyond each end of the station is a junction. The south end diverges to a twin track branch we call 'to Birmingham' and the main line onto London and the south. The other end splits into the line to Newboldon and the north with the left-hand junction to Nottingham. The main line slow goods traffic takes the Nottingham and London line.

A different concept is used for the main lines and Newbold Junction. The up and down lines are controlled independently to provide fluent operation. Just as the tracks come in from the east they diverge, hence the junction part of the name. We now have four platforms. Nos. 3 and 4 go off to Derby (back into the storage yard) and from Derby. Platforms 1 and 2 go off to Leeds and from the north. At the same time the dual goods line joins at the station throat. A problem arises here as the Derby trains now share the running lines. When a goods train is required to occupy the line the controller just throws the points and switch which changes the occupation current to the goods controller. Then the goods goes »



through the station. When clear it reverts back and normal operation continues. Trains to or from platforms 1 and 2 still operate independently and this allows up to four trains to be moving at the same time.

All lines are signalled, mostly with semaphores on this section, the main controller operating the goods signals through Newbolden station.

HIDDEN HUB

The storage yard is the hub of the layout, setting the pace for the timetable. Two operators - one for outbound north and in south and the other out south and in north. All routes are sectionalised to both controllers allowing trains to move in and out at the same time. All this needs practice, hence our regular club night running sessions. Entrance and exits are under signal control, one end semaphore, the other two aspect colour light.

There are 19 passenger lines in the fiddle yard and at an exhibition they hold seven corridor trains from seven to 11 coach formations. There are three different non-corridor stock rakes and six Diesel Multiple Units and several fast freights which are marshalled as required. The ten goods fiddle tracks are allied to the main fiddle yard and hold full trains. These are fed into the main system as required and needed.

The goods yard is an independent section with its own operator. It marshals, shunts and return feeds back to the fiddle yard. This is a very important operation as it keeps movement along the line and acts as entertainment when a delay in passenger movement occurs. This is where the practice comes in.

Control of movement is by sequence timetable. Each passenger and fast freight train has a movement number. This is followed by each controller as the trains pass around the layout and as long as this number is followed, everything goes well. All trains start in the fiddle yard and the sequence to release a train into the system is followed. Each panel has an offer switch to a destination. This is operated and a corresponding red light illuminates on the recipient's panel. If all is clear then a return switch is operated illuminating green on the sender's panel and the train is allowed to move onwards out of one section to the next. This system continues until the train returns to the fiddle yard or terminates at Dorehill. Each destination has its own switch and recipient response light. There are five destinations out and back from the fiddle yard. This gives a multitude of varying train movements which not only entertain the viewer but the operators themselves. The programme runs for approximately 70 outward moves and back: it does not include goods workings which as mentioned are filtered in as traffic allows using the independent goods line.

SCENERY

The scenics on Dorehill have been quite a task if not a labour of love. With over 112ft of viewing area to be created, and more than 140 buildings required only three years were allocated to complete the exercise. The layout construction itself and electrics were completed within the first year and have been exhibited in their raw state at »

5 Left: **A Stanier 'Black Five' and a BR '9F' pass on the approach to Dorehill station.**

6 Below: **A Class 40 approaches Newbolden Junction with a working from Derby. Many of the buildings are scratchbuilt with the terrace houses coming from the Hornby Skaledale range.**

our open day which we hold every two years or so. This gave us the opportunity to test the system before starting on scenery.

The scene was set, but where do you start? At the beginning, so we began at each end of Dorehill station, working in two directions. This enabled us to have continuity and not overcrowd each other while working. The first major area was Tetley Tunnel for which wooden frames were constructed and interwoven strips of card for the surface paper glued thereon. Woodland Scenics is our favourite supplier and its wide variety of flocks and shrubbery and real horsehair do the trick admirably. Peco fencing and our own modelling clay walling complete the picture.

Before going too far with scenic effects there is the eternal problem of ballast. How many ways there are! We acquired about 50kg of magnesium granules from RT Models near Monmouth. It looks and feels just right for 'OO' and even 'N' gauges. Half fill a small bowl with ballast, cover the surface with wood glue, add a little water and mix until it is a smooth paste. If the mix is too thin add more ballast, then with a 6in rule or similar instrument, poke a little at a time between the sleepers. Pat down with your finger and using the flat of the rule make the edge. It sounds messy and it is, but the finish is just like the real thing so the effort is well worthwhile.

"The scenery on Dorehill has been a labour of love."

JOHN ELLIOTT

If the colour looks too new, a simple solution is: make a cup of black tea with six bags, let it brew a while - you have the best weathering agent for your trackbed we know of.

A lot of the ground area around stations, goods yards and other railway property is ash. We are very lucky where we are as there is a bell foundry called Taylor's, a famous institution still casting today. A small request to their manager and a huge sack of used casting sand was acquired. It has burnt brown just like real ash and so is very easy to apply on areas that just need that ash effect.

At the north end of Dorehill is a large triangle which gave the opportunity to vary the levels down as well as up. A canal basin developed below a viaduct and a second viaduct was built into the side of the embankment. The adjacent buildings had to be scratchbuilt from photographs of real structures. The real thing is always best to copy if possible. The method for the banks, cuttings and hillside is different from the tunnel. Wooden formers were made but good card placed over and glued and stapled to the formers then covered in filler and brushed to form the contours.

Bridges and viaducts also had to be scratchbuilt but some of the village buildings were modified Skaledale. They really look the part as long as they are selected with care as can be seen from the accompanying photographs. Over half of the scenics were completed by the second year, still on schedule. Dorehill premiered at our own club exhibition.

Newbolden station was next, a station of four platforms on a curve. A large sheet of 2mm card was placed over the area »

and carefully the whole station was cut, allowing the road to be at platform height. The same method was used for the middle and inside platform. The whole platform surface was glued, allowed to dry tacky and flagstones were etched by hand. Shops in the surrounding area were scratchbuilt by necessity of shape and fit. The footbridge is also scratchbuilt, but out of need of time all terrace houses and other shops are Skaledale, nearly 40 of them in all.

FINAL PHASE

The last 30ft apart from Dorehill was now tackled. This was to be a goods yard that worked as well as it looked. This had been thrashed out in the design stage and was probably the most contentious part. As can be seen access and exit is gained from the Newbolden end. The other exit north was a compromise but is useful for operating potential. The colliery line bears off to the left at the north end, disappearing through a bridge and on to the storage yard.

The actual scenery design was a compendium of ideas but two members stepped forward with their usual sensibility and created the goods yard. One also made the ventilating towers on the tunnel adjacent to the yard, which, incidentally, does disgorge smoke from a small generator below, and the other made the control panel, so that whole area was left in their capable hands.

"Before going too far with scenery there was the problem of ballast."

JOHN ELLIOTT

The row of scratchbuilt buildings to the south of Dorehill and above were from our previous layout, much modified but fitting the bill. The buildings behind the platforms of Dorehill were also from Barksby and Kenelton, with new builds blending in.

Beyond the triangle on the way back to the fiddle yard there is probably the greatest amount of scratchbuilding. Looking from the viewer's side the triangle's six lines converge to a tunnel topped by a large conglomeration of high industrial buildings. These are based on the outgoing tunnel at Birmingham New Street Station taken from an old Bradford and Barton book. They give the impressive look that was sought to give great effect to the viewer and hide the storage yard entrance.

Adjacent to the triangle is the motive power depot and parcel building which is next to the engine shed. This was »

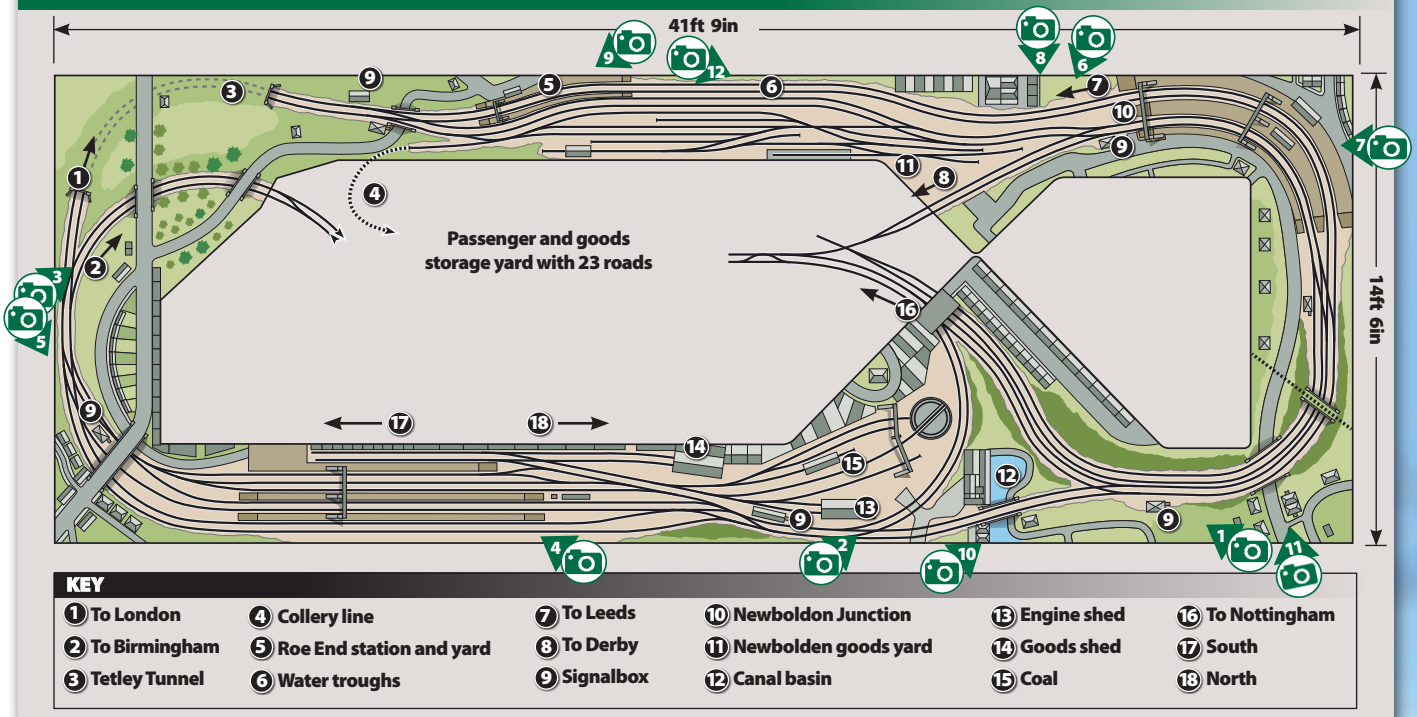
7 Right: **A Johnson '2F' 0-6-0 rumbles through Newbolden with a mixed rake of loco coal wagons.**

8 Right centre: **Alongside the main line at Newbolden is the busy market.**

9 Bottom right: **At Roe End station a Derby Lightweight DMU restarts after a brief stop while a 'Super D' waits for a clear route out onto the line through Tetley Tunnel.**

10 Below: **A Fairburn 2-6-4T crosses the canal with a stopping train as a '9F' 2-10-0 leads a long iron ore train on the goods line.**

DOREHILL ST STEVENS TRACK DIAGRAM (NOT TO SCALE)



scratchbuilt as were the coaling plant and sand dryer. Commercial etchings were used for the windows. The parcels shed windows were acetate printed to save time. The footbridge and scenics were all the hand of one member. As mentioned at the beginning many hands have made this layout.

Dorehill St Stevens station is named after three club members, the last sadly no longer with us. The actual main building is based on the former Derby Midland station. The method of construction is basically the same as the platforms. The whole building was marked out on 1.5mm card this time, covered in white wood glue and when almost dry the brickwork was scribed into it. Windows and doors were cut out, edges painted, windows attached and walls glued in position. Card floors and strengtheners were added. The roof is made in the same way then fixed to the walls. It all sounds so simple but many years of practice got the results good enough to exhibit.

The main platforms at Dorehill were made in the same way as the others but scribed with paving slabs and weathered as the buildings. The white edges are strips of thin sticky quality paper from a printer, cut with a very sharp knife. Each platform has its waiting rooms and other structures made in the same way as the main building.

At this point there were five months until the layout's first official showing. The main station platforms, their structures and platform footbridge needed starting, let alone completing, along with fine detail to be added including people, vehicles, a host of signs and those items that nobody sees unless they are missing - telegraph poles being the major one as well as a backscene.

We used 6mm plywood for the backscene boards. These are painted with white emulsion and a little colour, along with clouds and hand painted continuation scenes, buildings in perspective and hills. The rear of the backboards were painted with blackboard paint, and these edges allow the eye to focus on the layout without spoiling the illusion.

MAIN ATTRACTION

The difficulty with such a large layout, apart from the obvious problems of storage, transport and number of operators, is the ability to see where your train is. A solution, although a little expensive, is CCTV cameras. The monitor at Dorehill is provided with three cameras and the monitor at Newbolden with two. This covers all the hidden lines. The cost was probably around £200: this is why we join a model railway club - what one cannot afford, collectively we can.

A main attraction at Dorehill is the display board, about 2ft x 18in. It displays by a myriad of LEDs showing the departures from the station controlled by a touch screen computer. This is operated as the train is leaving, moving up the screen to make way for the next event and eliminating the departing train. Up to ten departures are displayed at any one time. There is a special touch button to announce arrivals but after a while this can be irritating to the operators and viewer alike and is kept to a minimum for effect.

The main premise of operation is to run the layout like the real thing, so there is no 'tail chasing' or creating a racetrack effect. There is always something moving somewhere on the layout but not always in front of every viewer all the time, just like the real railway.

A 300 square ft layout is a lot to describe but it is a fantastic model to be involved in and show in public. We look forward to seeing *Hornby Magazine* readers on our travels, as well as at Soar Valley MRC. HM

11

Right: **Street scenes have been detailed equally as much as the railway.**

12

Below: **A neat feature of the main line section between Newbolden and Roe End is a set of water troughs. A rebuilt 'Patriot' 4-6-0 leads an express over the troughs as a 'Super D' 0-8-0 heads a loaded coal train on the slow lines.**

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Secondary education

Main lines may be spectacular but few of us really have the space to do them justice. **MARK CHIVERS** looks to the network of secondary routes which often featured shorter trains and smaller stations well suited to modelling at home.

THEY MAY LACK SOME OF THE glamour of their high-speed main line counterparts, but Britain's extensive network of secondary routes served a vital role in transporting passengers and connecting with onward services. These secondary routes can take many forms often radiating from large centres of population such as Birmingham, Leeds, Liverpool, London and Manchester to rural and cross-country routes. These routes are the lifeblood of the railway network as they provide quick and easy access to much of the country day in, day out carrying large volumes of passengers, often on shorter journeys.

The following four 'OO' gauge track plans represent a small selection of potential subjects which can be recreated in a typical space within the home and while freelance in nature they take inspiration from prototype stations – both existing and long-gone. Two layout sizes have been considered, 10ft x 8ft and 12ft x 8ft using Peco Code 75 flexible track and live frog points. However, each of the layouts could be extended to fill a larger space such as in the garage or loft or even a large outdoor shed. Ready-to-plant buildings and accessories are also available in abundance from Bachmann's Scenecraft and Hornby's Skaledale ranges, together with plastic construction and downloadable building kits and a wide selection of detailing and suitable signage, all of which will add the finishing touches to stations.

Railway junctions are particularly fascinating and two of the plans take inspiration from real locations at Barnham in West Sussex and the original Barnstaple Town track layout in North Devon. Both of these stations featured a fairly intricate layout of turnouts and crossovers which have been recreated in 'OO', although inevitably the plans involve considerable compromise with track layouts compressed accordingly to fit within the available space. »

The trackwork at Barnstaple Junction's station approaches offer superb modelling potential, as shown in Plan C. Bulleid 'Battle of Britain' 34061 *73 Squadron* eases through the junction with the 3pm from Ilfracombe on May 19 1959. Ken Cook/Rail Archive Stephenson.

The West Highland Line has always been a popular subject and Plan A suggests a potential layout with two stations. On June 22 1981 Class 27 27025 and Class 37 37035 depart Crianlarich for Fort William. John Chalcraft/ Railphotoprints.co.uk.

PLAN A – BASED ON WEST HIGHLAND OPERATION

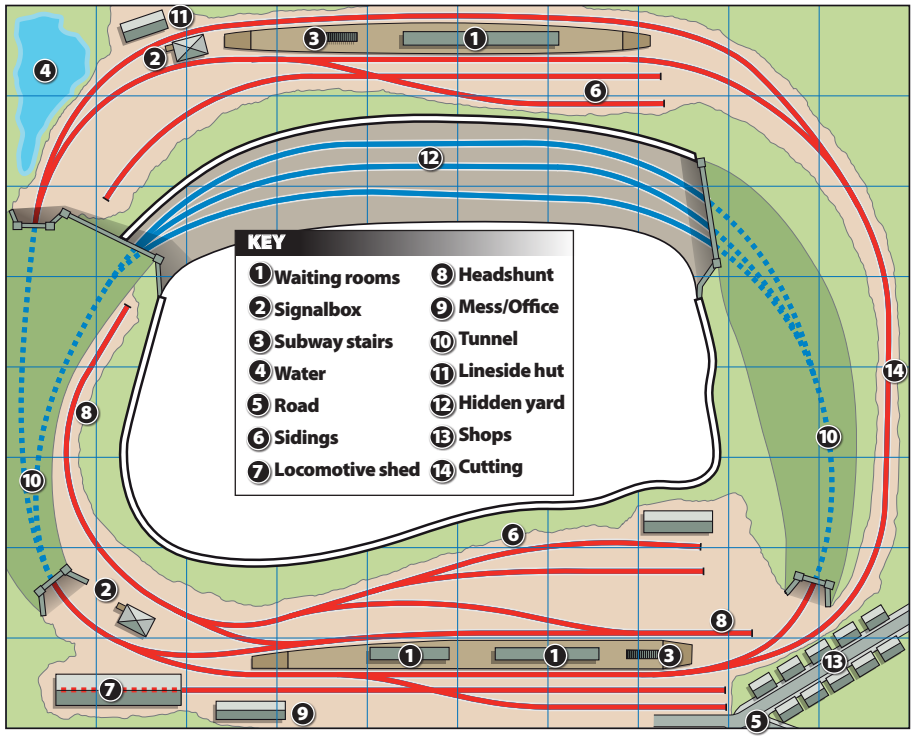
PLAN A differs from the rest of the track plans as it features two stations for extra entertainment value. Effectively this layout is one large single track loop with a smaller loop leading from it to a storage yard in the upper centre of the plan.

Designed as a layout set within the landscape, it features two island platform stations, one at the top of the plan and a more substantial station area in the lower section. Whilst the upper station features large loops with two platform faces and a couple of engineers' sidings, the lower station features one bi-directional through platform and one terminus platform, which also doubles up as the run-round access for the adjacent small yard. Another yard with a locomotive shed is also provided on the opposite side of this station for stabling of locomotives or wagons.

Comprising 18 turnouts, this two-station plan includes ten curved double radius points (SL-E186/SL-E187), six medium radius turnouts (SL-E195/SL-E196) and two double slips (SL-E190). The layout is designed so that access to the three storage yard roads feeds from either side of the lower station. To take this a step further, it would also be possible to build the plan so the island platform at the top sits at a higher level, allowing the storage sidings to be accommodated below and possibly extended further. However, this requires care in ensuring the gradient from the lower to upper station isn't too steep and within the capabilities of the locomotives and rolling stock you plan to use.

Taking inspiration, in this instance, from the West Highland Line (WHL) in Scotland, the lower station provides a bi-directional through platform together with a bay platform for terminating trains from the south. At the eastern end of this station, a curved double radius left-hand point (SL-E187) offers two different routes for trains to follow, one route heading to the storage yard and the other to the upper station. Both stations feature waiting rooms together with platform subway steps, a distinctive feature of the stations on the West Highland lines. Signalboxes have also been included at each location, although if modelling a WHL layout, these were often located on the platforms instead, but that is up to the builder.

Whilst created in a 10ft x 8ft space, this plan could be further extended offering more flexibility, particularly with a larger storage yard, if you have the room.



PLAN B - FREELANCE

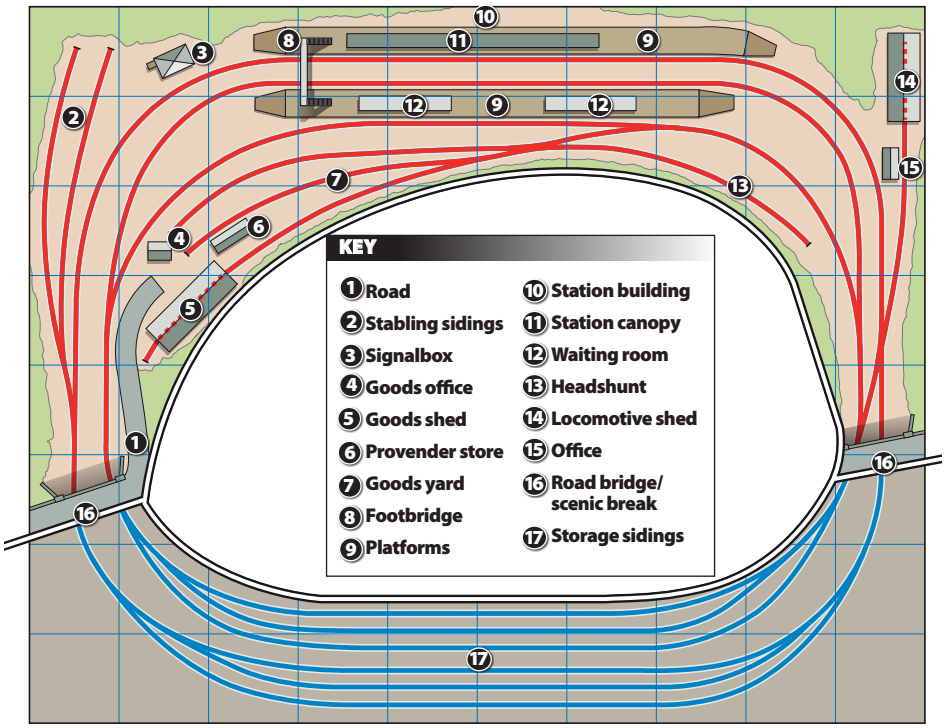
PLAN B is a completely freelance design and measures 10ft x 8ft. It features a large station with three platform faces capable of holding five-coach trains. The layout is effectively two independent loops, the inner of which features access to a third platform face and small goods yard area for arrival and shunting of goods trains together with a regular diet of passenger trains.

The inner and outer main loops are linked through a double slip which also provides access to a small locomotive shed. On the far upper left of the layout, two stabling sidings are also provided for storing carriages or Diesel Multiple Units (DMUs) between duties. Additional off-scene stabling sees six large sidings in the storage yard located at the bottom of the diagram – three for each of the inner and outer circuits.

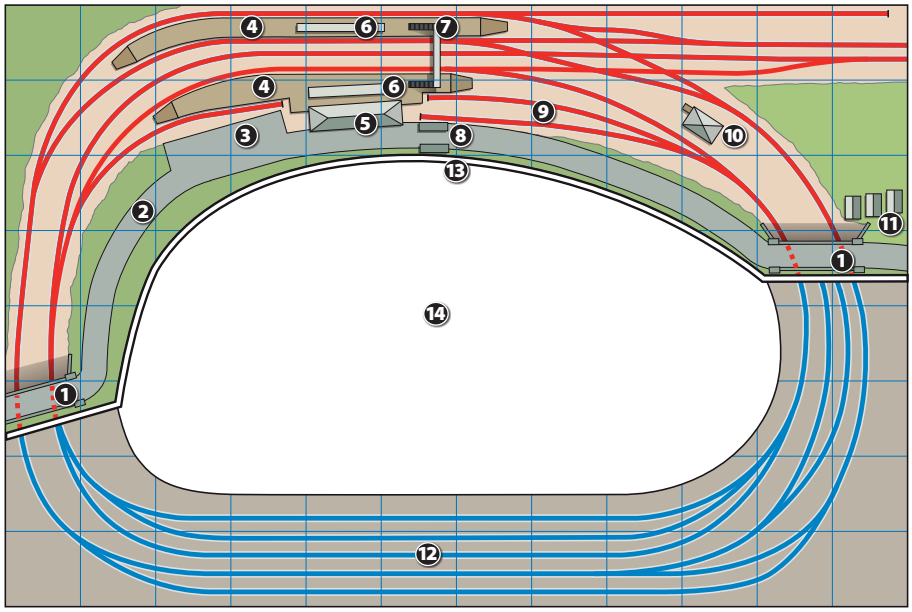
Whilst making use of the available space, consideration also needs to be given to the operating area to ensure the entire layout can be accessed if required. Where possible, large radius turnouts have been used to minimise the risk of derailments with 17 turnouts used within this plan including ten curved points (Cat No. SL-E186/SL-E187), together with three medium radius turnouts (SL-E195/SL-E196), two large radius points (SL-E188/SL-E189) and a pair of double slips (SL-E190).

The large station area includes provision for a suitable on-platform station building and canopy together wth two waiting rooms on the island platform linked by a footbridge at one end. A signalbox is located between the main station and the stabling sidings, while the goods yard features three main sidings together with a headshunt to enable shunting movements to take place. An additional shunting locomotive may be required for shunting of each siding to be carried out sufficiently, although the train engine could run round its train in the station before setting back into the yard. A small locomotive shed is provided to stable a shunting locomotive or service occasional visiting engines and has access to both loops through the double slip. A road overbridge and tunnel mouth provide scenic breaks at either side of the layout with track passing beneath for access to the storage yards.

A lift-out section on the layout could be incorporated on either side of the plan to provide easy access to the central operating well, depending on room size.



PLAN C – BASED ON BARNSTAPLE TOWN



KEY

1. Road bridge/scenic break
2. Road
3. Car park
4. Platforms
5. Station building
6. Waiting room
7. Footbridge
8. Bus stop
9. Sidings
10. Signalbox
11. Shops
12. Storage yard
13. Backscene
14. Operating well

PLAN C was inspired by the interesting track layout at Barnstaple Town station in 1950s/1960s on the North Devon Railway, which featured an impressive series of crossovers leading to the branch for Ilfracombe on the North Devon coast.

This plan assumes double track operation for the purposes of our layout and features two main continuous loops within the 12ft x 8ft baseboard and also provides for an extension to an extra storage yard or loop at the top right corner of the plan, subject to available space. This storage yard could be a terminating traverser style or, if you have the room, could continue to connect with the loop in the lower right-hand corner of the plan. This also provides an additional route for your trains to follow should you have the space.

The main focus, though, is the distinctive set of crossovers from either side of the island platform at the upper right of the plan, which cross the main lines to the branch.

This design means that the track plan could be operated as drawn without the need of the additional storage yard. Two different sized crossovers have been used to get the angles to work within the space available including three short crossings (SL-E193) and one long crossing (SL-E194), together with a double slip (SL-E190) which provides a useful connection between the inner and outer loops.

This track plan is fairly intense in terms of pointwork, featuring no less than 25 points and crossings together with lengths of flexible track to complete the intricate setup. Large radius points feature principally including 11 curved points (SL-E186/SL-E187) and four standard large radius turnouts (SL-E188/SL-E189) on the main lines. Medium radius points (SL-E195/SL-E196) feature in the station area and sidings, while a useful small radius 'Y' point (SL-E197) provides the desired angle for the short crossings at the top of the plan.

Whilst appearing a little complicated at first glance, the plan offers plenty of operational scope for passenger and freight trains together with shunting and light engine movements too.

Five sidings are included within the storage yard with two additional kickback sidings for the outer loop, which could be extended further, offering useful storage space. A small bay platform also features at the upper left of the plan which could be used to stable a short branch line train or for the loading and unloading of parcels.

Platforms will accommodate three or four coach trains while the two small sidings are more suited to stabling a few wagons or a couple of carriages awaiting their next turn of duty.

Road bridges are used to provide scenic breaks at each end of the layout while a lift-out section could be created at the left-hand side of the plan for access to the operating well, if required.

The extension of the storage yard at the top right of the plan would provide extra operating potential with small branch line or pick-up goods trains running to a small terminus storage yard, or, if space allows, longer trains to an additional continuous loop fiddle yard.

PECO CODE 75 TRACK USED

CAT NO.	DESCRIPTION
SL-100F	Flexible wooden sleeper track (yard)
SL-E186	Curved double radius left-hand point
SL-E187	Curved double radius right-hand point
SL-E188	Large radius left-hand point
SL-E189	Large radius right-hand point
SL-E190	Double slip
SL-E193	Short crossing
SL-E194	Long crossing
SL-E195	Medium radius left-hand point
SL-E196	Medium radius right-hand point
SL-E197	Small radius 'Y' point

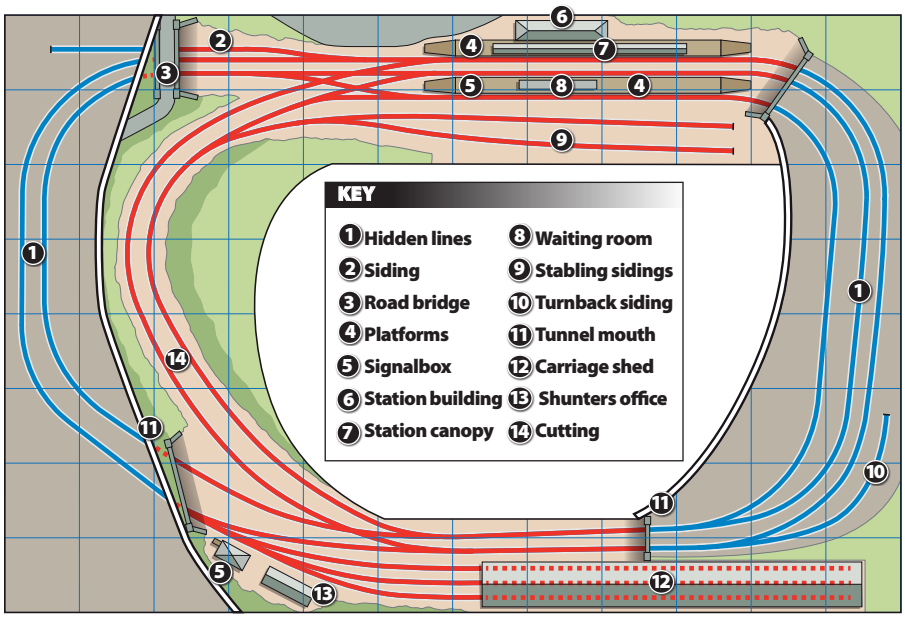
This plan is inspired by Barnham in West Sussex. This station is located on the West Coastway line which runs along the South Coast between Brighton and Havant and features a branch to the seaside town of Bognor Regis.

Again, a particularly intricate series of crossovers features at the heart of this layout providing access to and from the branch, together with access from the island platform to each route. By installing a road bridge scenic break at the top left hand corner of the plan, the impression of the line stretching into the distance can be maintained while the branch line curves away in front of this scenic break. A tunnel at the other end of the layout also reduces the impact of the curves on this side while a three-road carriage shed is provided for storage of coaching stock. For this layout, I've assumed they will accommodate Electric Multiple Units (EMUs), but could also happily accommodate other rolling stock.

A small kickback siding is also included for turning back stopping trains which could take the main line from the island platform and return back on the branch in the opposite direction using the double slip linking the two lines. Two stabling sidings also feature alongside the station for more coaching stock or goods vehicles to be stored. A single engineers siding is also included at the top of the plan.

Barnham on the south coast features a busy junction for the Bognor Regis branch and is the subject of Plan D. On a wet day in 1914 Stroudley 'A1' 0-6-0T 650 enters Barnham Junction with a train from Bognor. O.J. Morris/Rail Archive Stephenson.

PLAN D – BASED ON BARNHAM



Measuring 12ft x 8ft, this layout also packs a lot of operation into the space with 19 turnouts and crossovers utilised. Large radius points (SL-E188/SL-E189) feature on the main line sections at the top of the plan, while curved double radius turnouts (SL-E186/SL-E187) feature on the lower section, along with medium radius points (SL-E195/196) for access to the sidings.

The eyecatching station crossover area features one large crossing (SL-E194) and two short crossings (SL-E193) and should ensure plenty of fun operating potential. The station platforms will each accommodate at least four vehicles, and the plan could be extended to accommodate more if you have available space.

For added interest, a signalbox is located on the island platform to control the complex junction together with a waiting room and subway access to the front of the station, while the carriage sheds can also be modelled either from scratch or by sourcing Bachmann's 'OO' gauge Scenecraft carriage sheds, which look the part when linked together. If you have extra room available, why not install a depot headshunt alongside the outer loop at the left of the plan to allow shunting of carriages or the formation of EMUs to take place, while the main line is in use?

USEFUL LINKS

Bachmann	*www.bachmann.co.uk*
Gaugemaster	*www.gaugemaster.com*
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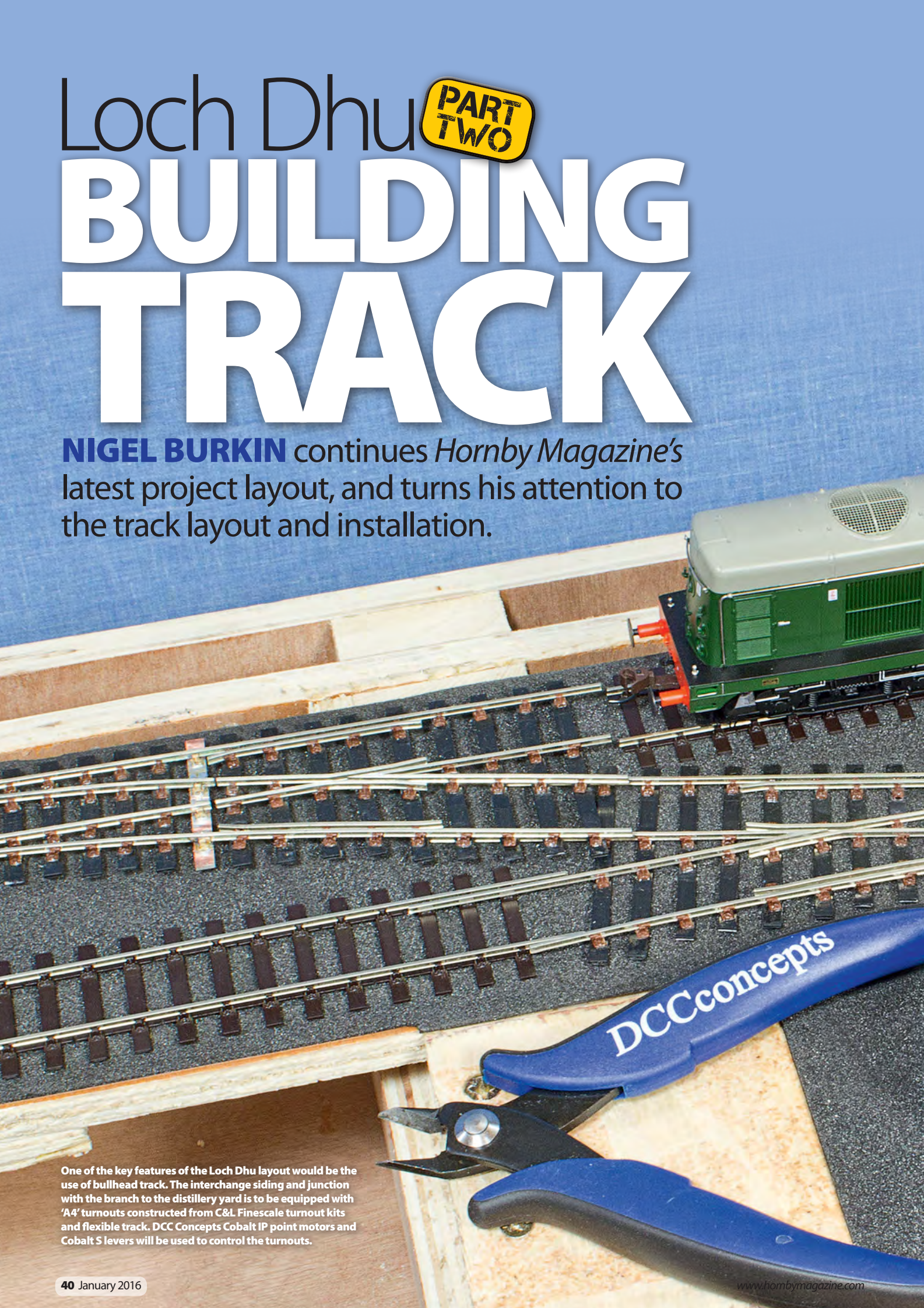
Scalescenes	*www.scalescenes.com*
Ten Commandments	*www.cast-in-stone.co.uk*

Loch Dhu BUILDING TRACK

PART TWO

NIGEL BURKIN continues *Hornby Magazine's* latest project layout, and turns his attention to the track layout and installation.



One of the key features of the Loch Dhu layout would be the use of bullhead track. The interchange siding and junction with the branch to the distillery yard is to be equipped with 'A4' turnouts constructed from C&L Finescale turnout kits and flexible track. DCC Concepts Cobalt IP point motors and Cobalt S levers will be used to control the turnouts.

AS RESEARCH INTO THE Speyside line in its twilight years continued, it became increasingly apparent that the line, itself barely more than a light railway, existed in a sort of bubble where little in the way of modernisation was undertaken to the infrastructure. The track was predominantly composed of bullhead rail and slowly decaying timber sleepers, which was the situation at Dailuaine Siding in the mid 1960s. It was as well-maintained as limited resources would allow for a lightly used, slow running railway. It was never upgraded with modern track – nor, in truth, did it ever need to be.

It was clear from the start that off-the-shelf turnouts such as the Peco Streamline range would not capture the character of bullhead track that I really wanted to achieve. This type of track survived until the line was closed to all traffic and it provided the perfect catalyst to try something new for a *Hornby Magazine* build in using more accurate scale track. On compact layouts where every detail has to earn its keep, choosing a closer to scale track system goes a long way to make small scenes appear convincing. You can try new and different techniques and incorporate details you may have never attempted before. One of the major benefits of looking for an alternative to mainstream off-the-shelf products is that you will end up with a layout that is completely unique and very much your own creation. Mix in a handful of rolling stock kits to cover for wagons currently unavailable as ready-to-run models and you will create a layout with your own unique signature.

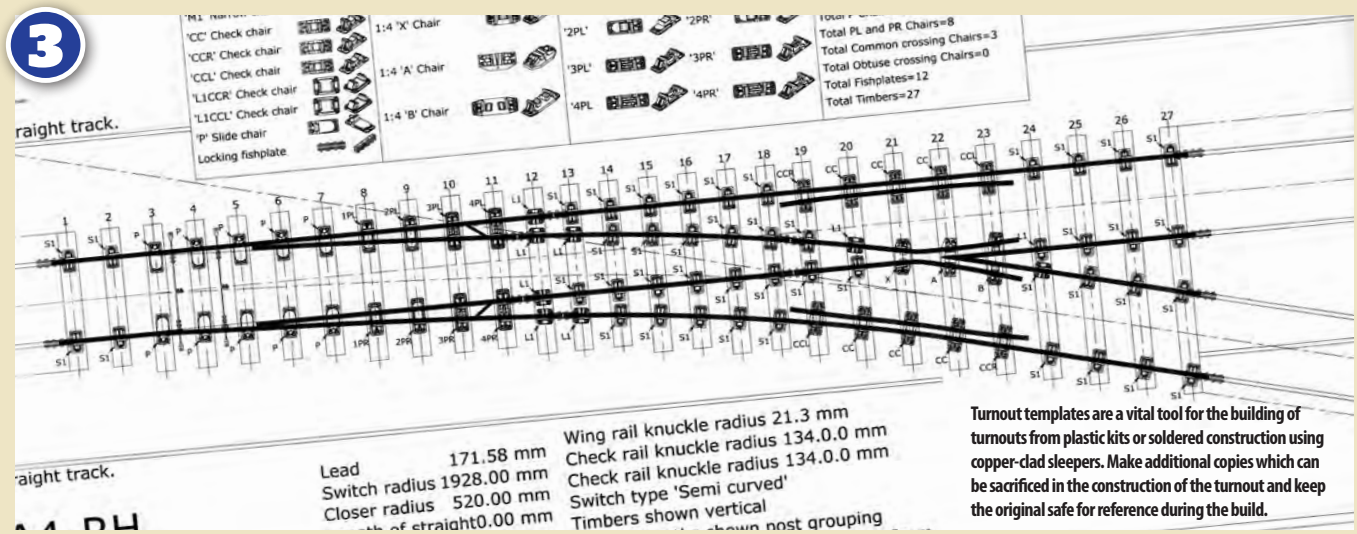
THE DETAILS

Theme:	Speyside whisky traffic
Layout type:	Double-sided micro-layout with dividing backdrop
Era:	British Railways 1965-1968
Layout size:	4ft x 2ft
Control:	DCC
Track:	'OO' gauge C&L Finescale code 75 bullhead track with handbuilt turnouts
Baseboards:	Plywood box frame with 12mm plywood top

With this in mind, the visible track for this project would be modelled using C&L Finescale track components and turnout kits - turnout being a more correct term for point. It better »

Bullhead track looks quite different to off-the-shelf flat bottom rail track such as Peco Streamline and better represents the track used in sidings and lightly used railways as well as steam era main lines.

C&L Finescale flexible track will be used on the plain line parts of the Loch Dhu project and looks very realistic after painting, ballasting, rusting and the application of some weeds.



Turnout templates are a vital tool for the building of turnouts from plastic kits or soldered construction using copper-clad sleepers. Make additional copies which can be sacrificed in the construction of the turnout and keep the original safe for reference during the build.

Many of the basic turnout construction components which are supplied in the C&L Finescale turnout kits together with some track gauges from various sources are shown in this photograph. They are also available separately for detailing soldered turnouts when they are applied with CA glue.

A pair of Xuron sprue cutters are very useful for cleanly removing slide chairs and running chairs from the sprue. Check the underside of the chairs to see that they are smooth and will sit flat on the sleepers.

matches the bullhead track of the Speyside line and introduces that key difference over off-the-shelf track which will help the layout stand out. Two A4 turnout kits were assembled and used alongside C&L Finescale flexible track which is fitted with code 75 bullhead rail – the latter supplied pre-assembled by the manufacturer. One of the major benefits was the option to slightly curve one of the turnouts as seen on the distillery branch before the track disappeared under a bridge.

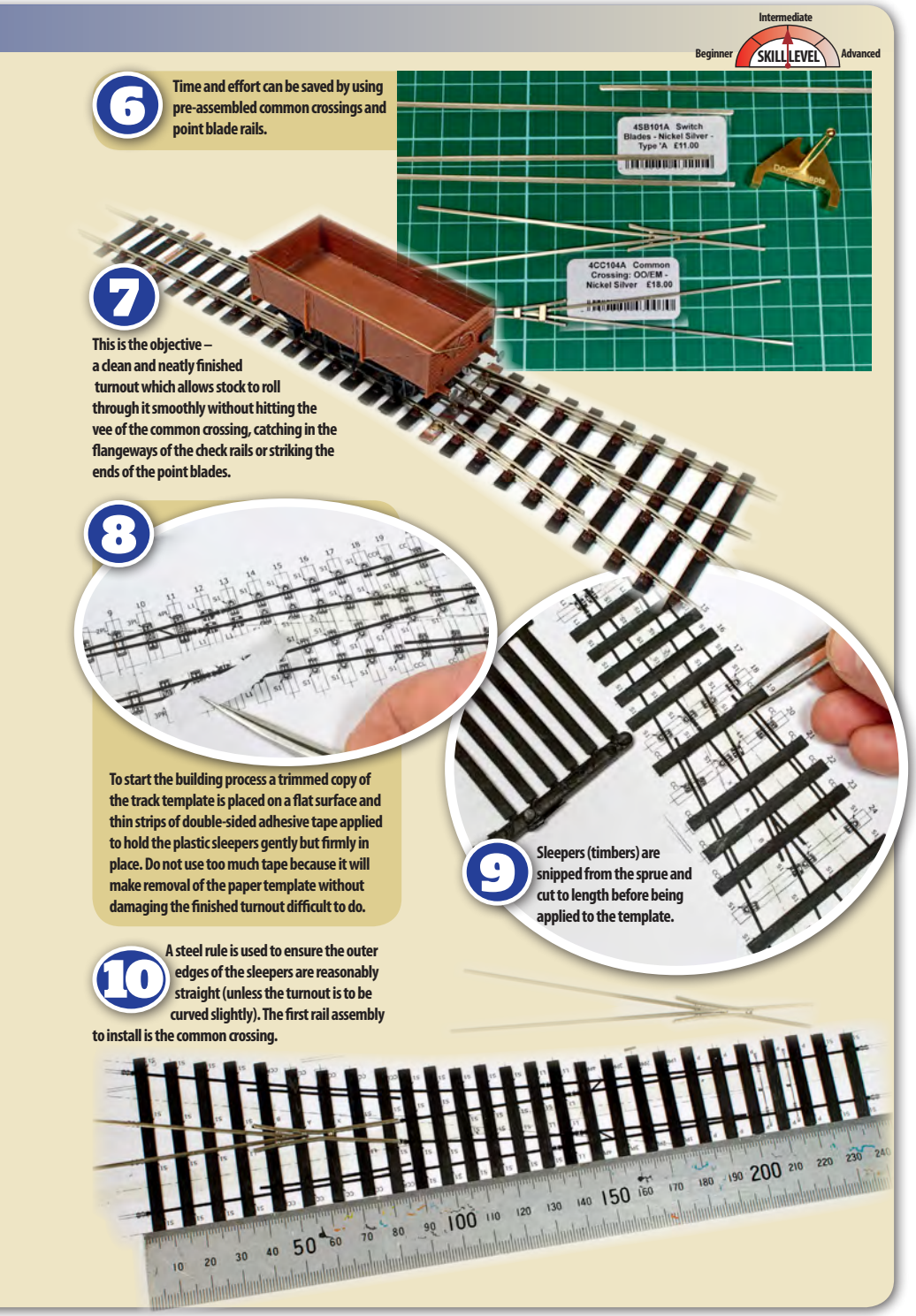
The kits are made up of plastic timbers, code 75 bullhead rail, running chairs and slide chairs. Modellers can choose kits with thin sleepers (timbers) or thick ones – I chose the thin timbered type to match the flexible track. Furthermore, there is the option to use pre-assembled rail components such as common crossings and point blades or make them from code 75 bullhead rail yourself. To save time and demonstrate how straightforward handbuilt turnout construction can be, I chose to use C&L Components ready-made Type A point blades together with No.4 common crossings. Solvent cement suitable for ABS plastic is used to assemble the turnouts and soldering can be kept to an absolute minimum if that is something you dislike or don't feel confident doing.

TURNOUTS

Constructing points is not as difficult as one might expect – it just needs a little patience and careful reading of the assembly instructions. Turnouts have some special terminology.

Those used on this project are referred to as 'A4'. The number refers to the diverging angle of the turnout. An 'A4' turnout with a No. 4 common crossing has a 1-in-4 diverging angle, which determines how sharply the diverging route angles away from the straight line. As you may guess, the greater the diverging angle, the longer the turnout and the shallower the curve of the diverging line – consequently, high speed turnouts have very high diverging angles. Whilst a 1-in-4 diverging angle would normally be the province of industrial railways or tramways with sharp curves and very low speed running, shallow angled turnouts would take up too much space. I shied away from a 1-in-3 turnout to further save space because even with short BR standard wagons and Bo-Bo locomotives such as the Class 20 and Class 24/1, they would look very unrealistic on such sharp angles.

The next term to clarify is the use of the word 'turnout'. It is really another name for 'points' which is the word many modellers use for the entire turnout assembly. In reality, the



6 Time and effort can be saved by using pre-assembled common crossings and point blade rails.

7 This is the objective – a clean and neatly finished turnout which allows stock to roll through it smoothly without hitting the vee of the common crossing, catching in the flangeways of the check rails or striking the ends of the point blades.

8 To start the building process a trimmed copy of the track template is placed on a flat surface and thin strips of double-sided adhesive tape applied to hold the plastic sleepers gently but firmly in place. Do not use too much tape because it will make removal of the paper template without damaging the finished turnout difficult to do.

9 Sleepers (timbers) are snipped from the sprue and cut to length before being applied to the template.

10 A steel rule is used to ensure the outer edges of the sleepers are reasonably straight (unless the turnout is to be curved slightly). The first rail assembly to install is the common crossing.

points are the moving part of the turnout (also called a switch by the real railway) and not the entire track assembly, which is a turnout.

'Common crossing' is the correct term for a frog or crossing vee. I will use common crossing and crossing vee interchangeably in an article. Although the term 'frog' is widely used – not least by Peco – to describe its products, if we are considering handbuilt turnouts, either of the former terms is more accurate.

Another factor which determines the length of a turnout is the point blades. They are related to the sharpness of the diverging route of a turnout. For example, an 'A' point blade is shorter than a 'B' blade and so on. In fact, sharply diverging turnouts such as No. 4 and No. 5 turnouts can only incorporate a short 'A' blade. As the diverging angle increases, the length of the point blades is greater.

Once you have thought through the process of hand assembling a turnout, the time comes to have a go at building one. Remember, you are introducing a new element to layout construction by using such point kits. They will produce something that is less like the uniformity of off-the-shelf track and more of your own creation.

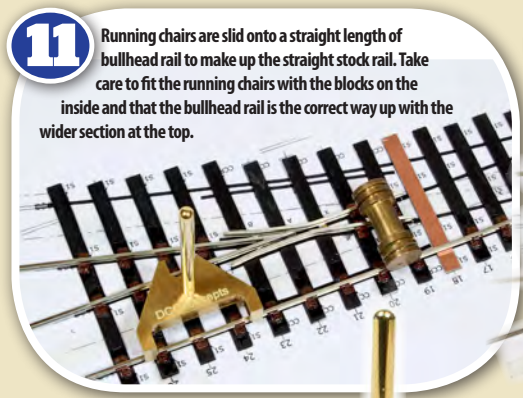
GAUGING IMPORTANCE

I cannot emphasise enough the value of gauges when building track and preparing rolling stock to run on it. The turnout kits featured in this article were constructed with a variety of track gauges from old fashioned roller gauges to the latest triangular track gauge by DCC Concepts. When buying turnout kits from C&L Finescale, don't skimp on the last couple of pounds by not buying a set of its roller gauges.

Track building gauges are designed to »

10 tips TRACK BUILDING

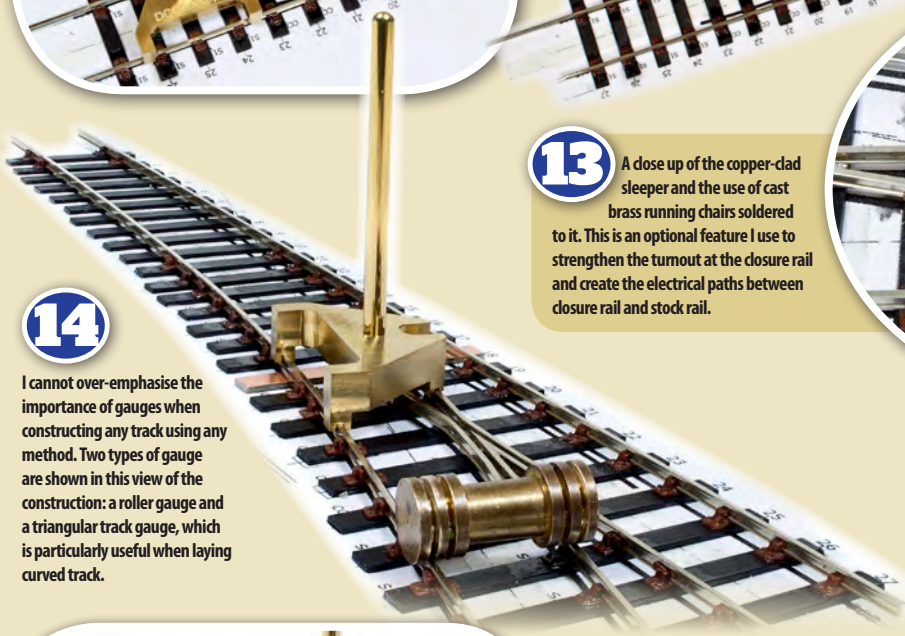
1. Always buy the templates for the turnouts you plan to build. Copy them for sacrificial copies and keep the original safe for future reference. The copies are used to cut and place the turnout timbers in the correct order.
2. Time can be saved by using readymade common crossing assemblies and point blades.
3. Track gauges are essential for the successful construction of hand built turnouts.
4. Plastic sleepers (timbers) and chairs make turnout kit construction easier for those who dislike soldering. Fitting one or two copper-clad sleepers into the assembly will make it much stronger.
5. Turnouts can be constructed to be 'DCC friendly' straightaway by ensuring the common crossing (crossing vee) is electrically isolated from the rest of the turnout.
6. Soldered construction can be used for turnouts located in off-scene locations to save money. The same principles apply to building soldered turnouts as plastic timbered ones.
7. When building plastic turnout kits, leave plenty of time between stages to allow the solvent cement to disperse or run the risk of distorted timbers!
8. Test each part of the assembly as it is completed using a roller gauge and rolling stock.
9. Remember, plastic running chairs and slide chairs can be cut in two to detail track and trimmed to allow the fitting of check rails and closure rails.
10. Turnouts must be built on a flat surface to avoid undulations in the finished assembly.



11 Running chairs are slid onto a straight length of bullhead rail to make up the straight stock rail. Take care to fit the running chairs with the blocks on the inside and that the bullhead rail is the correct way up with the wider section at the top.

12 The curved stock rail is shaped to match the template as closely as possible, fitted with running chairs and glued in place. Note the use of a single copper-clad sleeper to give the assembly strength and the lack of running chairs where slide chairs will be fitted.

13 A close up of the copper-clad sleeper and the use of cast brass running chairs soldered to it. This is an optional feature I use to strengthen the turnout at the closure rail and create the electrical paths between closure rail and stock rail.



14 I cannot over-emphasise the importance of gauges when constructing any track using any method. Two types of gauge are shown in this view of the construction: a roller gauge and a triangular track gauge, which is particularly useful when laying curved track.

15 It is worth noting that slide chairs can sit at a slight angle to the rail when fitted to the rail for the first time. They can be straightened when solvent cement is applied to secure them to the sleepers. Some trimming of running chairs will be necessary to fit check rails correctly and chairs can be cut in half to detail the turnout after rails have been glued in place.

16 The completed turnout which has been fitted with point blades and check rails. This is the time to make adjustments and reseat the odd running chair that is not quite in the right place.

TIP

Building your own track doesn't have to be difficult, especially with kits like that from C&L which rely on glue joints in place of traditional soldering. Take each stage of assembly one step at a time and you will soon become confident.

ensure that track is assembled with the rails the correct distance apart – obvious but vital nonetheless. When building turnouts, they ensure there is enough room for the point blades to fit between the stock rails and that the gap between check rails and stock rails is correct to allow the smooth passage of wheels through the common crossing without catching the point of the vee. If the check rail clearance is too tight, the wheels will catch in the common crossing making progress of the train less than satisfactory. It will interfere with shunting operations and may derail lighter wagons in your collection. Conversely, make the gap too wide and the wheels running through the common crossing will wander to the wrong side of the vee, invariably causing a derailment. The same applies to the point blades – the gap between the stock rail and blade on one side or other depending on how the points are set has to be the correct width to ensure wheels follow the correct route and not strike the idle point blade or ride over it to 'split the points'. This may sound daunting, but if you can build a simple wagon kit, assembling your own turnouts is perfectly possible.

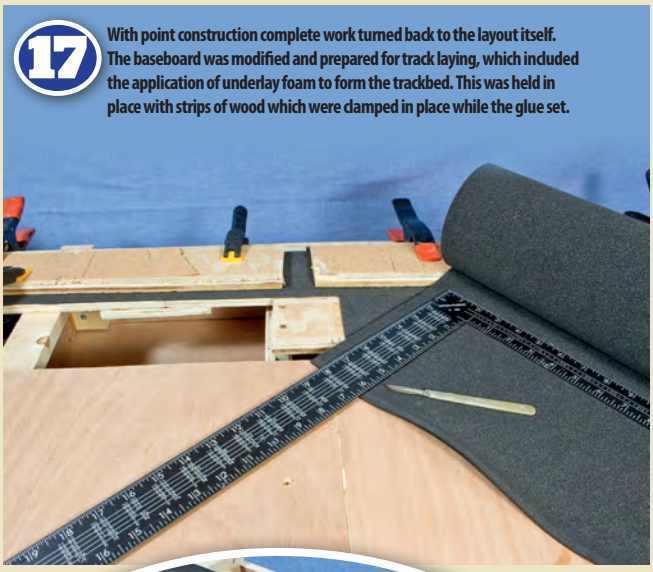
At the same time, it is worth taking a back-to-back gauge and checking the wheelsets of your rolling stock – flange way clearances and wheel back-to-back settings go hand in hand. Even if your turnouts are correctly built, a maladjusted wheelset will still cause problems. Time spent fine tuning with gauges will pay a great return in smoother and more reliable operation.

The step by step guide with this feature explains the main stages in building a C&L point kit for 'OO' gauge.

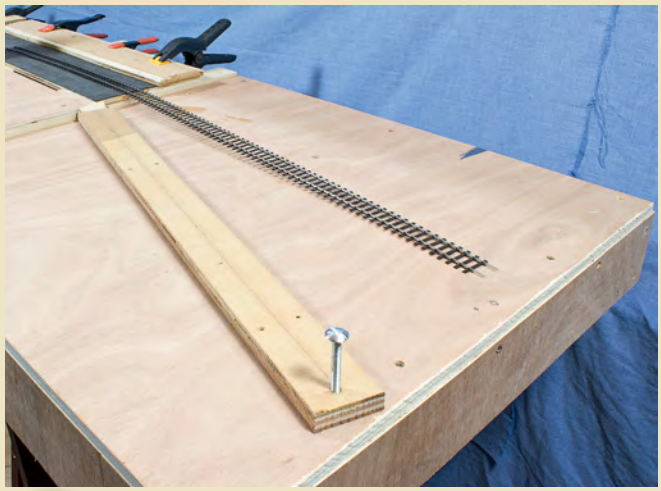
PROGRESS

Despite my careful track planning work with the aid of the turnout templates, I realised that the planned kickback line which would link the interchange with the distillery yard was not going to be long enough if I used the complete A4 turnouts in such a way to make a convincing interchange.

Now, planning and space issues like this arise all the time with layout building, no matter how hard you plan, scheme, sketch and play with templates. The key is not to panic and give the problem some thought.

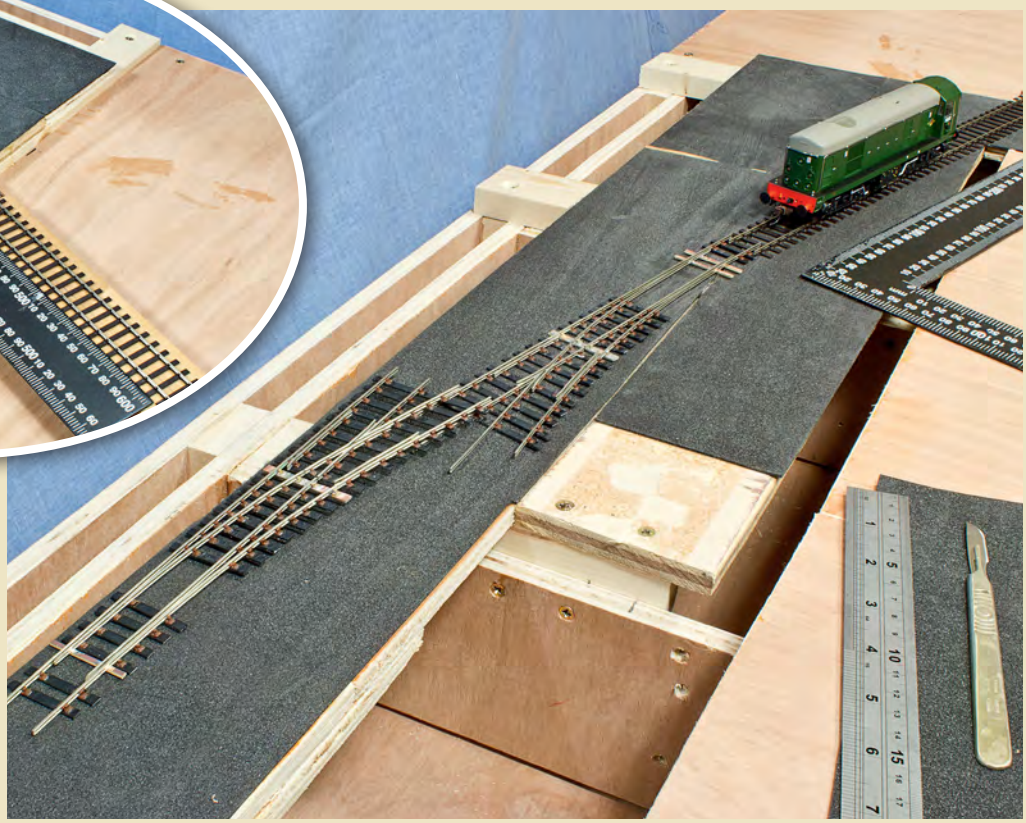


17 With point construction complete work turned back to the layout itself. The baseboard was modified and prepared for track laying, which included the application of underlay foam to form the trackbed. This was held in place with strips of wood which were clamped in place while the glue set.



18 One change to the layout plan was to lower the height of the off-scene storage yard to accept a sector plate and storage cassettes. The sector plate can be used to transfer the distillery trains from one side of the layout to the other without cutting train length.

19 The sector plate will save the need to build three turnouts and provide motors and controls for them yet allow the distillery locomotive and about five wagons to be transferred in as little space as possible.



20 With the turnouts completed, the next stage is to prepare where the turnouts are to be fitted by drilling a hole through the baseboard for the turnout motor actuating wire and lay the track. Copper-clad strip will be used to stabilise the ends of the track where it meets the sector plate and storage cassettes.

In the case of the kickback line, I should have planned in an old micro-layout favourite from the start – the train transfer sector plate.

Some work adjusting the baseboard tops was required to accommodate the planned staging yard cassettes anyway, so a simple single track sector plate could be incorporated at the storage end of the layout using strips of the same plywood as the storage cassettes. A narrow sector plate was cut from a very stable length of 18mm plywood and fitted with an M6 coach bolt at one end as a pivot. It will transfer the distillery 'Pug' locomotive and about five wagons round from the interchange siding to one of the two run-round roads in the distillery yard. It will take the place of two turnouts and will save a considerable amount of track space, allowing longer trains to be transferred between yard and interchange. When the sector plate is positioned at one track, it may be possible to plug a train storage cassette into one of the vacant track's ends. The same end could have been achieved using storage cassettes, but sector plates in lieu of turnouts in micro layout design are worth an airing: a simple but effective way of making a small layout seem bigger than it really is!

THE NEXT STEPS

Progress on the layout has reached the stage where track can be laid now the baseboard tops have been modified. Once wired for power and a control system for the turnouts is installed, the first trains can run at last, always a great moment for any layout builder.

Since I first conceived the Loch Dhu Distillery project, there has been another change in the design, this time to the turnout control system. The success of the wire-in-tube control fitted to the 'N' gauge Wheal Annah (HM86-HM93) project made it a logical choice for Loch Dhu Distillery and the interchange, albeit with an upgraded point actuator.

A positive intervention saw this plan changed to DCC Concepts Cobalt Analogue IP turnout motors and the Cobalt 'S' switching system, the installation of which will be described in the next episode of this adventure in whisky country. In the meantime, the Andrew Barclay 0-4-0ST is being assembled – a rare steam locomotive project for my workbench.

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2500 Class 05 Diesel Shunter No. D2574, BR Green.......£109.99
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2502 Class 05 Diesel Shunter No. D2581, BR Green.......£109.99
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2608 Class 26 Bo-Bo D5339 BR Green small yellow panels.......£92.99
2609 Class 26 Bo-Bo D5341 BR Green small yellow panels.......£92.99
26601 Class 26 Bo-Bo D5300 BR Green, semi-gloss finish.......£104.99
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26621 Class 26 Bo-Bo D5309 BR Green.......£104.99
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26641 Class 26 Bo-Bo D5302 BR Green, small yellow panels.......£104.99
26651 Class 26 Bo-Bo D5312 BR Green, weathered finish.......£114.99
2723 Class 27 Diesel D5361 BR Green w/ small yellow panels.......£84.95
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3411 Class 33/0 Diesel No. D6577 BR Green.......£101.99
3414 Class 33/0 Diesel D6570 BR Green w/full yellow ends.......£101.99
3430 Class 33/0 Diesel D6506 BR Blue w/full yellow ends.......£101.99
3431 Class 33/0 Diesel D6544 BR Blue w/full yellow ends.......£101.99
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3519 Class 35 Hymek Diesel D7064 BR Blue.......£101.99
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8802 AC Cars Railbus W79977 BR small yellow warning panel.£104.99
8803 AC Cars Railbus W79978 BR Green with speed whiskers.......£104.99
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8920 Class 128 Diesel Parcels Unit No. 55991 BR Blue.......£101.99
8921 Class 128 Diesel Parcels Unit 55992 Royal Mail Letters.......£101.99
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8992 Class 128 Diesel Parcels Unit M55990 BR Blue.......£101.99
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4D-003-010 Class 52 D1010 "Western Campaigner" BR Blue.......£123.99
4D-003-011 Class 52 D1002 "Western Explorer" BR Green.......£123.99
4D-003-012 Class 52 D1026 "Western Centurion" BR Blue.......£128.95
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SB001C JIA Nacco Wagon No. 33 70 0894 001-3, Pristine.......£29.99
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371-286 55 Deltic "The Kings Own Yorkshire Light Infantry".......£101.95
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371-454 Class 37 D6827 BR Green, Centre Headcode, weathered.£106.99
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372-403 J39 No. 64841 BR Black L/C.......£97.95
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372-427 WD Austerity Class No. 90201 BR Black L/C, weathered..£99.99
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2D-004-005 Class 56 Diesel No. 56 089 EW&S.......£109.99
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2D-012-005D Class 22 Diesel D6331 BR Green, DCC Fitted.......£135.99
2D-012-008 Class 22 Diesel No. D6311 BR Green.......£115.99
2D-012-008D Class 22 Diesel No. D6311 BR - DCC Fitted.......£135.99
2D-012-009 Class 22 Diesel No. D6316 BR Green.......£121.99
2D-012-009D Class 22 Diesel No. D6316 BR - DCC Fitted.......£141.99
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2D-012-011D Class 22 Diesel No. D6327 BR - DCC Fitted.......£135.99
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DIGITAL REVERSE LOOPS

Reverse loops are useful operationally but can be a challenge to wire. **NIGEL BURKIN** shows how it can be done.

AS USEFUL as they are, return loops (and wye junctions) cause major problems when it comes to wiring and powering a model railway layout. Analogue and Digital Command Control (DCC) layouts have to overcome the challenge of the permanent short circuit that occurs when a wye (Diagram 1) or reverse loop (Diagram 4) causes rails of opposite polarity to meet at the diverging turnout(s). The short circuit is effectively hardwired into the layout's electrical circuits. How is the modeller to overcome this electrical conundrum?

THE ANALOGUE SOLUTION

There are several solutions to the reverse loop short circuit that can be employed on analogue layouts. All of them involve isolating the whole length of the loop with double gapped insulation on all tracks entering the loop track, effectively breaking the permanent short circuit. Power has to be supplied to the isolated track section in some manner without causing a short circuit as a train enters the loop, which will potentially happen if the loop is wired directly to the layout wiring.

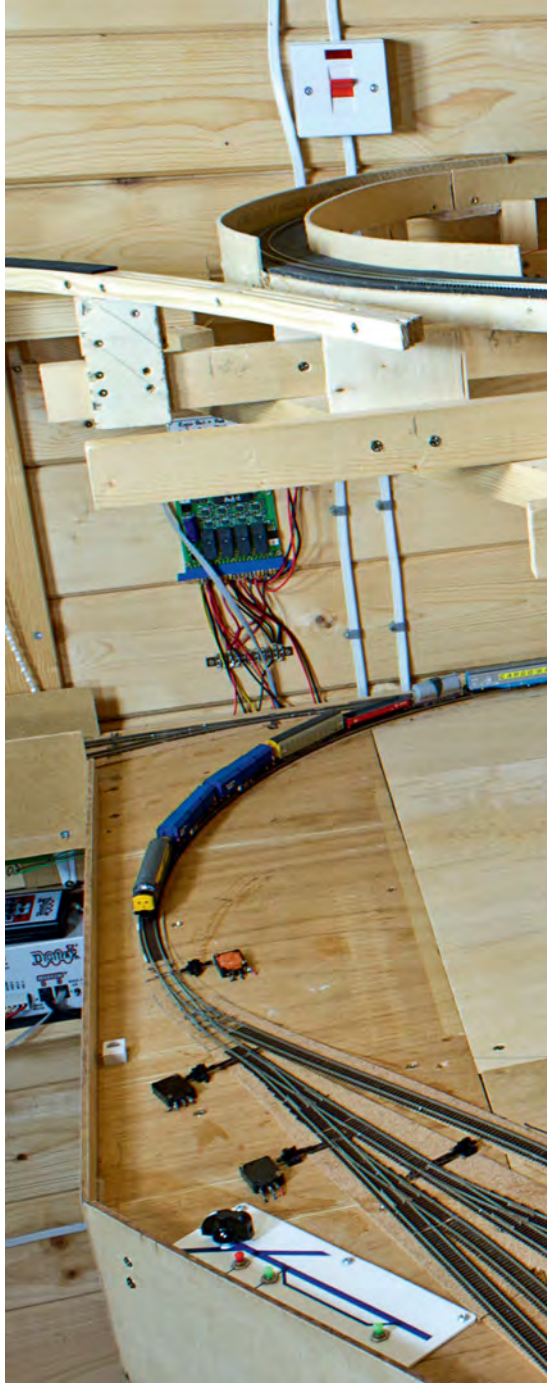
The accepted solution amongst experienced modellers is to reverse the polarity of the track power using a double-pole, double-throw switch. The switch is set to the polarity of the track entering the loop and then switched when the train is scheduled to leave the loop. The train must be stopped in the reversing section to allow the switch to be thrown and the direction of the controller to be reversed so the train will be in phase with the track power when it leaves the reversing section. Don't forget to change the turnout either.

The problem with many of the solutions, including the use of diodes arranged as a bridge rectifier to control the reversing loop, is that trains have to run round the reversing section in one direction only. If the switch is used, operators have to be on their toes to ensure the polarity change switch is correctly set when the train approaches the loop – clear labelling on the control panel is a must. If the loop is small, such as those on the 'N' gauge layout shown in the adjacent photographs, control can be made fairly straightforward for a digital layout.

REVERSE MODULES

Wiring up reverse loops and wyes is simple to do with DCC control and the use of an auto-reversing module makes it a 'fit and forget' solution. The design and functionality will depend on the manufacturer. For example, the Gaugemaster DCC40 auto reverse module is a simple two wires in and two wires out module for connection to the main power bus and to power the reversing section.

The rails leading into a reverse loop must be double gapped on both tracks as close to the diverging turnout as possible.



The Digitrax PM42 unit shown in this article is at the more sophisticated end of the market and offers a high level of functionality but is complex to set up – not one for the average DCC user. It has four outputs which are either used to control sub power districts or reverse loops or any combination of both. Digitrax also offers a simple auto reverser, the AR1, which is literally a single output 'plug and play' version in the same manner as the Gaugemaster DCC40. Whether it's the DCC Concepts PSX-AR or the Lenz LK200 unit; they all do the same job. Be aware that some of the simpler, lower cost units do not provide short circuit protection in the event of a misaligned turnout or derailment.

WIRING THE LOOP

It is essential to double gap the track at each end of a reverse loop or wye junction reversing section. The section must be completely isolated from the rest of the track. The same applies to the wiring. The output wiring from an auto reverse module should be considered to be a separate power bus or electrical block and the reversing section as a sub power district. Depending on your choice of auto reverse module, short circuit protection may or may not

The reversing loop is an operationally useful track formation which resolves one of the more frustrating aspects of model railway electronics: the permanent short circuit because rails with current of opposite polarity meet at the diverging turnout.

be available for the reverse section in the event of a derailment. A circuit breaker is a consideration if the track formation in the reverse loop is extended and more complex than a single line.

Otherwise, wire up the track as if you are dealing with a sub power district (HM98) by installing an independent power bus and droppers to the track in the reversing section. Keep the reverse section wiring completely independent of the rest of the layout wiring – use no common wiring practices. The input side of the auto reverse module should be connected to the DCC base system via the main power bus.

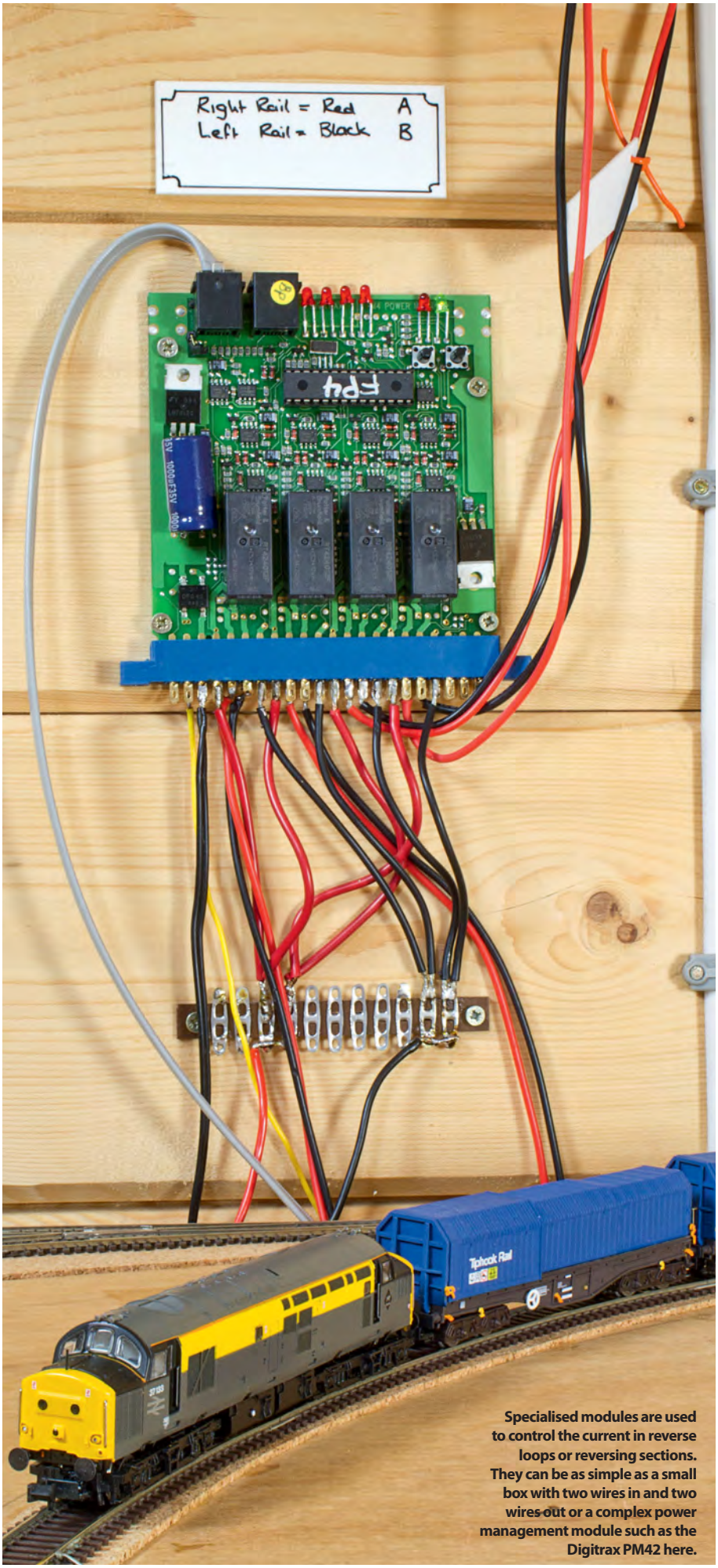
TRAIN LENGTH

In all matters of model railway electronics, there is usually a sting in the tail. That sting, in this case, could come from the rear of a train bridging the isolation at one end of the reverse section whilst the front of the train crosses the other end if the reversing section is shorter than the train length.

A High Speed Train is an example. Hornby's 'OO' gauge and Dapol's 'N' gauge motorised and dummy power cars are fitted with pick-ups for operating running lights at both ends of the train. Trains with current collection at the front and rear of a train formation like the HST can bridge the reverse loop isolation at both ends of a reversing section if it is too short, causing a short circuit. There's a trend towards installing pick-ups and lighting circuits in coaching stock, the Hornby Pullmans for 'OO' and the Dapol Mk 3 coaches for 'N' being examples, and working tail lights are becoming more popular for all sorts of train making the length of reverse loops important to get right.

The key to success with reverse loop modules is making the return loop and its sub power district as long as the longest train likely to be run over the layout.

So what if you do not run unit passenger trains with pick-ups fitted to the rear vehicle? Can you get away with a short reverse section? To a »



Specialised modules are used to control the current in reverse loops or reversing sections. They can be as simple as a small box with two wires in and two wires out or a complex power management module such as the Digitrax PM42 here.

certain extent, yes. However, metal wheelsets can and often do cause problems. Two metal wheelsets can bridge the isolation gaps at each end of the reversing section at the same time – one at the front of the train and one towards the rear. The very sensitive short circuit detection of DCC systems will shut the power district down in the millisecond that the short exists.

The best advice here is to ensure that the reversing section is longer than your longest train to solve the problem before it starts!

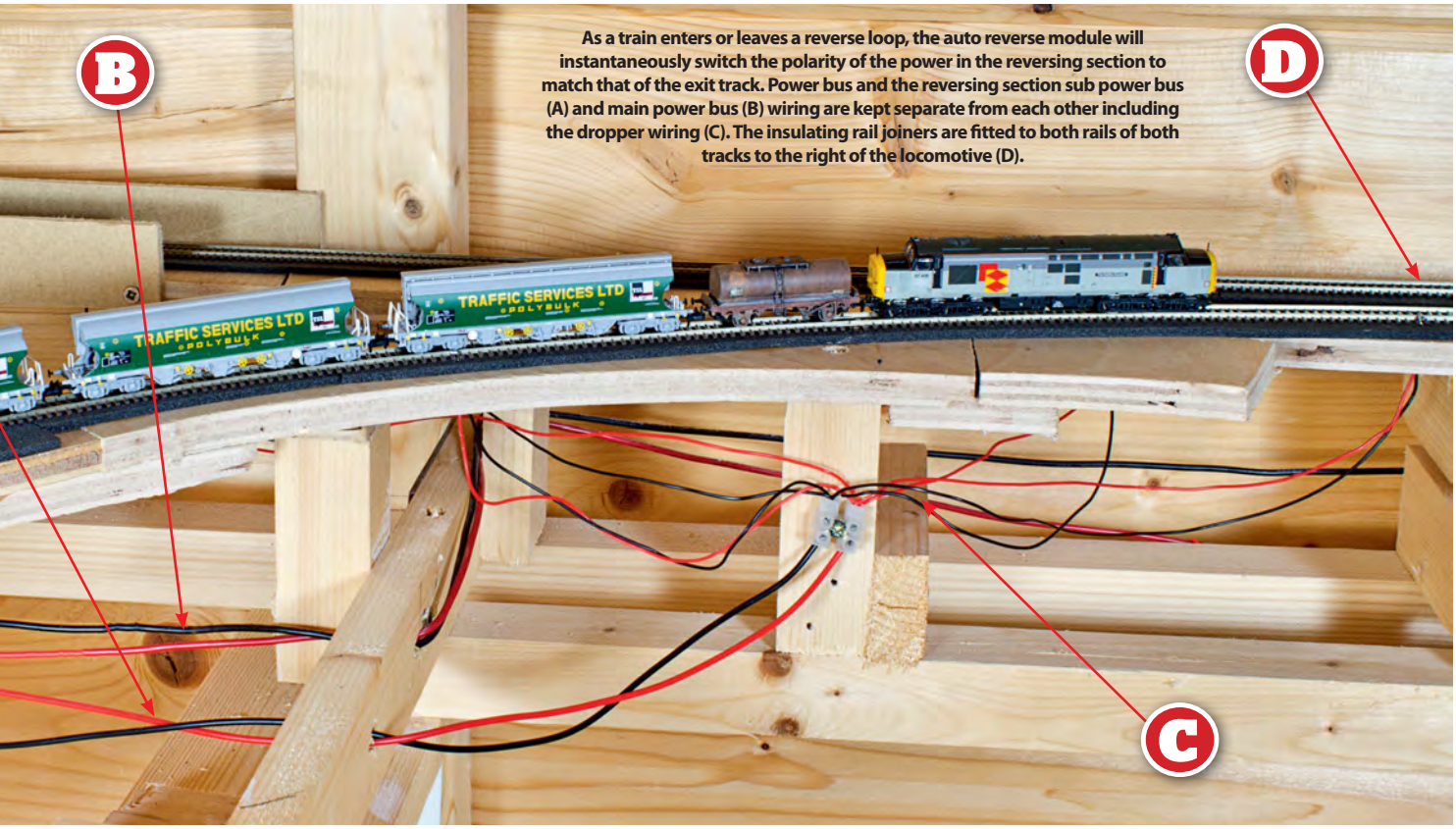
OPERATION

The whole point of using a DCC auto reverse module instead of a switch is to make reverse loops, wye and even turntable operation completely seamless – install them and then forget them.

Operation is completely hands-off and not dependent on direction of travel through the reversing section. It takes advantage of the fact that it is the locomotive decoder that determines the direction of travel and not polarity of power in the layout.

As a train enters a DCC reverse section the auto reverse module detects if the polarity setting in the reverse section is the same as that in the entry track. This will depend on the status of the reversing section following the passage of the last train. If polarity is not the same, the reversing module will instantaneously - without any prompting - flip the polarity to match that of the entry line before the base DCC system detects the short circuit. The train will continue on its way as if nothing happened and with no change in direction. Digital sound and lighting effects will remain active during the journey through the reverse loop too as the reaction time of the reverse loop module is so quick.

Upon leaving the reversing section, the same thing happens again – the auto reverse module detects any difference in polarity and flips it again to match that of the exit track. The one



As a train enters or leaves a reverse loop, the auto reverse module will instantaneously switch the polarity of the power in the reversing section to match that of the exit track. Power bus and the reversing section sub power bus (A) and main power bus (B) wiring are kept separate from each other including the dropper wiring (C). The insulating rail joiners are fitted to both rails of both tracks to the right of the locomotive (D).

thing the layout operator must be ready for is to align any turnouts that control the entry and exit route to the loop or junction. There is no need to change direction control of the train or throw any electrical block switches.

SPECIFICATIONS

As a last word, I would suggest that the specifications of auto reverse modules are carefully read before making a purchase and to seek advice before buying. Manufacturers usually place the instruction sheets on their websites making product research easier to do. Remember that not all auto reverse modules are the same and the PM42 that is perfect for my large 'N' gauge layout may not be the best solution for your project.

Some auto reverse modules are slower to react than others and not as sensitive to polarity change when used with low powered entry level DCC systems. Basic auto reverse models sometimes do not offer short circuit protection beyond polarity detection – that might be important to you. Some are insanely complex for the average DCC user whilst others may not have a sufficiently high power carrying capacity for large scale use.

Nonetheless, the benefit of DCC auto reverse modules is one of the major advantages of DCC operation. Once you have the module installed you can simply run trains around reverse loops without worrying about throwing switches to control power in the track and stopping a train to change the direction of travel on a controller. It is a feature you will soon take for granted.

USEFUL LINKS	
DCC Concepts:	*www.dcconcepts.com*
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WIRING DIAGRAMS

DIAGRAM 1: SHORT CIRCUIT BY A WYE JUNCTION TRACK FORMATION

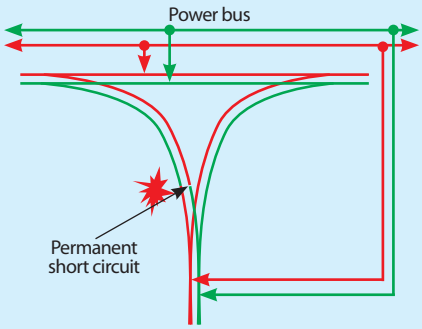


DIAGRAM 2: DCC REVERSING SECTION LOCATED IN THE TAIL OF THE WYE JUNCTION

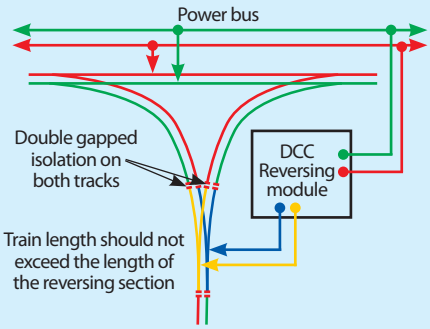


DIAGRAM 3: DCC REVERSING SECTION LOCATED IN THE WYE JUNCTION

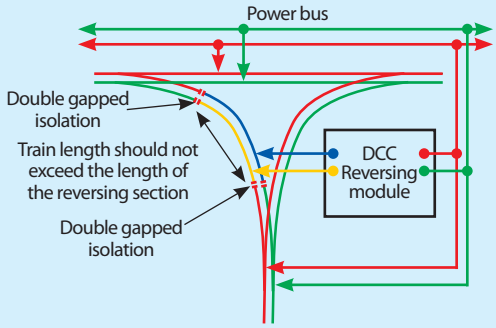


DIAGRAM 4: REVERSING LOOP SHORT CIRCUIT

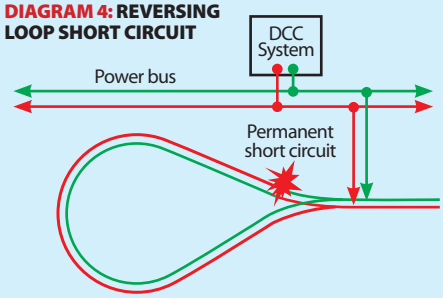
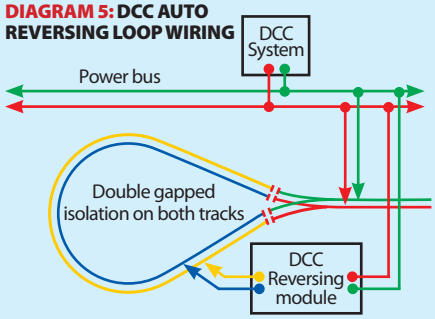


DIAGRAM 5: DCC AUTO REVERSING LOOP WIRING



Thank you Paul for DCC advice

I returned to railway modelling soon after DCC sound had been refined and was able to read the game changing article in HM88 by Paul Chetter.

Up until this time I was having problems with 0-4-0 and 0-6-0 tank locomotives stalling on Hornby dead frog points on my layout when fitted with ordinary non-sound decoders. However, when fitting Zimo MX645 sound decoders with six 1 Farad supercapacitors in series the problem was solved. Locomotives would run for 4ft with the power switched off. But - when looking through the Zimo manual for some information on changing a certain CV, I passed a page which said that the maximum size of capacitor was only about 7,000 micro farads. This was a great shock as 7,000 would only turn the wheels for less than one revolution. Was I damaging the decoders with my 166,666? I turned to the net and asked this question, and lo and behold there was Paul with the definitive answer! He told me there would be no problem.

Thank you Paul. I write this as others may have seen the limit in the manual, observed it and been denied the amazing running achieved with six 1 Farad supercapacitors. For me the only way is Zimo MX645 stay alive and sounds loaded by Digitrains. Also of course as stated in the original article you get amazing locomotive control even with Hornby 0-4-0 Railroad steam and diesel locomotives. You can back down onto a train and couple up without moving the coach, truly a revolution.

Mike Shepherd, by e-mail.

What about the 'Silver Jubilee' coaches?

Congratulations on Hornby producing the Limited Edition of the four silver 'A4s'. Now, what about it producing the coaches that comprised the original 'Silver Jubilee' trains, including the articulated two and three coach sets? I, for one, would be very interested in having these on my layout to pull behind 'A4s' I already have.

Graeme Leary, New Zealand.

Let's compare new and old 'Kings'

I read every issue of *Hornby Magazine* with interest and there's always something that stands out.

In the November issue, the review of the new Hornby 'King' has triggered a thought. Why not show the manufacturer's past attempt at a model alongside the latest version? One shot showing both models would illustrate almost beyond further words just how far standards have come in the last 20 years.

Jeff Stevenson, Plymouth.

Going digital isn't as SCARY AS YOU MIGHT THINK!

Were windscreens really dirty?

As a 'born again modeller', I feel I have to write and say how much I have enjoyed *Hornby Magazine* and find it a regular source of information which has inspired me to attempt tasks I thought out of my comfort zone. I did notice in HM101 that the article on Old Mills Colliery Sidings contained windscreens of locomotives, particularly the 'Hymek', that were very dirty. Surely no driver would allow that?

Alan Carpenter, West Midlands.

Old Mills Colliery Sidings

I DECIDED TO GO DIGITAL after reading your article in HM97. Before this point, I had little interest in Digital Command Control (DCC). Perhaps your readers may be interested in how I progressed following the article as it is not nearly as intimidating as it might seem.

I looked at the DCC controllers available in the magazines, on the internet and actually seeing and handling the units. YouTube is a useful source of information and tips.

I finally opted for a Digitrax Zephyr starter unit plus some decoders which I bought from Digitrains, which provided excellent advice and service. I found that it was easy to install the DCC controller. I simply wired the DCC feed into the former DC input, as indicated in your article.

I had problems fitting the decoders to the locomotives mainly due to physical size. This was easily overcome by the purchase of micro decoders which are much smaller. I think the answer is not just to count the number of pins, but to take the body off the chassis to examine the space available before the decoder is purchased.

The operation of the DCC controller is straightforward. It is very easy to run locomotives. Again, YouTube is a useful information source for all makes and types of controller. I am having problems understanding and using the Configuration Variables (CVs). It is easy to programme a CV, but what value should be inputted and why? The instructions provided with the decoders are often sparse, poorly written and assume a level of knowledge that the novice does not have. More detailed manuals can often be found on the manufacturer's website.

Unfortunately, articles on DCC seem meaningless, alien and a waste of space to those who have no interest in going digital. Thus, all previous contributions on DCC that I came across from magazines have long gone to the recycle bin. It shows that you never know what you might need or how things might develop!

In conclusion, your article was motivational and very useful. I am very pleased with my DCC controller project and would not go back to DC even though it would be simple to do so.

I now have a whole series of future DCC projects on the to do list, including fitting decoders to non-DCC ready models, installing DCC controlled points and ancillaries, lights, sound and even a fully-operating mimic diagram.

Andy Matchett, Guisborough.

Crosti '9F' allocations

I have just purchased my copy of HM102. It was not long before I came across the article about the Crosti '9Fs'. The article itself is very good and shows what changes can be made to improve the model.

However, on page 67 at the top of the page there is a photo of 92023 at Crewe Works and the caption on the photograph states 'all stayed at Wellingborough throughout their brief lives'. This is incorrect.

I have enclosed a complete list of all 10 Crostis' shed allocations which shows they were to be found over a large area of the Midland Region including Carlisle Kingmoor, Rowsley, Saltley, Birkenhead and Croes Newydd. This information can be found in *BR Steam Locomotives Complete Allocations History 1948-1968* by Hugh Longworth, published by OPC. It is interesting to note that when the Crostis were stored in 1959, 92026 was not. I hope this is of some interest.

David Tubb, Banbury, Oxfordshire.

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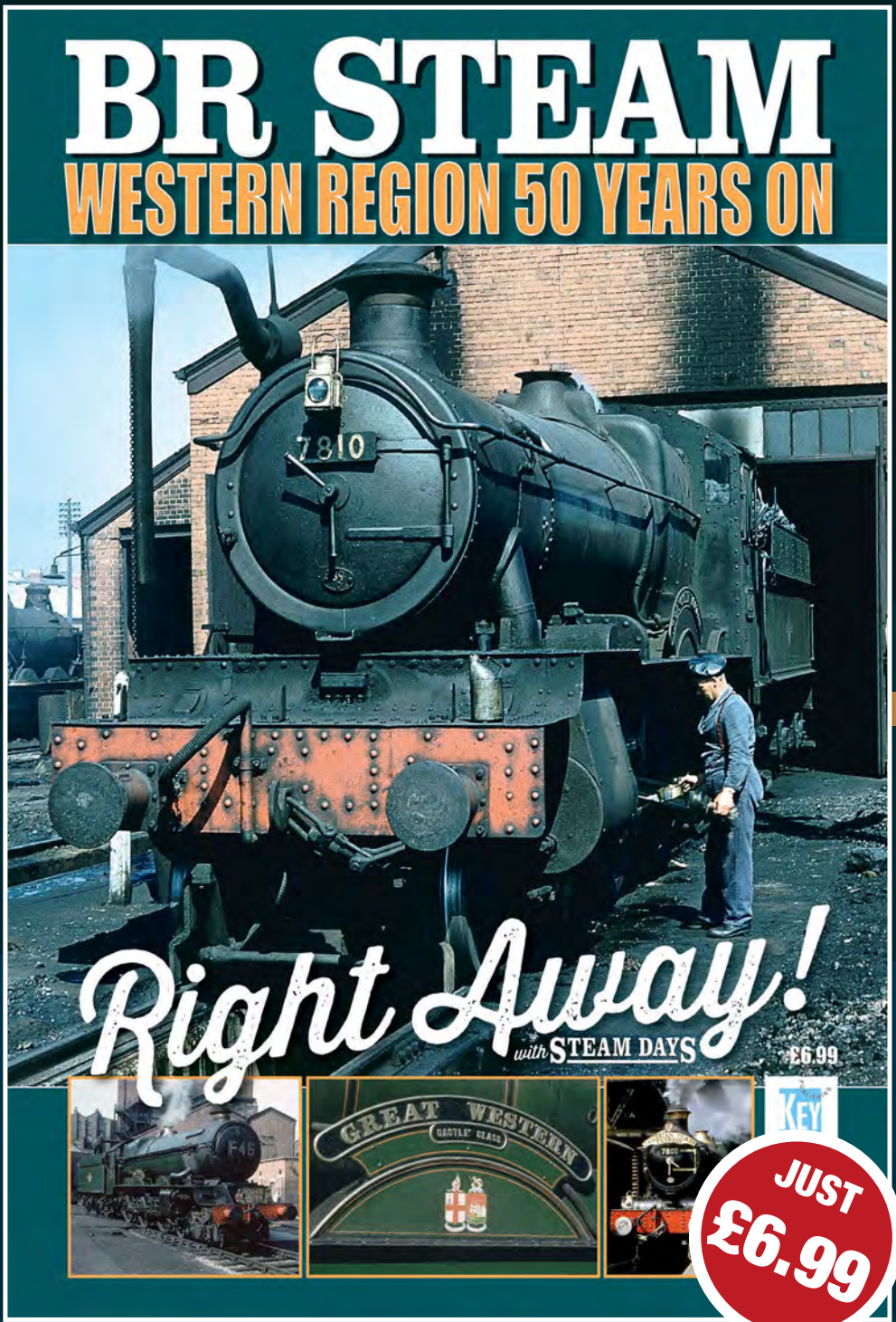

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Tonbridge WEST YARD

This inspirational 'OO' Southern electric layout was a popular exhibit of the 1990s and early 2000s show circuit. After a lengthy absence from the public eye, **PAUL WADE** reveals the story behind its recent and warmly welcomed revival.

PHOTOGRAPHY, TREVOR JONES

THIS is my second exhibition layout following on from Maidstone Barracks which did the rounds in the 1980s. That was retired due to baseboard problems so ideas for a replacement were started.

I was looking for a design that combined my Southern Region Electric Multiple Units (EMUs) with my expanding interest in departmental wagons and on-track plant. I had enjoyed modelling a prototype location before with the mix of research, design and the challenge of recreating items large and small, much of which had

STATISTICS

Owner:	Paul Wade
Scale:	'OO'
Length:	18ft
Width:	10ft
Track:	Peco code 100
Control:	Analogue
Period:	BR Network SouthEast, early 1990s

Signal and Telegraph (S&T) staff are being trained on the demonstration point and equipment in front of the signalbox, the box being the accommodation for the local S&T department. Class 09 09012 *Dick Hardy* is stabled in the short siding with the Tonbridge end shunters lobby buildings beside the yard lighting tower.

to be scratchbuilt or heavily modified.

My working life put me at an advantage as I worked for the railway from my apprenticeship as an electrical and mechanical traction fitter, and had become an electrical technician on Power Supply (electrification) by the time I was considering the new layout. I had knowledge and access to the railway which proved very useful.

After much research and several sketched ideas, I chose a scaled down Tonbridge West Yard as the future layout. The variety of prototype trains and stock exceeded my requirements, such as the variety of liveries carried by Class 47s which would have visited Tonbridge during my timeframe. Most of these would have been on the many mail trains to the local sorting centre, including the Dover to Manchester Travelling Post Office.

Freight consisted of ferry trains to Dover, Channel Tunnel construction traffic, gypsum from Mountfield, oil trains to Canterbury West and High Brooms, nuclear flasks from Dungeness, stone to Allington, plus the extensive internal engineering, signalling and telecommunication and power supply workings which were increased for the major route upgrades underway at this time. Regular ballast trains from Meldon supplied the wider area from Tonbridge. The carriage and wagon depot in the yard drew in further wagons from the area for maintenance and repairs too. The yard usually had two shunters present to marshal trains.

Passenger services were Diesel Multiple Units (DMUs) on the Tonbridge to Redhill line (North Downs), later using Class 205 Diesel Electric Multiple Units (DEMUs) before the completed electrification. Jubilee Sidings stabled electric trains working the Kent Coast and Kent Link services starting from Tonbridge. These were CEP/VEP/CIG/HAP and EPB formations.

Detailed research consisted of many visits to photograph the real location. Later on I sketched out physical locations of features and details, and measured buildings and anything I thought I would have to make myself.

Narrow bodied Class 33/2s 33201 and 33208 lead a rake of ballast hoppers onto the Up line heading for Woking.

REALISTIC COMPRESSION

I compressed the real trackplan to retain the main features so it was clearly a model of Tonbridge but would still offer operational interest to engage me and future exhibition visitors. Basically that meant losing eight loop sidings in the West Yard and one road in Jubilee Sidings as well as a reduction in the length of everything. I modelled the main line electrified, which was occurring as I built the model.

From a full size trackplan drawn on wallpaper I designed the baseboards consisting of two pairs each of 3ft x 5ft and 3ft x 4ft boards, plus one of 2ft x 4ft to join them into a rectangle. I had the boards made for me using Sundeala tops on softwood frames. I was able to erect this size for periods in my parents' »

The signals were made by Roger Murray replacing less realistic versions used for the first few shows. These were a three aspect for the Up line, a three aspect with four-way Southern Region type feather route indicator plus a call on head for the Down line, and five position light ground signals. The latter should have motorised discs, which I felt were too hard to do on a model. There is a rail built bracket semaphore signal for the exit from the West Yard with a two aspect head. This was made using MSE components. Signals are controlled by switches except for a couple of the ground signals which use the point motor accessory switch. The semaphore signal has a working colour light but only a non-working poseable arm.

THE SCENERY

After electrically testing the track and correcting any errors, rails were sprayed track colour by Stu Davies during one garage at the time. I reused trestles from my last layout with extras made in the same design using 2in x 1in softwood.

As the layout was built 26 years ago I may have forgotten some of the details of how it was constructed.

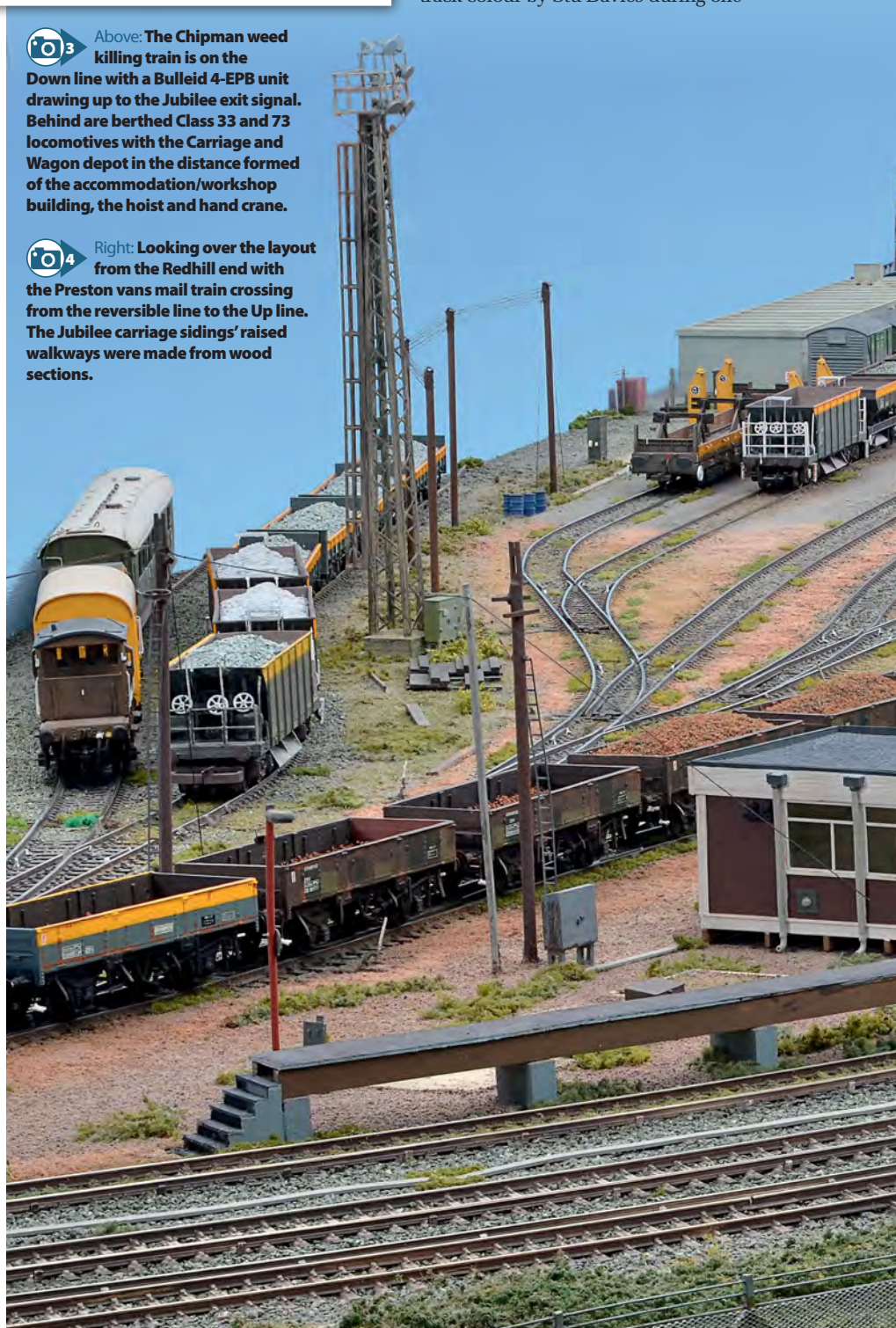
Peco code 100 track was laid on polystyrene wall insulation, using a mixture of wood and concrete sleeper track as the prototype required. Peco conductor rail and insulators were used with linking cables made with wire soldered to the rails. Kickboarding for the live rails was formed with nickel silver strip with staples soldered as stands.

For optimum running at shows there are three control panels - one each for the Up and Down circuits and one for West Yard. Analogue controllers were ECM Compspeeds when built but changed to Kent Panel Control Kentrol feedback models after a few years. These have proved very good.

Each panel has a Capacitor Discharge Unit (CDU) to throw points with the 'electric pencil' method. Point motors are Peco with polarity switches and some signal operations using Peco accessory switches. Sections in the West Yard are controlled with centre-off switches with LED indication of which of the two controllers is selected. For the Up and Down panels sections are with on/off switches with no need for indication.

The three panels allow independent operation to keep trains moving, but switches control movements between circuits or into West Yard. Each panel has a separate section of the fiddle yard. This consists of six loops and six feeder sidings for the Up, eight loops for the Down, and four sidings plus five short/locomotive sidings for the West Yard. The loops can hold more than one train depending on length.

All wiring was done with red single core insulated cable until I ran out and used black coloured cable. As 95% of cables went to or from multi pin connectors that had numbered pins I produced written connector logs detailing what each cable did. Thus colour coding was not necessary with the logs proving very helpful if faults occur.



3 Above: **The Chipman weed killing train is on the Down line with a Bulleid 4-EPB unit drawing up to the Jubilee exit signal. Behind are berthed Class 33 and 73 locomotives with the Carriage and Wagon depot in the distance formed of the accommodation/workshop building, the hoist and hand crane.**

4 Right: **Looking over the layout from the Redhill end with the Preston vans mail train crossing from the reversible line to the Up line. The Jubilee carriage sidings' raised walkways were made from wood sections.**

evening. Ballast was done in the traditional way which was a large task due to so much of the layout being covered in track. Where there was high ground, layers of polystyrene tiles were overlaid with Mod Roc. For a few areas of lower relief scenery, sections of Sundeala top were cut away and replaced with 1mm ply and overlaid with Mod Roc again.

Much of the yard ballast was overlaid with fine grey ballast to represent the finer walkway surfaces. The yard and Jubilee Sidings tracks were weeded up with scatter and turf using Woodland Scenics. Larger green areas were similarly covered with trees and bushes added mostly from the Heki and Woodland Scenics ranges. Some bush areas were formed with horsehair cut to shape and covered in scatter attached with hairspray.

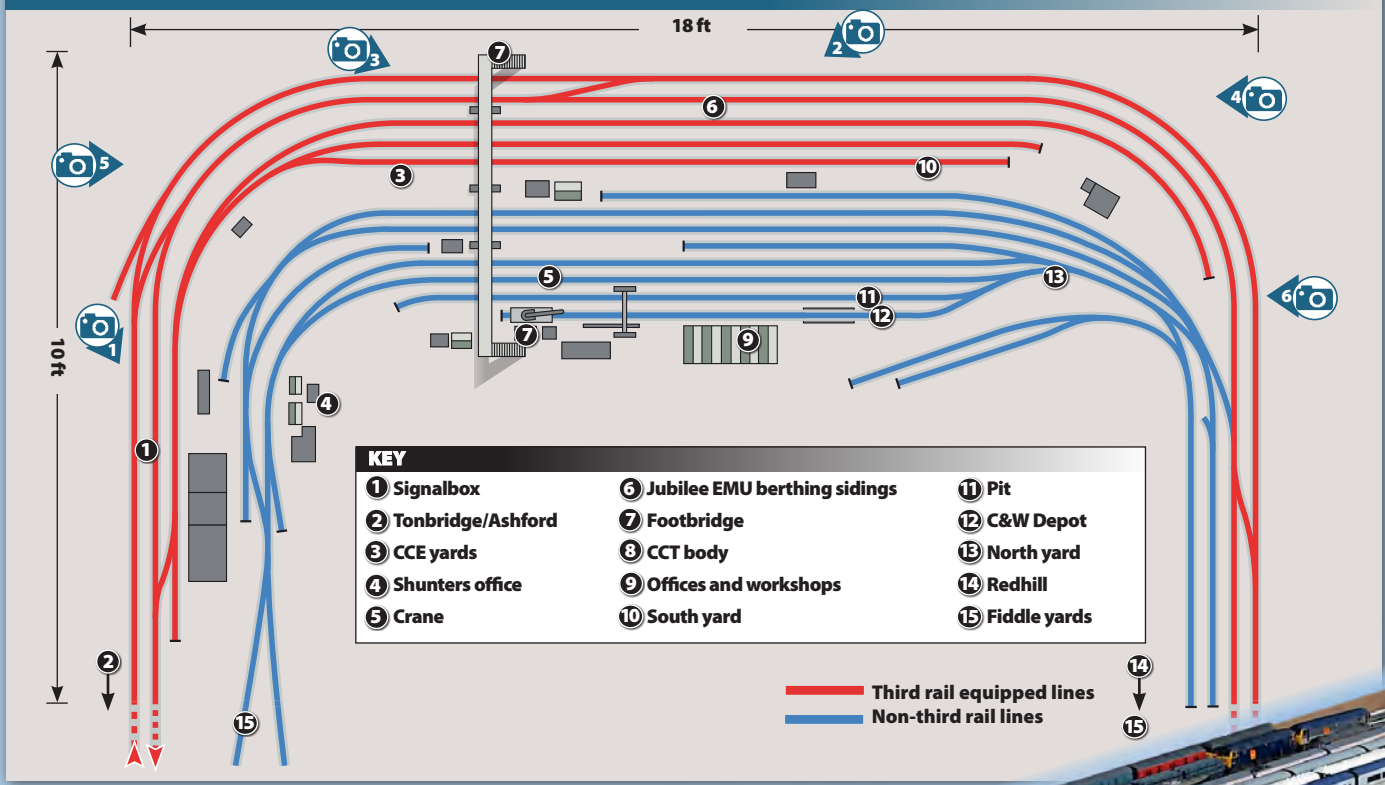
The long footbridge across the yard consists of softwood uprights covered with brick paper, decks made from plywood strips with plastic and brass sides. The raised walkways in the carriage sidings were wood sections for uprights with plywood decks and edges painted wood colour and grey for the tops. Lamp columns on the walkways were Chris Leigh lamps with new fittings made from carved plastic sections and the cantilever posts and tall columns were made from brass tube and rod. The yard lighting towers are modified Sommerfeldt overhead line electrification towers with plastic made light fittings, decks and ladders.

Details and people are a mixture of available items with many modified or scratchbuilt. I had the luxury of thousands of photographs to show what was needed and where it should be. These included troughing routes, relay cabinets, point heating transformers, lineside telephones, structure numberplates, mileposts, overhead cables on posts and the ground frame at the Redhill end. The carriage and wagon depot has an overhead hoist, inspection pit, Matterson hydraulic jacks and a wheel storage area. A Hornby hand crane was detailed using Jon Hall's etched and cast components for this area.

All the buildings were scratchbuilt except the platelayer's hut and tool hut by Roxey used in the carriage and wagon area. Plasticard was used for buildings with micro strip and plastic rod for details. The majority of the buildings were measured and photographed making construction easier. Brick papers were used with block walls made from scribing and embossed plasticard used where possible for planking. Interiors were modelled in detail, which really brings the buildings to life. There are several grounded wagon bodies around the yard: these used kits or ready-to-run wagons suitably modified and painted.

Fencing is mostly Scalelink etchings on plastic posts with three rows of wire at the top. The railing fence at the Tonbridge end is a Scalelink etch. »

TONBRIDGE WEST YARD TRACK DIAGRAM (NOT TO SCALE)



Tonbridge West Yard is now housed in a purpose converted former garage/workshop. An ARC stone train to Allington near Maidstone is on the Down line in the charge of a Class 59/2 with the Dover-Manchester TPO on the Up line behind a pair of Class 47s.

NINETIES LAUNCH

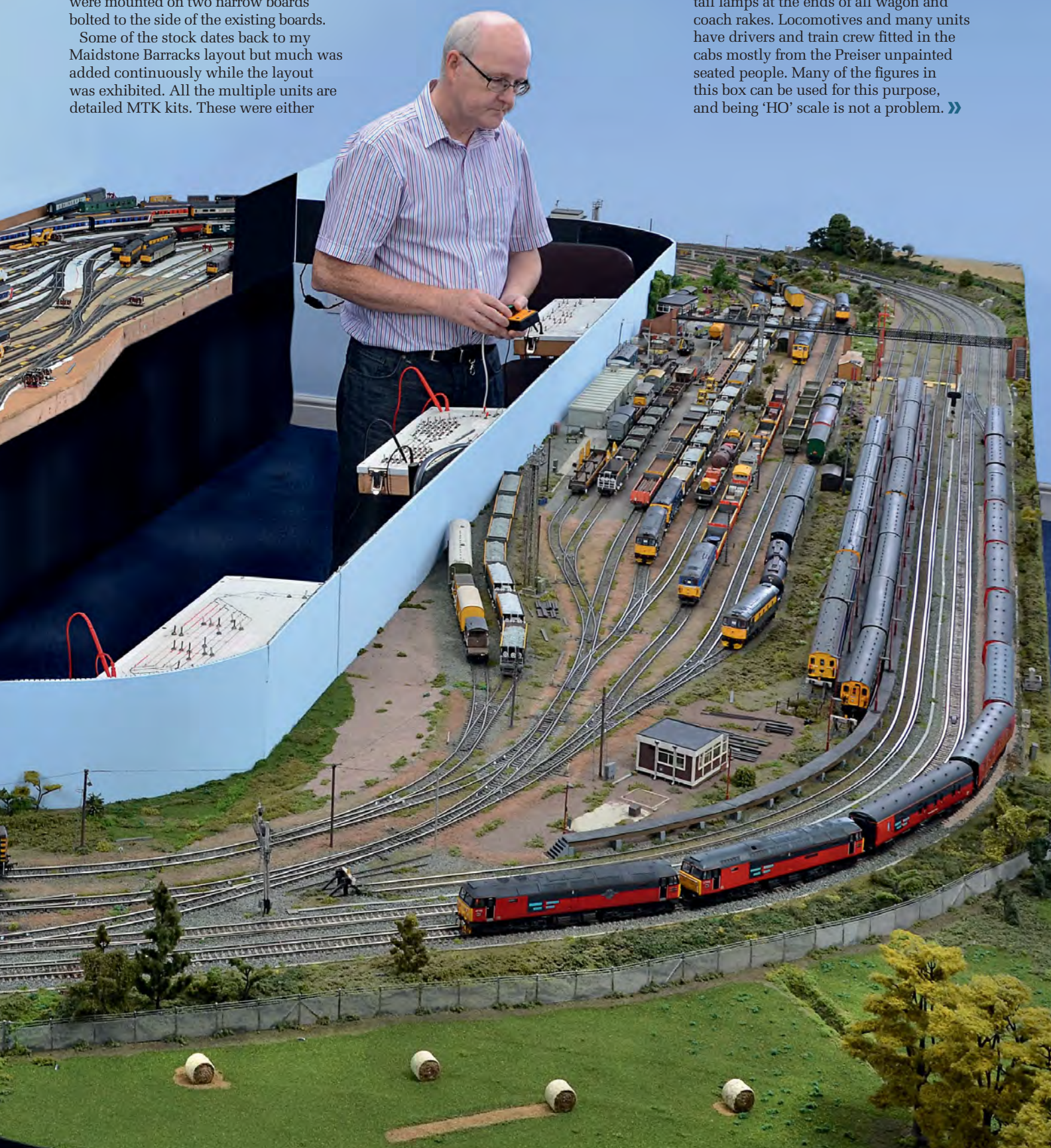
The scenery was far from complete at the layout's first show at Blackburn in 1990, and it took a few years before the scenics and details were really finished including several changes that were happening on the prototype. I did draw the line at further changes as the area was resignalled including some track changes towards the end of 1993.

After a few years I did enlarge the fiddle yard with three shorter sidings in the West Yard section to increase the number of trains that could be handled. These were mounted on two narrow boards bolted to the side of the existing boards.

Some of the stock dates back to my Maidstone Barracks layout but much was added continuously while the layout was exhibited. All the multiple units are detailed MTK kits. These were either aluminium or brass pre-formed shells with white metal or plastic ends. They were not the easiest kits to build but there was no alternative except scratchbuilding at the time. I managed to put these together with a decent finish in a reasonable length of time. Locomotives were mainly Lima originally but Bachmann and Heljan have replaced some of the older models. Freight and departmental stock is a mixture of detailed ready-to-run, kits, conversions and scratch built. I have produced many cranes and on-track plant vehicles which adds to the variety.

My fellow operators provide stock to broaden what we run at shows always trying to replicate prototype formations that my records show have run in the past. We do run less typical trains like Class 319 Thameslink units or a Class 442 'Wessex Electric', plus many service units as well.

Multiple units have Kadee couplings for auto coupling but deliberately set too high for auto uncoupling. Locomotives and wagons have tension lock couplings but many rakes of wagons have scale couplings within the rake. I have dummy tail lamps at the ends of all wagon and coach rakes. Locomotives and many units have drivers and train crew fitted in the cabs mostly from the Preiser unpainted seated people. Many of the figures in this box can be used for this purpose, and being 'HO' scale is not a problem. »



OPERATION

Operation is as prototypical as possible but ramped up in frequency and variety to be as interesting as we can make it. Accurate moves include propelling into and out of West Yard when appropriate. Operating the Up and Down circuits can be quite relaxing but the West Yard can be daunting at first. Once you are familiar with the layout of the yard including isolating sections it provides many possible moves including exchanging trains from the circuits with those in the yard. But as the yard and fiddle yard have limited space and the usual quota of trains leaves only three sidings empty you have to think ahead to cope with this and avoid gridlock! I am sure the prototype must have faced the same problem in busy times.

THE REVIVAL

The layout retired from shows after returning to Blackburn in 2009 having attended 88 shows in 20 years. I had stopped due to work, refurbishing my house, and family issues meaning an almost complete break from any modelling. However, I was asked to return for the DEMU Society's 21st anniversary Showcase event in 2015 which I agreed to do. Luckily I had decided to take early retirement at the end of 2014 so I was fired up to repair and refresh the layout for a limited comeback tour.

Even with my new massively increased free time it was still quite a task to get it ready in time. I set myself the goals of carrying out any repairs needed, enhance anything that had caused problems in the past like connector pins getting loose, and refresh the scenery using modern materials now available.

First though, I had to see what had happened during the five years Tonbridge West Yard was stored in my garage. I was pleasantly surprised how little damage had been caused, and there was nothing that I couldn't put right.

The main repair tackled was relaying the Up and Down tracks at a baseboard joint at the Redhill end of the layout where the only board to warp in any way had caused a peak at the join at rail level (this had occurred before storage). This was successfully completed with ballasting done, with the Up line done in lighter grey ballast to represent a track renewal that had occurred in my time period.

The field at the same end had new green scatter applied plus bales of cut grass as a reference photograph had shown. The corner at the other end of the layout had the green surface replaced with a sand colour to represent the building site it became as flats were being built. I had started building these flats before I stopped exhibiting, and I hope to complete these in the future. I also started using static grass in some areas but this is still to be completed. Many wild flowers and weeds have been added comparing my photographs for accurate types and positions. Additional trees and bushes were added with newer materials.

I wanted to do a more significant change so the layout was a little different for people who remember it, so I built the derelict old carriage and wagon lobby and grounded wagon body stores that I had excluded from the previous scene. This required some ground works to make space for it to fit, cutting away the past surface and adding new polystyrene relief with filler over the top. The area in front of this building had a surface formed from troughing lids which

5 Left: **Bulleid designed 4-EPB 5404 heads to the exit signal to leave Jubilee Carriage Sidings to form a London bound train. A tamper is in the locomotive siding.**

6 Below: **Class 08 08854 shunts Seacow ballast wagons while Class 33 33057 *Seagull* draws forward with a rake of S&T Satlink open wagons to leave the yard via the ground frame controlled semaphore signal.**

Tonbridge West Yard in the 1990s

Tonbridge West Yard and Jubilee Carriage Sidings were busy locations in the 1990s and with a wide variety of traffic types too. Paul Wade took advantage of his opportunities to research and photograph the prototype during the 1990s. Paul Wade.

I did with many sections of Evergreen strip individually glued to the base.

I also made dozens of small detail items for this area including small plant, wagon components, air hoses, oil drums and tools, and the space behind the signalbox with stored sleepers, rails and other bits. Other small additions refreshed the layout so it was not identical to its previous exhibition appearances.

FUTURE PLANS

There are a few further items I will do to complete the layout once and for all and then I will turn my attention to rolling stock projects so I can ring further changes when the trains run.

Regarding the trains, I quickly decided I would continue to run only my MTK fleet of units. I have many so I can still freshen up what I run, but kit units seem an important part of my modelling. While Lima Class 33s have been replaced by Heljan versions, I continue with Lima Class 73s and 47s. I also have much freight and departmental stock I can rotate until I build further models.

The Showcase return went well but there were some niggling faults which I concentrated on before the second comeback show at the Great Electric Train Show sponsored by *Hornby Magazine* on October 10/11 where I was very pleased with the almost complete lack of layout faults and the consistently good running. This was the reward for the hard work to make the layout as reliable as a 26-year-old layout can really be.

I must thank the many people who have helped with this layout over the years, especially the late Barrie Swann, Paul Swann, Stu Davies, Steve Farmer and Ernie Puddick, plus the late Colin Massingham who produced MTK kits. I do have plans for three new layouts of parts of prototype locations, two of which are much smaller, but these will be progressed in the next couple of years. Hm

● Tonbridge West Yard's next exhibition is Erith MRS at Longfield on January 30/31 2016.

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KNOW HOW

Quick fix

Q I'd like to fit my locomotives with removable, non-working headlamps displaying the appropriate codes. How do I fix them in place temporarily so they won't fall off?
Peter Hammill, Leicester.

Tim Shackleton replies : Use a non-permanent adhesive such as Tacky Wax, available from dolls' house suppliers. You only need a tiny amount. Dab wax on to the base of the lamp, put it in position and twist it around a little – this helps the wax adhere. To remove, simply twist the lamp and gently pull it away.

SCENICS

Filling gaps

Q I've been working on the scenery on my layout but I have gaps where structures meet their surroundings. Have you any advice for filling these spaces?
Edward Crabtree, Carlisle.

Mike Wild replies: There are lots of ways to do this but one of the simplest we have found is to use Woodland Scenics fine leaf foliage. For every exhibition we attend with a *Hornby Magazine* layout we always have a couple of boxes of the light and olive green versions (Cat No. F1132 and F1133 respectively) which are our preferred colours as they can be used to replace any lost foliage from transit. This material is also ideal for bedding features such as tunnels and bridges blending them in with the rest of the scenery. Another way to blend the base of buildings into scenery is to fix them to the baseboard surface before applying any surface covering – that way the ground cover will go around the footprint of the building bedding it into the scene fully.

TRAIN FORMATIONS

Accurate block trains

Q When I was showing my 'N' gauge layout at a recent exhibition, a visitor told me that it's incorrect to mix tank wagons from different oil companies in the same train. Block oil trains carry the products of just one manufacturer and you'll never see a mix of brands. Is this true?
D.N. Leslie, Lowestoft.

Tim Shackleton replies : It is. In pre war days trains made up of lots of different private-owner coal wagons were commonplace but block workings of commodities such as oil, aggregates and cement are invariably made up exclusively of the owning company's stock. Finding a Shell BP tanker marshalled with Esso wagons, or Blue Circle-branded Presflos running in a mixed rake of Tunnel or Rugby Cement vehicles, would have been next to impossible. These wagons weren't common-user, hence the 'non pool' branding.

REALITY CHECK

Proceed with caution

Q How fast were unfitted goods and mineral trains allowed to travel in steam days?
Jason Nieper, Plymouth.

Tim Shackleton replies : The maximum, rarely exceeded, was 25mph and 15mph was a more typical speed. Stopping unfitted trains wasn't easy because they had brakes only on the locomotive and guard's van, and drivers were cautious on gradients or when approaching adverse signals. As a rule of thumb, an 'OO' gauge loose coupled freight running under clear signals would cover a metre of track in around 8-10 seconds.

The *Hornby Magazine* team answers your modelling queries and questions.

MIKE WILD
Hornby Magazine's editor is always working on something whether it is a sound installation or a new project and knows his way around layout construction.

MARK CHIVERS
Hornby Magazine's assistant editor has an eye for detail together with a wide ranging knowledge of modern traction and train formations across the eras.

TIM SHACKLETON
Hornby Magazine's contributor has a lifetime of modelling experience building, detailing and weathering rolling stock of all kinds and much more.

PRODUCT CHOICE

Keeping ballast still

Q I've been ballasting my track with loose grains and even though I've added detergent to my PVA and water mix it still keeps washing the ballast out of place when I apply it. What am I doing wrong?
James Loquens, Manchester.

Mike Wild replies: There is one simple trick which will resolve this problem – misting the ballast with water first. Adding a fine mist of water over the dry ballast allows the glue to flow more freely without disturbing the material. This one is from Deluxe Materials Ballast Magic kit which is a very useful set containing powder glue. The kit is a very clean and quick way of ballasting.

HOW TO

Adding detail

Q I want to start adding the detailing parts from ready-to-run models, but don't want to make a mess by using too much glue. How does the *Hornby Magazine* team do this so neatly?
Ray Fuller, Lincolnshire.

Mike Wild replies: Less is more when it comes to glue and especially when fitting detail parts to pristine models. Our method is to use a business card. A small amount of our chosen glue – usually superglue – is placed onto the card and each component is then carefully touched into the glue, holding it with tweezers. It is also worth checking that the component fits its planned hole before committing the glue – this will save any potential mess from repeated application of the part.

Crosti *deluxe*

PART TWO

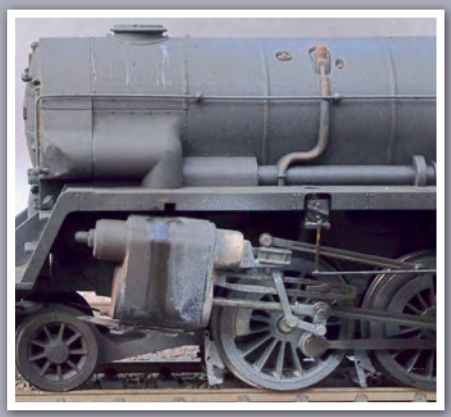
Having added a host of additional details to the Hornby model, **TIM SHACKLETON** gives his portrait of 92023 a spectacular coat of filth.

FEW BRITISH LOCOMOTIVES of the 1950s were as uniformly filthy as the Crosti boilered '9Fs'. They had severe steaming problems, which meant they were unpopular with crews and maintenance staff alike.

They smoked badly and the cab was often filled with choking fumes. As a result, concern for their outward appearance was entirely abandoned and a working Crosti – if you could find one, that is – was a mass of burned-off paintwork and encrusted soot. Although I've seen plenty of photographs of new and ex-works Crostis, I've never seen one that looks as though it's been even half-heartedly cleaned.

Perhaps they never were. As built they lasted only a few short months in service before being recalled for urgent works attention, which included the fitting of smoke deflectors. There was hardly time for them to build up a well polished sheen and even when they were back on the road, it would be only a couple of years before they were dumped, grime-covered and gently rusting, on the back roads of their home depot.

Wellingborough – one of the main depots for the Crosti fleet – was a no-nonsense sort of place that dealt in heavy freight engines and very little else. There was no time for temperamental misfits like the Crostis. All unreliable, unloved locomotives – the Metrovick Co-Bos of the same era spring to mind – tend to go around looking the picture of neglect and this is the quality I wanted to capture here. Hmm



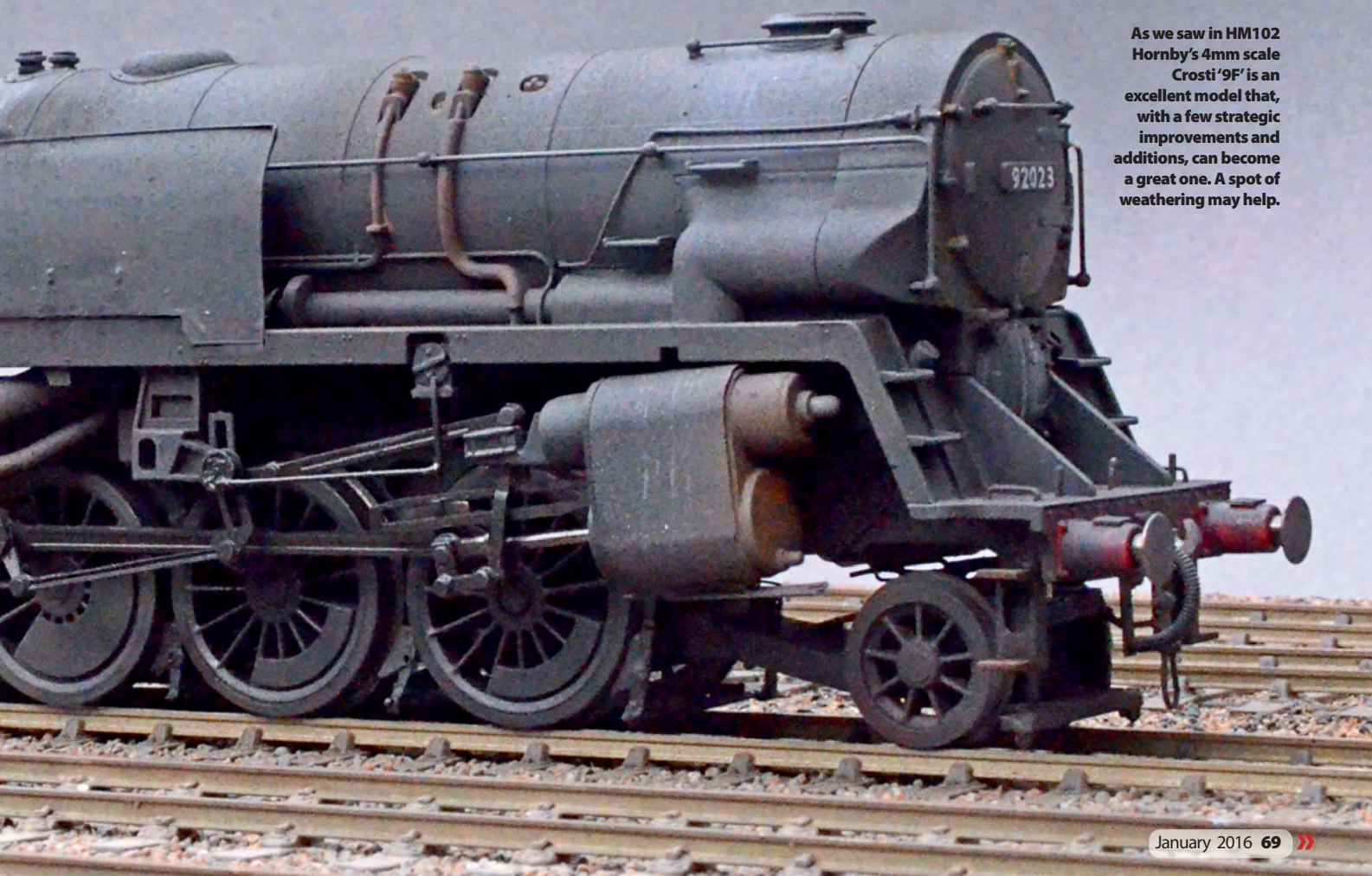
Excess oil in the cylinders mixed with high-pressure steam resulted in an emulsion that shot out all over the wheels and valve gear. To create this effect, I built up thin, hand brushed layers of Mig Ammo's Rainmarks wash. Gloss varnish from Winsor & Newton's Galeria range suggests leakage from the steam chest. Mig Ammo's Fuel Stains perfectly captures the effect of oily motion.

Airbrush selected areas along the boiler with Mig Ammo Engine Grime and then gently streak it with a coarse, quarter-inch brush. Repeat the exercise with patches of Rainmarks, making sure the dribbles run vertically. They are hardly noticeable in photographs but in the flesh, the effect is captivating. Load crushed real coal into the tender. Overspill on the tender rear is swimming in Galeria gloss varnish to represent water overflow. Corrosion on the steam fittings – rust coloured Humbrol acrylics toned down with an overspray of LifeColor Burned Black.

The soot that thickly coated the fireman's side of the cab and boiler is represented by Mig Ammo Black weathering powder applied over an initial airbrushed coat of Humbrol Matt Black acrylic and a touch or two of LifeColor Burned Black. Picking out the edges of the handrails with Mig Ammo Gunmetal weathering powder makes them appear fully three dimensional rather than solid mouldings. Pipework is hand painted with a blend of Humbrol Matt Leather and Desert Tan, then lightly airbrushed with LifeColor Burned Black to tone it down and encourage it to blend with the rest of the weathering. Oil on the wheel centres is hand-brushed Mig Ammo Fuel Stains.

WHAT WE USED

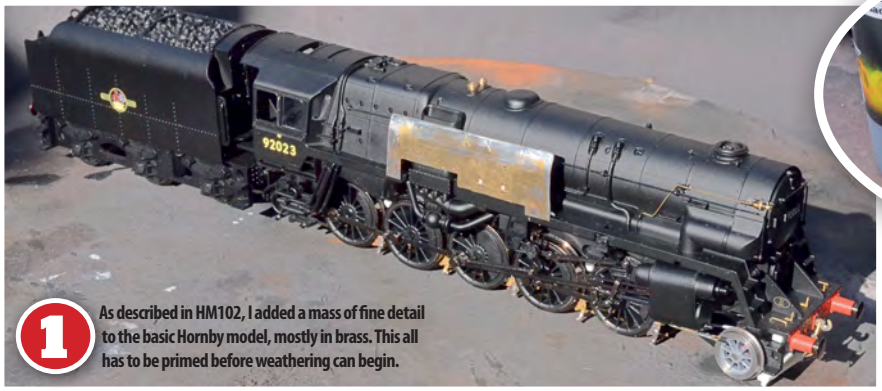
PRODUCT	MANUFACTURER	CAT NO.
Heavy Chipping	AK-Interactive	AK089
Gloss Varnish	Galeria	n/a
Matt Black	Humbrol	33
Matt Leather	Humbrol	62
Satin Black	Humbrol	85
Desert Tan	Humbrol	237
Grauviolett	Humbrol	246
Dirty Black	Humbrol	RC401
Burned Black	Lifecolor	UA736
Rainmarks Effects	MIG Ammo	1208
Engine Grime	MIG Ammo	1407
Fuel Stains	MIG Ammo	1409
Neutral Brown panel line wash	MIG Ammo	1614
Black Primer	MIG Ammo	2005
Black powder	MIG Ammo	3001
Gunmetal powder	MIG Ammo	3009
Russian Earth powder	MIG Ammo	3014
Dark Mud	Mig Productions	P033
Track Brown	Mig Productions	P414
Old Grease	Wilder	GP11



As we saw in HM102 Hornby's 4mm scale Crosti '9F' is an excellent model that, with a few strategic improvements and additions, can become a great one. A spot of weathering may help.

STEP BY STEP WEATHERING A CROSTI '9F' 2-10-0

Intermediate
Beginner SKILL LEVEL Advanced



1 As described in HM102, I added a mass of fine detail to the basic Hornby model, mostly in brass. This all has to be primed before weathering can begin.

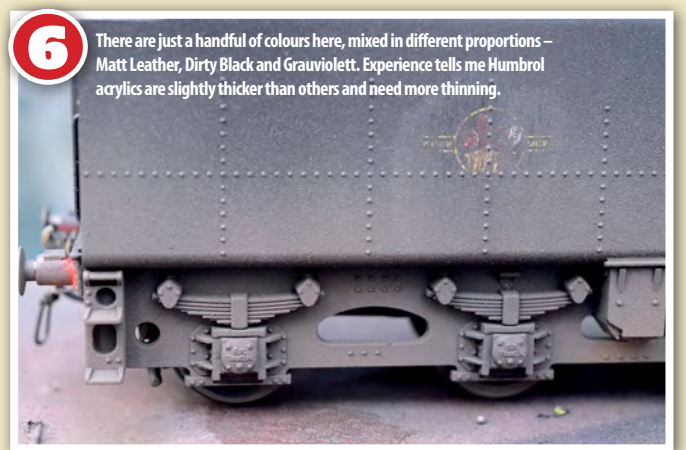
2 I'm using the MAX-4 airbrush from Sparmax to spray black primer (Mig Ammo 2005) on to the bare brass details to prepare them for painting. Just a light coating is all you need, to provide a key for the top coat. The MAX-4 is a good little airbrush for general painting and represents excellent value for money.

3 With the unpainted areas now primed, it's time to think about which weathering products to use. We all have our favourites, but it's always useful to ring the changes. I thought this would be a good time to experiment with Humbrol's acrylic paints.

4 Getting the weathering of the firebox/injector area under way with an initial light coat of Humbrol Matt Leather darkened with Dirty Black – a traditional blend that I used many times in enamel-only days. Later I will use other media such as powders and washes to create an effect of weathering building up in layers, exactly as it does on the prototype.

5 Weathered steam engines are a lot lighter in shade than you might imagine. We start with various weathering shades applied as a kind of under-painting on the tender and around the front end of the locomotive. I'm concentrating particularly on the lower half the locomotive – on a Crosti the upper half was usually covered in soot, especially on the fireman's side!

6 There are just a handful of colours here, mixed in different proportions – Matt Leather, Dirty Black and Grauviolett. Experience tells me Humbrol acrylics are slightly thicker than others and need more thinning.



7

On several Crostis, photographs revealed a very patchy effect on the right-hand side of the tender. It's not corrosion, and I suspect it's more to do with severe sooting from the chimney, which also coats the firebox and cabside. First step was to airbrush everything aft of the chimney with several coats of AK Interactive's Heavy Chipping.

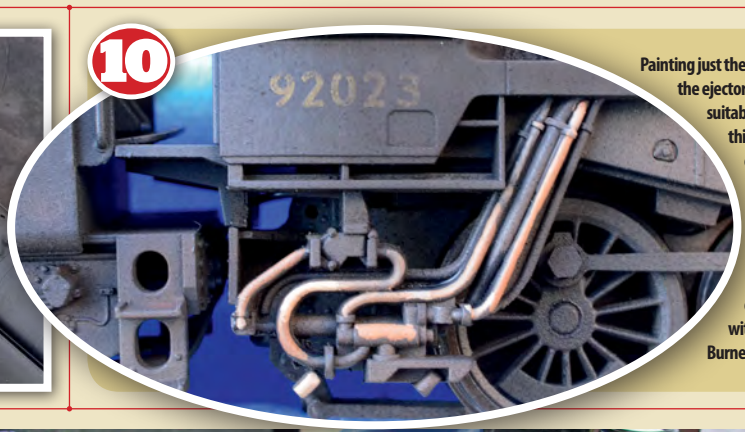
8

Once dry, I airbrushed these areas with Humbrol Matt Black acrylic and the second it was touch dry, I began stabbing at it with a short, stubby, square ended brush dipped in water. Almost immediately these interesting patchy discolorations began to form where the top coat of paint came off and the weathering below was revealed.

Subtle, barely visible streaks were added on the boiler, cylinders and secondary smokebox door by dragging Mig Ammo Rainmarks Effects wash using a 'comb' brush with uneven bristles. They can be toned down with a mist of LifeColor Burned Black. Pools of Ammo Neutral Brown panel line wash collect on the running plate and front platform. A touch of Russian Earth weathering powder further breaks up the surface. Suggest ingrained dirt on the buffer beam by painting it Matt Black and then wiping most of the paint off again.

USEFUL LINKS	
AK-Interactive	www.ak-interactive.com
Humbrol	www.humbrol.com
Lifecolor/Wilder	www.airbrushes.com
MIG Ammo	www.migjimenez.com
Mig Productions	www.migproductions.com

9 Having added a thin mist of LifeColor Burned Black over the right-hand side rearwards of the chimney, I emphasised the sootiness around the exhaust with a liberal brushing of Mig Ammo Black weathering powder.



10 Painting just the edges of the ejector pipework in suitable rust colours thins them down considerably. They now appear rounded, with deep shadows behind emphasised with LifeColor Burned Black.

11 I immediately followed this with an overall mist of Burned Black around the pipework, which toned down the rust colours – Humbrol Matt Leather and Desert Tan – and helped them blend in.

12 While the detail elements of weathering the Crosti use a variety of paint colours, all are within a similar palette which allows them to blend together to create the effect of a spectacularly filthy, hard working 2-10-0.

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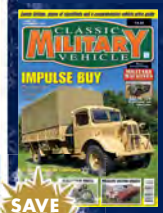

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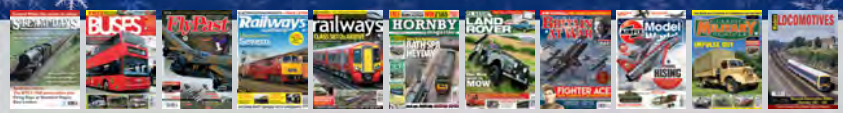

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Oxford Adams '0415' BREAKS COVER!

Oxford Rail's debut 'OO' ready-to-run locomotive is of a long-lived design for the LSWR. **MARK CHIVERS** runs the rule over this fascinating new model.

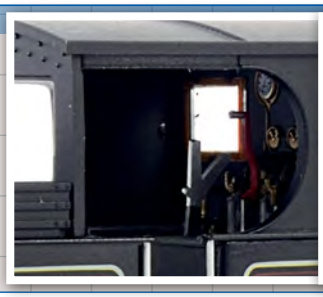
OXFORD RAIL has delivered its first 'OO' gauge ready-to-run locomotive with the arrival of its new London & South Western Railway (LSWR) Adams '0415' 4-4-2T – often known as 'Radial Tanks' by virtue of their trailing radial axle.

Designed by William Adams for use on the LSWR's London suburban network 71 locomotives were built between 1882 and 1885 by four different manufacturers. By the mid 1890s, many of these locomotives had been displaced from their original work following replacement by alternative motive power.

Relegated to country and branch operations, they were successfully trialled on the steeply graded Axminster to Lyme Regis branch in Dorset in 1913, a route which they became synonymous with for almost 50 years. One locomotive, 488, survives in preservation at the Bluebell Railway in East Sussex.

"The body of the locomotive has been captured well."

MARK CHIVERS



THE DETAILS	
Manufacturer:	*www.oxfordrail.com*
Cat No:	OR76AR001
Description:	LSWR Adams '0415' 4-4-2T 30583 BR black, late crests
Scale:	'OO'
Price:	£99.95
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

THE MODEL

Oxford Rail, a subsidiary of Oxford Diecast, launched in November 2014 with plans to introduce a new range of ready-to-run 'OO' gauge model railway motive power and rolling stock starting with the LSWR Adams '0415' 4-4-2T.

First to arrive for review was 30583 finished in BR lined black with late crests, while two further models are also due for release as 30584 in BR lined black with early crests (Cat No. OR76AR002) and 488 in LSWR lined green (OR76AR003).

Oxford Rail's debut locomotive doesn't disappoint. First impressions are good with the model featuring a neatly moulded plastic body and boiler, plenty of separately fitted detail parts and die-cast metal running plate - the latter providing much needed weight for this small locomotive.

The model features sprung metal buffers, factory fitted bufferbeam brake pipe, five-pole-skew-wound motor, NEM coupling pockets and an 8-pin Digital Command Control (DCC) decoder socket.

The body of the locomotive has been captured well and comprises an Adams boiler with separately applied smokebox door dart, a full set of six Southern Railway lamp irons and fine rivet detail. Other neat touches include a raised shedplate displaying the correct 72A Exmouth Junction code, finely moulded cabside handrails, grab handles and fine safety valve and whistle detail.

There are one or two areas which caught our eye on our review sample with a noticeable mould seam visible on the chimney and the toolboxes which didn't sit flush as they should on the running plate - although this appears to be an assembly error limited to our sample. The smokebox door dart is also perhaps a little on the heavy side while the silver painting of this and the handrails draws attention to this area.

On the plus side the cab interior is truly a work of art, featuring exquisitely moulded components with levers and gauges picked out in appropriate colours – the gauge dials even feature printed numbers. Flush glazing is fitted in the cab (although prototype photographs suggest the rear windows on 30583 were fitted with coal guards), while the cabsides are correctly left open to the elements. The coal bunker on this model is fitted with coal rails together with a well »

Gearbox driving rear axle

Detailed cab interior

8-pin DCC decoder socket

detailed water filler and coal load.

Detail isn't limited to the body as the chassis also has neatly moulded detail behind the wheels together with fine sandpipes, brake blocks in line with the wheels, fine metal coupling rods and superbly formed wheels. A set of brake rods is also supplied in a separate detailing pack, which can be simply fixed in place between the wheels.

Decoration of our review sample was impressive with smart application of the flat black base coat topped with lining around the boiler bands, splashers and side tanks. On closer inspection, the fine cream band on the lined BR black livery is included while numbers, worksplate and fine BR crests complete the quality finish.

PERFORMANCE

Oxford Rail has clearly considered the tractive effort of this model as it features a weighty die-cast metal running plate to aid adhesion together with a five-pole high-torque motor and brass flywheel connected to a single driven axle.

On test our review sample ran smoothly following running in, easily handling a three coach rake of

Brass flywheel

Five-pole motor

Separately fitted handrails

Sprung metal buffers

Turned metal wheels

Fine metal coupling rods

carriages on our office test layout. In fact, such was its surefootedness we loaded the model to seven Mk 1s – a mixture of Hornby and Bachmann stock - which it continued to pull effortlessly around second radius curves and through a selection of turnouts, even at low speeds.

Importantly Oxford has matched current expectations in fitting the Radial with NEM coupling pockets and small tension lock couplings while an 8-pin DCC decoder socket is located beneath the coal bunker at the rear of the locomotive. Given the design of the prototype space is at a premium for DCC installations so suitable decoder types and particularly sound installations will need to be considered carefully.

Accessing the internal workings on this model is simple with the body held in place by just three crosshead screws. Following removal of these the body olifted off easily for access to the chassis.

OVERALL

The suite of tooling created for this model caters for alternative chimneys, Adams and Drummond boiler types, alternative smokebox doors, safety valve and whistle combinations, coal bunker and wheel spoke variations and more, enabling the manufacturer to deliver more versions of this locomotive in due course.

Given that this model was only announced 12 months ago, it is a phenomenal achievement and is a solid effort for Oxford Rail's first home grown ready-to-run locomotive. It does have strong competition on the way from Hornby's offering, but Oxford Rail's model looks good, runs well, and is on sale for a very attractive price.

The popularity and following for these Victorian tank engines is exceptional and we are sure that this exciting new addition to 'OO' ready-to-run will be warmly received. (MC)

TWIN TRACK SOUND 'King'

A highlight arrival in Hornby's first batch of brand new GWR 'King' 4-6-0s for 'OO' is this Twin Track Sound fitted version. **MIKE WILD** takes a closer look at this exciting release.

HORNBY'S new GWR 'King' 4-6-0 has been eagerly awaited and following our exclusive first review of 6029 *King Edward VII* in HM101 the full production batch arrived during November. Included in the batch is this striking BR lined blue version as 6021 *King Richard II* which is equipped with Hornby's Twin Track Sound (TTS) decoder.

The model of 6021 is significantly different to that of 6029 in a number of ways – and not just in colour. It features conical buffer shanks, the early position for the lubricator box behind the steam pipes, a single chimney and a non-ventilated cab roof.

THE MODEL

Detailing, as with the original sample of 6029, is excellent throughout with quality moulding and assembly of this complex locomotive. The front bogie is finely built while prototypical daylight through the frames ahead of the cylinder as well as below the boiler really add to the realistic feel of this 4-6-0.

Other areas of note on the 'King' are the fully detailed cab interior, separately fitted pipework and handrails on the smokebox together with brake and sandpipe detail surrounding the finely produced driving wheels.

British Railways' lined express blue livery is a very striking colour scheme and 6021 really stands out. Application is to Hornby's usual high standards with a nice sheen to the blue paintwork. The white-black-white lining was faultless on our sample and is further enhanced by printed numbers on the smokebox and cabside together with correctly styled *King Richard II* nameplates over the centre driving wheels. A nice touch is inclusion of a pair of additional cabside numberplates in the detailing pack which can be fitted after purchase to represent the cast plates fitted to GWR locomotives.

PERFORMANCE

From the factory 6021 is fitted with Hornby's TTS Digital Command Control (DCC) decoder. This is positioned in the tender and uses the 8-pin socket of the standard model to interface with the motor and pick-ups. The installation is neat with a 28mm round speaker fitted into the recess in the tender chassis floor beneath the metal weight. The decoder is positioned on top, but none of this will need to be accessed in order to operate the model.

Straight from the box our sample of 6021 performed smoothly and quietly throughout the speed range under both analogue and digital control with the motor virtually silent. It also ran comfortably through a selection of code 75 pointwork at the head of a seven coach train of Mk 1 carriages.

On analogue control the TTS fitted 'King' operates like any other locomotive as the sounds do not operate with this method of control. However, with digital control the 'King' comes to life.

Hornby has added 17 sound functions onto the decoder which include four different whistles, wheel slip, coal shovelling, safety valves, injectors and coasting as well as several others – see panel. All of these are straightforward to operate using a digital handset, although the higher numbered functions will require more key presses to access them.

The overall sound quality is good – especially considering the TTS decoder only adds £20 to the cost of the 'King' raising it from £159.99 for a DCC ready version to £179.99 for this. Compare that to installing your own choice of high end decoder and that is a very favourable cost difference! Most standard motor control decoders will cost around the same as the additional cost of TTS in the 'King' too.

That said, while the sound reproduction is good its operational values aren't the same as high

THE DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	R3370TTS
Description:	GWR 'King' 4-6-0 6021 *King Richard II*, BR lined blue
Scale:	'OO'
Price:	£179.99
Era:	4
DCC:	DCC sound fitted, Hornby Twin Track Sound decoder
Couplings:	Small tension locks in NEM pockets

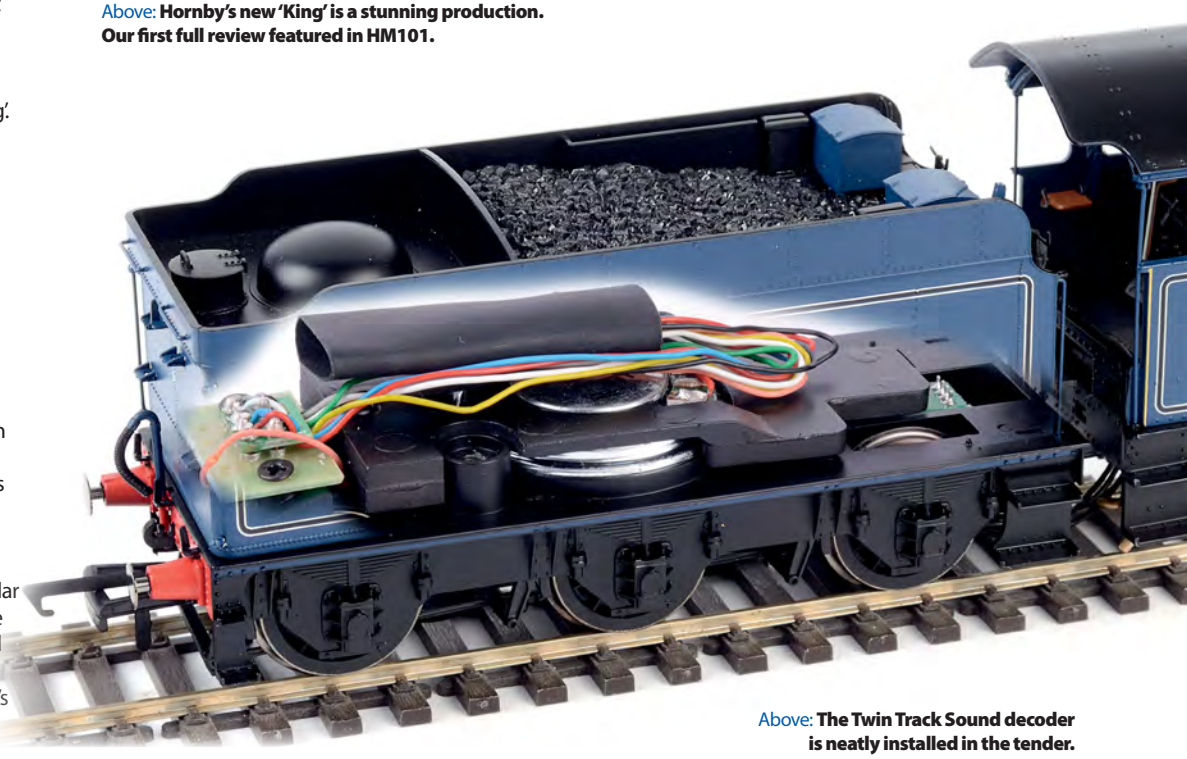
F#	DESCRIPTION
F1	Sound on/off
F2	Whistle, medium
F3	Whistle, long
F4	Whistle, short
F5	Whistle, two bursts
F6	Wheel slip
F7	Coal shovelling
F8	Blow down
F9	Safety valve
F10	Injector
F11	Cylinder cock
F12	Brake
F13	Blower
F14	Guard's whistle
F15	Coupler clank
F16	Fireman's breakfast
F17	Coasting

Above: **Hornby's new 'King' is a stunning production. Our first full review featured in HM101.**

end sound decoders. The exhaust sounds aren't synchronised with the wheels so they don't achieve the full four beats to a revolution that we would expect from a 'King'. Also, as supplied the coasting sounds only play for a limited time when the model is slowed, but a simple adjustment of CV 4 (we set it to 50 to suit our tastes) changed all that and made the model a pleasure to drive.

OVERALL

Twin Track Sound is superbly good value and even though it doesn't have synchronisation with the wheel movement on steam locomotives it adds a tremendous amount of operational potential to the 'King'. For the fact that 6021 is delivered in BR lined blue this model will undoubtedly be popular and it will also serve to encourage a new generation of digital sound operators. It is a superb addition to the range and bolsters Hornby's line up of 'Kings' superbly. (MW)



Above: **The Twin Track Sound decoder is neatly installed in the tender.**

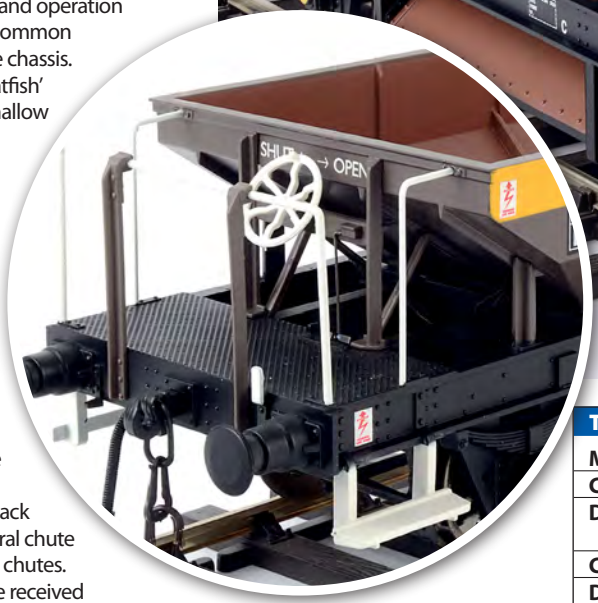
Heljan's 'Catfish' and 'Dogfish' hoppers arrive

HELJAN'S POPULAR 'O' gauge range of ready-to-run wagons continues to expand following the arrival of these 'Catfish' and 'Dogfish' ballast hoppers.

Designed by British Rail for transporting ballast between quarries and engineering possessions, more than 700 'Catfish' and 1,200 'Dogfish' vacuum braked wagons were built from the mid 1950s.

Whilst both wagons were different in appearance and operation they shared a common 14ft wheelbase chassis. The 19.5ton 'Catfish' wagons had shallow hoppers fitted with just a central ballast discharge chute, while the 24.5ton 'Dogfish' were fitted with a taller hopper which featured three discharge chutes capable of delivering ballast to the track through a central chute or the two side chutes.

For review we received models finished as ZEV 'Catfish' DB983466 and ZFV 'Dogfish' DB993116 in civil engineers' 'Dutch' yellow and grey livery, representing the prototypes in later life during the 1990s.



Decoration is just as we would expect from Heljan with a high quality application of the yellow and grey paint finish with crisply printed warning signs, data

THE DETAILS

Manufacturer:	*www.heljan.dk*
Cat No:	4353
Description:	ZEV 'Catfish' ballast hopper DB983466, Engineers' grey/yellow
Cat No:	4378
Description:	ZFV 'Dogfish' ballast hopper DB993116, Engineers' grey/yellow
Scale:	'O'
Price:	£99.95 each
Era:	8/9
Couplings:	Instanter three-link

Heljan's new 'O' gauge 'Dogfish' (right) and 'Catfish' (left) ballast hoppers are a welcome addition in 'O' scale.

panels, builder's plates and small solebar details, although the letters and numbers on the data panel of our review sample of the 'Catfish' do look a little too large.

Heljan has created two superb looking models which capture the look of the prototypes well. Each features a highly detailed hopper body with bracing and interior cross members represented, chequer effect floor panels at each end, white painted guard rails and footboards at one end, vacuum cylinder at the other, sprung buffers, factory-fitted brake pipes and coupling hooks with working Instanter couplings.

As might be expected, some compromises inevitably appear due to the detail variations carried by the prototypes over the years, with our 'Dutch' liveried example of the 'Catfish' featuring plain axleboxes when the prototype vehicle carried roller bearing axleboxes while in this livery. The 'Dogfish' correctly features roller bearing axleboxes for this livery, which were fitted as standard on later builds of the wagons and adopted during refurbishment for others.

Beneath the underframe both models display the distinctive hopper chutes together with neatly moulded springs, brake shoes in line with the metal three-hole wheels and sprung axles.

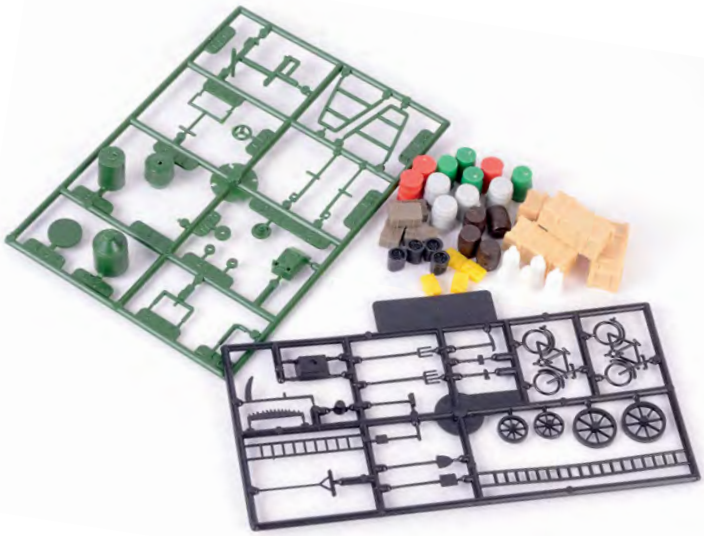
Both are superb models and continue the tremendous effort Heljan has been investing in ready-to-run 'O' gauge models. Excellent and available now.

Auhagen loose loads

Small detail parts can make all the difference to a scene and this latest pack from German manufacturer Auhagen is just the ticket.

Each pack contains a selection of 59 separate detail parts including loose wooden crates and various styles of barrels suitable for wagon loads and detailing yard areas. Add to this a selection of tools and equipment such as a cement mixer, wheelbarrow and a roller and you also have the components for detailing a building site. Other tools in the pack include saws, ladders, scythes, forks and spades together with a couple of bicycles.

Manufactured to 'HO' scale, these detail parts won't look out of place on 'OO' gauge layouts and they are ideal for bringing cameo scenes to life. (MC)



THE DETAILS	
Supplier:	*www.goldenvalleyhobbies.com*
Cat No:	42556
Description:	Loads – crates, barrels, tools and equipment.
Scale:	'HO'
Price:	£7.10
Era:	Any

Busch paves the way

This latest 'HO' scale release from Busch replicates the types of environmentally friendly paved blocks used for parking areas which allow nature to grow through the moulded holes. Each pack contains a cardboard sheet impregnated with various shades of green static grass fibres measuring 240mm x 144mm. Easily cut to size, there is plenty of material for the front of several model properties and it is ideal for 'OO' use too. (MC)

THE DETAILS	
Supplier:	*www.goldenvalleyhobbies.com*
Cat No:	7431
Description:	3D décor sheet – grass paved parking area
Scale:	'HO'
Price:	£6.10
Era:	9

RECOMMENDED READING

THE STANIER CLASS FIVE 4-6-0s VOLUME 2

Author:	John Jennison
Publisher:	Railway Correspondence and Travel Society
Website:	www.rcts.org.uk
ISBN:	978-0-901115-99-7
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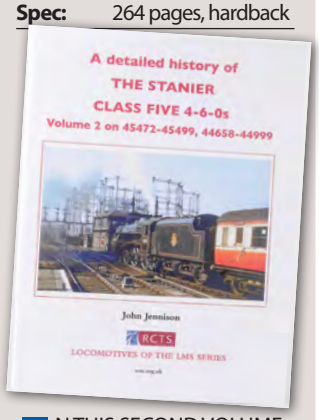


IN THIS SECOND VOLUME chronicling the London Midland & Scottish Railway's (LMS) Stanier 'Black Five' 4-6-0 locomotives, John Jennison focuses on the machines built between 1943 and 1951.

Covering the 370 locomotives constructed during this period - 45472-45499 and 44658-44999 - an incredible amount of research has been undertaken to compile this volume as it follows the development of the 'Black Five' design under Ivatt through the final years of LMS operation and into British Railways days.

Post war modifications are outlined as are the escalated costs of constructing the locomotives together with in depth coverage of lot and order numbers, detail differences, design specifics, liveries, depot allocations, duties, modifications and much more.

Detailed reference tables are included showing allocation histories for each locomotive together with individual mileage records and works visit information as well as rostered locomotive workings and examples of passenger turns covered by the class in service.

Illustrated throughout with a good selection photographs and drawings this is a fascinating reference work. (MC)

'KILLER' Class 20s debut for 'N' gauge

THE DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	374-992
Description:	Mk 1 coach pack, Hunslet Barclay weed control train
Scale:	'N'
Price:	£59.95
Era:	8/9
Couplings:	Rapido couplings in NEM pockets

THE DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	371-035
Description:	Class 20 twin pack – 20904 *Janis* and 20906 *Georgina*, Nomix Chipman two-tone grey
Scale:	'N'
Price:	£209.50
Era:	8/9
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

BACHMANN has released the first two of three packs to recreate the famed Nomix-Chipman weed control train which was seen across the British railway network from the late 1980s to the mid-1990s operating with pairs of Class 20s.

Modelled using the 2013 introduced 'N' gauge Class 20s the locomotive pack (Cat No. 371-035) features two of the six Hunslet Barclay operated Class 20/9s – 20904 *Janis* and 20906 *Georgina*. Both locomotives feature correct body styles with 20904 having disc-headcodes and 20906 centre headcodes. However, neither of the two has been fitted with a high-intensity light as per the prototypes.

Nevertheless, Bachmann's Class 20s look superb. The two-tone grey livery is executed to a high standard with excellent printing of numbers, nameplates, logos, pipework and much more. Each locomotive is fitted with a 6-pin DCC decoder socket and working directional lighting.

The second component of the new formation to be released is the Mk 1 coach pack leaving a triple pack of black water tanks (Cat No. 373-786) to arrive. The Mk 1 coach pack contains a Second Open (SO) and Brake Composite Corridor (BCK) which are finished in the early 1990s period matching two-tone grey colour scheme – in the late '80s these carriages were painted light green.

The two vehicles feature blanked out windows to represent carriages from the weed control formation together with detailed printing of extra panels on the carriage sides, logos and even a full yellow end at one end of the SO.

This collection is sure to prove popular and will add a welcome new formation for those modelling the 1990s period. (MW)

'N' GAUGE

AA Road Service Land Rover

The distinctive black and yellow colour scheme of Automobile Association Road Service is the latest to adorn Oxford's 'N' gauge 88in Land Rover. The vehicle, registered PYU 15, uses the well known Oxford model of these four-wheel drive vehicles which includes an accurate body together with a spare wheel on the bonnet and a fully glazed cab. At under £4 it is great value and will bring a little colour to a 1950s road scene. (MW)

THE DETAILS	
Manufacturer:	*www.oxforddiecast.co.uk*
Cat No:	NLAN188019
Description:	Land Rover Series I 88in hard top, AA Road Service
Price:	£3.75
Era:	5/6

'N' GAUGE

Tidy trees

Gaugemaster's range of scenic accessories is bolstered with the addition of this pack of 'N' gauge trees.

Manufactured by Noch, each pack contains six small and four larger trees suitable for 'N' gauge layouts. Featuring brown plastic tree trunks with foam foliage dipped in scatter material for the greenery, they represent trees in full leaf and are ideal for spring or summer scenes.

A mix of light and dark green trees is included and offer a cost-effective means of populating a forest or wooded area. (MC)

THE DETAILS	
Supplier:	*www.gaugemaster.com*
Cat No:	GM127
Description:	Spring/summer tree assortment
Price:	£7.95
Era:	Any

HELJAN PLAYS ITS ACE CARD!

It doesn't get much better than this. Heljan has delivered its stunning 'O' scale model of the Brush Class 60 – **MIKE WILD** takes a closer look.

THERE IS SOMETHING about the Class 60. No matter what scale it has been recreated in these heavy freight diesels have always looked superb. Hornby's 'OO' model and Bachmann's 'N' gauge version are both wonderful depictions of these Co-Co diesel electrics and now it is Heljan's turn with what can only be described as its Ace card.

The Class 60s were introduced in 1989 with a fleet of 100 built by Brush at Loughborough over four years. Their introduction to traffic wasn't without its issues and in fact even until recently these 3,300hp power houses have led a troubled existence. Nevertheless, they currently have a new lease of life with DB Schenker and Colas Rail and *Reality Check* looks back on the story of these locomotives.

Heljan announced its plans to produce the Class 60 for 'O' gauge two years ago and it has to be said that we have all been looking forward to seeing this model touch down in the *Hornby Magazine* office. Three versions have been delivered covering BR Railfreight triple grey, the unmistakable Loadhaul black and orange and EWS maroon and gold.

Following Heljan's tradition with its 'O' gauge productions, the Class 60s are delivered in their base livery without locomotive numbers – the triple grey model is also devoid of sector markings. This time each model is supplied with a set of transfers with a sheet providing cabside and bodyside numbers for the three models. This makes recreating your personal choice simpler.

THE MODEL

At 70ft long the Brush '60' is a big locomotive and that certainly translates with this model which weighs in at 3kg. Straight from the

The shape and poise of the powerful Class 60 have been captured superbly by Heljan.

THE DETAILS	
Manufacturer:	*www.heljan.dk*
Cat No:	6001
Description:	Class 60, Loadhaul black and orange
Scale:	'O'
Price:	£649.99
Era:	9
DCC:	DCC ready, large format decoder
Couplings:	Working screw links

box the model is impressive and even though there is a mistake in the angles of the orange sections on this Loadhaul model the livery looks smart and fresh – just as it did on the real engines.

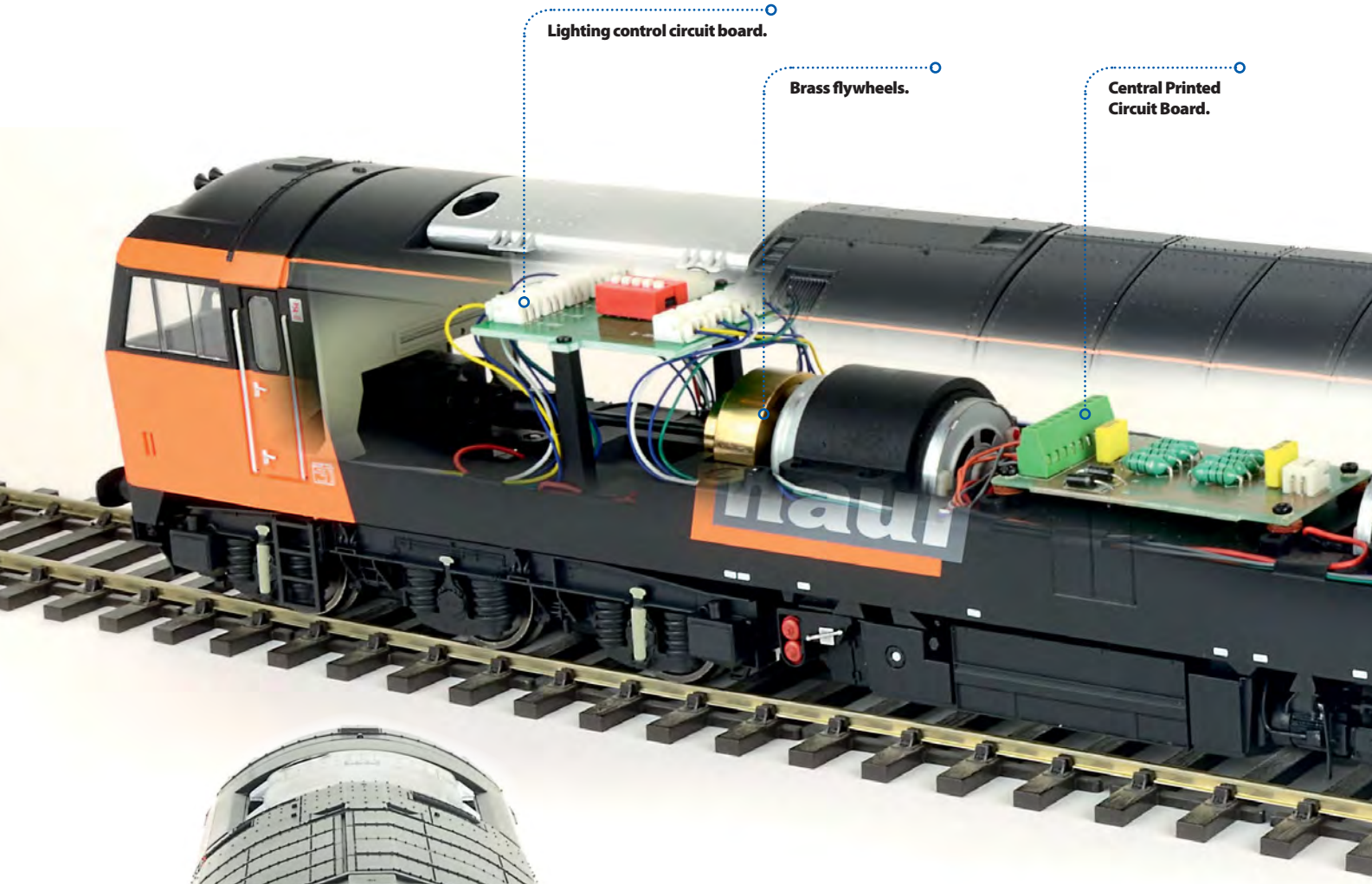
At the front you will find a fully detailed bufferbeam with sprung buffers of the correct pattern, air pipes and a fully working screw link coupling – which even includes an operational screw link. Below the bufferbeam the

"We have been looking forward to seeing this model."

MIKE WILD

Five switches neatly tucked under the exhaust silencer control the lights for day and night running.

A speaker housing is provided in the fuel tank base for simple installation.



distinctive snowploughs of the '60' are modelled neatly while above is a superb replica of the inset light cluster panel.

The lighting can be configured for day or night running and tail lights can be turned off through the bank of five switches beneath the exhaust silencer. This is simple to access as the silencer is a simple press fit which can be removed without any tools.

Back to the exterior and the fronts feature clear glazing with neatly produced frames and windscreen wipers while the air horns above the cab are the icing on the cake.

Amongst the Class 60's most distinctive features are its side grilles and especially those at the No. 1 end as they allow daylight to penetrate from one side of the locomotive to the other. This gained the class the nickname 'donuts'. Here Heljan has taken advantage of the size of 'O' gauge locomotives – and designed a new chassis – to allow this area to be modelled in full. Etched brass grilles stand either side behind the cab while the internal components have all been modelled in full inside. This detail really adds to this model.

Speaking of interior detail, the cabs are fully detailed inside with seats, control panels and even a representation of the hotplate on the secondman's side. This area will really benefit from the addition of a crew.

The bodysides capture the slab sided nature of the prototype with the angled cantrail leading to the detailed roof area. The silencer which covers the light switches is modelled superbly while etched brass roof grilles sit at the opposite end of the locomotive.

Beneath the frames the heavy frame bogies of the Class 60 have been reproduced to a high standard with excellent spring and suspension detail alongside a full complement of brake shoes. The central underframe components have been modelled superbly with great attention to detail throughout.

PERFORMANCE

Our testing of 'O' gauge locomotives is limited, but the Class 60 features twin motor arrangements following the established format of Heljan's 'O' gauge locomotives. The model is Digital Command Control (DCC) compatible with large format decoders which will require the existing PCB to be replaced. Access to this is straightforward with the body being secured in place with four crosshead screws needing to be released for access to the chassis.

Once the body is off the chassis

Internal features fully modelled.

Twin motors mounted low in the chassis.

Detailed cab interior.

design is plain to see. The motors are positioned in line with the chassis and transmit drive to the bogies through cardan shafts and low profile gearboxes. This keeps the drivetrain out of sight to allow the interior details behind the side grilles to be modelled.

Running the model on a rolling road showed it to be a smooth running and quiet locomotive and its 3kg weight will give it ample haulage capacity to suit most 'O' gauge layout situations.

OVERALL

The Class 60 was developed to haul the heaviest bulk freight trains on the British railway network and they have earned a deserved reputation for their ability to do just that. Heljan's new 'O' gauge model is a stunning tribute to this imposing locomotive and captures its spirit, power and angular construction superbly.

Perhaps it is the Class 60's design which lends itself to models, but this is surely Heljan's best ready-to-run 7mm scale locomotive so far and it paves a tough challenge for its future projects to beat. Truly excellent. (MW)

The quality and detailed invested in Heljan's new Class 60 is impressive to say the least.

THE HEAVY FREIGHT Class 60

One of the most recognisable locomotives on the modern railway is the Brush Class 60, a design that brought an end to almost 200 years of freight locomotive construction in the UK, as **EVAN GREEN-HUGHES** describes.

Just two months old and still looking immaculate Class 60 60095 *Crib Goch* climbs towards Dove Holes Tunnel with a stone working bound for Earles Sidings at Hope on May 16 1992. Brian Robbins/ Railphotoprints.co.uk

THE EARLY 1980s were a confusing time for those trying to run Britain's railways. Government policy was leaning towards privatisation while traditional management methods and systems were being superseded by new ideas to make the industry more competitive.

British Rail had recently commissioned a succession of heavy freight locomotives in the form of the Class 56s and the 58s which had taken over the most arduous duties from the general-purpose diesels of the modernisation plan, but they couldn't fulfil all of the duties. Furthermore, the advent of the General Motors Class 59 diesels bought privately by aggregates company Foster Yeoman showed there was a need for something still more powerful than the Class 58s.

With this in mind those in charge were pursuing a policy of finding a direct replacement for the older diesels and this had led to Ruston and Mirrlees power plants being experimentally fitted into Class 37s with a view to using these units in new locomotives. Although a great deal of money was spent on this proposal it was abandoned when tough new Government rules on finance ruled it uneconomic. These rules identified short length work such as Speedlink as not worth investing in and effectively meant that future finance would be directed towards rolling stock and facilities used in heavy block traffic such as steel, coal and aggregates.

This decision meant that the only money for new locomotives likely to be forthcoming would be for the heavy freight sector and so with that in mind a specification was prepared for a new generation freight engine. This was not, however, to be a repeat of previous unsatisfactory designs as the activities of the four General Motors Class 59s imported by Foster Yeoman had become widely known. These locomotives were rewriting the record books as they offered haulage capacity and reliability figures far beyond anything in this country. So good were they that even British Rail's own Trainload Petroleum sector had sought permission to buy some, something which at that time would have been difficult to sanction politically.

Barnetby in north Lincolnshire was a regular haunt for Class 60s at the head of bulk freight flows from heavy industry in the area. 60021 passes Barnetby signalbox with 6Z60 Lindsey-Kingsbury tanks on July 23 2008. John Chalcraft/Railphotoprints.co.uk.

The latest colour scheme to adorn the Class 60 is Colas Rail Freight's distinctive yellow, black and orange. On April 22 2015 60002 (with 66849) powers past Howe & Co. Sidings with 6J37 Carlisle Yard-Chirk loaded timber. Gordon Edgar/Rail Photoprints.

BRITISH DESIGN

Consequently British Rail drew up a specification for a locomotive in the same power category which was to include many of the features of the Class 59 including a wheel-creep computer adhesion system but more importantly which was to be far more reliable than any previous home-built product.

Three companies bid for the contract, Metro-Cammell did some work on the concept but eventually declined to participate further, GEC offered what was in effect a UK-built Class 59 after plans to develop its own design fell through while Brush Traction of Loughborough offered a locomotive to its own design powered by an enlarged version of either the Mirrlees or the Ruston engines then on test in Class 37s. In the end BR didn't want a two-stroke engine which ruled out the GEC offering while the Ruston engine could not pass the emission requirements and that left a Mirrlees-engined Brush built product as the only viable option.

In early 1988 Brush was given an order for up to 100 of the new design at a cost of £120m with delivery of the first to take place within a year and with a strong financial incentive for the locomotives to be both economical to operate and to have a high availability. Production started almost immediately, with many of the components sub-contracted to other manufacturers. The body, which largely followed traditional British practice and which was designed to assimilate some of the stress loadings within itself was built by Procor (UK) of Wakefield while the power unit was constructed at the Mirrlees plant at »

Stockport and electrical components came from the Hawker Siddeley group. Final assembly took place at Loughborough.

It was to be June 1989 before the first off the production line, 60001, was handed over to British Rail and it was then immediately taken to the Technical Centre at Derby for trials. Unfortunately during the tests which followed a number of issues were discovered particularly with the microprocessor-controlled wheel creep system and with the suspension all of which had to be corrected before the locomotives could be passed as fit for work. Modifications took almost 16 months to complete - much to the exasperation of BR, which was forced to persevere with worn-out equipment while the issues were addressed.

The situation became so strained that, with 40 locomotives delivered and most of them not working, the order for the rest was almost cancelled. Eventually all 100 were completed but there were a reported 10,000 warranty faults on the fleet, which was an average of 100 per engine and compared very poorly with the Class 59 which had essentially been put straight into service. That said, the Class 60s had a higher continuous tractive effort than any other diesel locomotive in Britain and their prodigious haulage capacity eventually led crews to nickname them 'tugs'.

BULK FREIGHT POWER

Introduction into service should have seen the Coal sector receive 35, Construction 25, Metals 22 and Petroleum 18 but by the time they were actually fit for service other arrangements had been made and they were allocated elsewhere, often with the wrong sector symbols on their body sides. Their introduction saw them displace Class 33s from aggregates traffic, pairs of Class 20s from coal trains, Class 31s from petroleum and classes 26 and 73 from other duties. Unfortunately reliability issues continued and it was not long before it became common for up to 10% of the fleet to be back at Brush at any one time, with others laid up at depot level with various faults. At this time each locomotive was only averaging about 1,000 hours of useful work each year.

In 1994 the fleet was divided up equally amongst the three new freight operators but few were repainted due to the quality of the original two-tone grey finish. Five received Loadhaul livery and three Mainline blue before the whole fleet was once again unified under the ownership of English Welsh & Scottish Railway (EWS). This led to some receiving that operator's red and yellow colours.

Throughout the 1990s various initiatives saw reliability improve to double its previous level but even so these British-built locomotives never achieved anything like the figures regularly achieved by the Class 59s and newer Class 66s and as a result when there was a dramatic decline in traffic in the early 2000s some were placed in store. This continued until almost 40% of the fleet was out of service, although the actual locomotives in store varied from time to time. 60 working examples were transferred to DB Schenker when that company obtained control of EWS in 2008 and from this point on the number of Class 60s began to drop until by mid-2010 there were only around ten in service at any one time.

Class 60 60032 *William Booth* heads west near Barnack on the Peterborough-Leicester line with an aggregates train on November 17 2005. Mike Wild.

NEW LIFE

While it looked for a while as if the class was to become extinct DB Schenker instead trialled modifications on two locomotives, following which a plan to overhaul around 20 for further service was announced. At around the same time a further 20 were offered for sale but none changed hands, further attempts were made to sell some in 2012 and 2013 but these also came to nothing. In June 2014 there was finally some movement when 10 locomotives were sold to Colas Rail. Currently DB Schenker has around 20 in service and these are all upgraded and overhauled examples while Colas has around four available.

For the bulk of their lives the Class 60s were seen in Railfreight two-tone grey livery, with handfuls appearing in other colours. There have been a number of one-offs, including 60040 in Territorial Army livery, 60066 in Drax power station livery, 60099 in Tata Steel livery, 60074 *Teenage Spirit* in powder blue and 60081 which was given the name *Isambard Kingdom Brunel* and mock Great Western Railway livery in 2000. The Colas examples have appeared in Colas house colours as they have been returned to service.

In retrospect the Class 60 promised a lot but took a very long time to fulfil its potential, by when the newer and more reliable (if less powerful) Class 66s were dominating the freight sector. At the time the Class 60s were ordered some suggested changing traffic patterns would remove the heavy slow speed bulk traffic for which they were designed. But they have been in service for more than 20 years now and although their numbers have diminished, for hauling the heaviest freight trains of all there is little better on the rails. For that fact alone they must be counted as a success. RMM

Class 60 60033 *Tees Steel Express* climbs past Brentry with 6A65 - the 9.03am Avonmouth-Didcot coal on October 29 1997. John Chalcraft/ Railphotoprints.co.uk.

Looking smart in Loadhaul black and orange 60059 *Swinden Dalesman* stands at Goole with a sand working destined for Peterborough on September 10 2007. Railphotoprints.co.uk.

FACTS AND FIGURES

Introduced:	1989-1993
Total built:	100
Numbers:	60001-60100
	(60500 renumbered from 60016)
Operators:	British Rail English Welsh & Scottish Railway DB Schenker Colas Rail
Route availability:	7
Withdrawn:	None, but some stored from 2004 onwards
Wheel arrangement:	Co-Co
Control system:	Brush SEPEX
Engine:	Mirrlees MB8275T
Cylinders:	18, 10in x 12in
Horsepower:	3,100hp
Main alternator:	Brush BA1006A
Auxiliary alternator:	Brush BAA702A
Traction motors:	Brush TM2161A four-pole
Train heating:	Not fitted
Brakes (locomotive):	Air
Brakes (train):	Air
Brake force:	74tons
Maximum tractive effort:	106,500lbs
Continuous tractive effort:	71,570lbs
Length:	70ft
Width over cabs:	8ft 8in
Weight:	129tons
Wheel diameter:	3ft 7in
Maximum speed:	62mph
Fuel capacity:	990gallons

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'Western' ambassadors for sound

The distinctive note of the 'Western' hydraulics is highly sought after in model form. **PAUL CHETTER** installs sound into Heljan and Dapol 'OO' Class 52s and compares the steps required and the results achieved.

THE DESIGN of ready-to-run model locomotives has until recently been aimed at producing reliably engineered chassis clothed with convincing bodies. In the last few years, Digital Command Control (DCC) sound has become an increasingly important aspect of the hobby. Modellers who fit sound to their models often find that these design considerations are the biggest problem to be overcome for a successful installation.

It makes life much easier if the manufacturer has made provision for a DCC sound decoder and speaker - though it is usually still possible to create a workable solution in models where no provision has been made too.

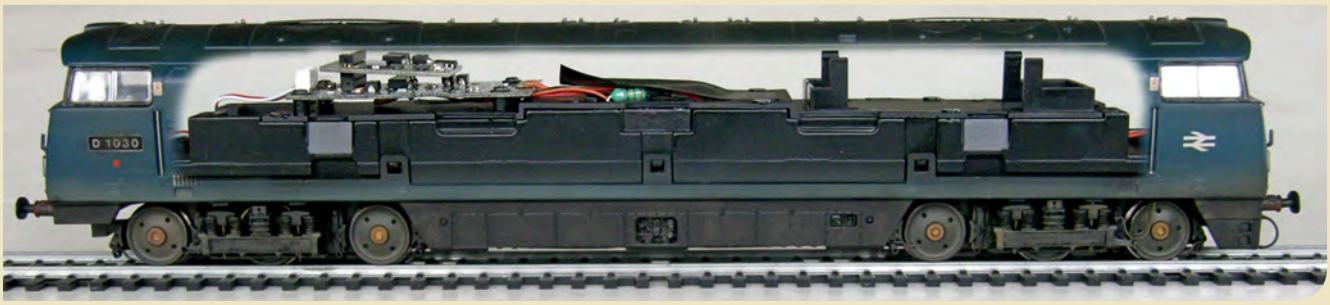
The Heljan model is an older design which does not especially cater for DCC sound, whilst the more recently designed Dapol version has fully embraced the need to make suitable provision. Can the same components be deployed in each version? The Dapol model is designed to accept a specific speaker from the DCC Supplies range. I could see that this would also fit, somewhat differently, in the Heljan model so I decided to use the same type of speaker in each.

Dapol's decoder interface is a 21-pin connector so I selected a Zimo MX644D for this model. To suit the 8-pin socket in the Heljan I used a Zimo MX645R with an 8-pin harness. Apart from the interface type, there is a very close similarity between these two decoders. Any difference in sound performance will therefore be as a result of the speaker location alone.

Dapol provides very clear installation instructions. If you follow these carefully, you will not need to modify your model in any way so your warranty should not be affected if you decide to install sound. The Heljan 'Western' does not have sound fitting instructions provided. Installing DCC sound in the way I describe below requires a single hole to be drilled through the chassis and a section of the fuel tank assembly to be cut away. Modifying the model in this way may invalidate your warranty.

STEP BY STEP **INSTALLING DCC SOUND IN DAPOL AND HELJAN 'OO' 'WESTERNS'**

Intermediate
Beginner SKILL LEVEL Advanced



1 As this cutaway shows the Dapol Class 52 has been designed with digital sound in mind from the outset. Note the space with vertical clips for the speaker to the right and the 21-pin decoder socket to the left.

WHAT WE USED

PRODUCT	SUPPLIER	PRICE
Zimo MX645R sound decoder	*www.digitrains.co.uk*	£85.00
Zimo MX644D sound decoder	*www.digitrains.co.uk*	£83.00
Bass reflex speaker	*www.dccsupplies.com*	£8.16

DAPOL'S 'WESTERN'

There are four screws holding the body and chassis securely together. These are in the chassis close to the leading edge of each bogie. When these are removed, the bodyshell can be lifted from the chassis in a vertical motion.

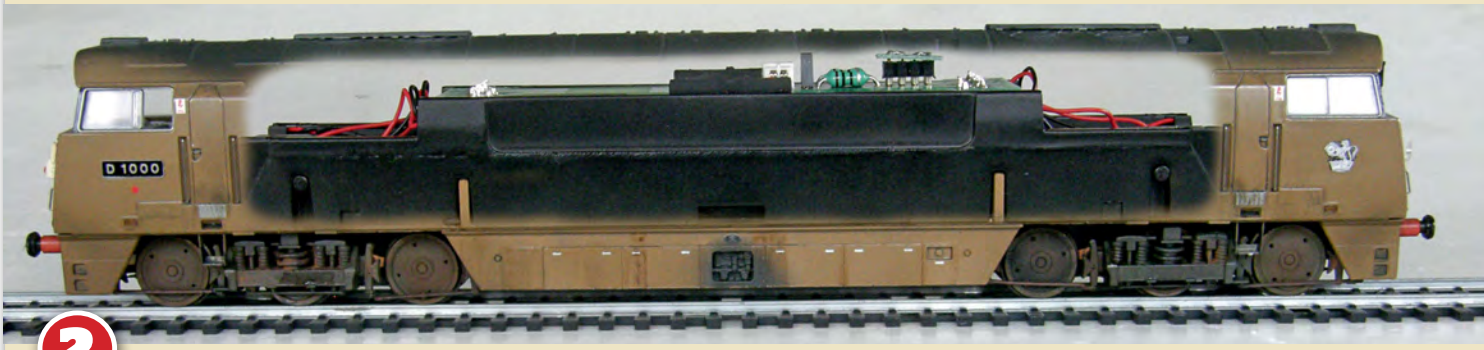
The wiring for the cab lights is fitted to the inside of the roof and connected to the circuit board with a four-gang connector. It is possible to complete this installation with this still connected and the bodyshell laid alongside the chassis, but I unclipped the plug and put the body to one side for safety. The main Printed Circuit Board (PCB) is at one end of the chassis and speaker provision at the other, below one pair of perforated etched fan grilles in the roof.

This provision consists of a flat platform with four vertical tabs designed to hold the specified speaker firmly in place. The system works very well in holding the speaker in the required location and is a simple 'no tools required' solution that would be welcome in other models. The internal positioning protects the speaker from accidental damage.

There are two clearly marked solder pads on the PCB to which the speaker wires should be attached. I found on this example that I needed to clean these pads before soldering wires to them. The only other task was to remove the blanking plate and replace it with the MX644D. My photograph and the Dapol instruction sheet show the correct orientation of the decoder. A quick test showed everything to be in order so I refitted the cab light wiring connector and slipped the body back onto the chassis, securing it with the four retaining screws.

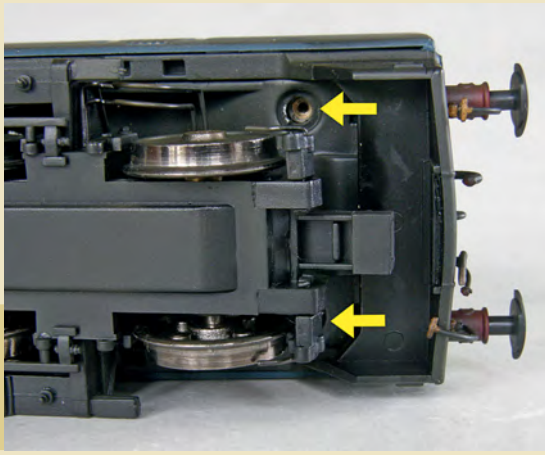
Full marks to Dapol - this is a well designed and executed solution easily within the capability of most modellers. »

The Dapol (left) and Heljan (right) 'Westerns' are from two distinct eras in model manufacture with the Dapol model entering the market after the widespread adoption of digital sound fitting. Both are straightforward projects to install sound into, although the Heljan model requires the most work.

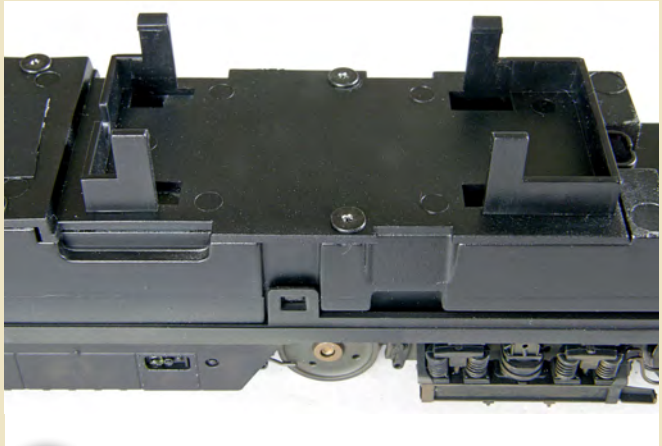


2 The Heljan model offers less space inside for digital sound, but it is still perfectly possible, we just need to decide on a space for the speaker.

3 Here's the bass reflex speaker, one of which will be fitted to each model. It measures 58mm x 22mm x 9.3mm and comes pre-fitted into a sealed enclosure.



4 We will start with the Dapol Class 52. To release the body from the chassis remove the retaining screws fitted here (arrowed) plus those in a similar position at the other end. The body will then slide upwards but beware of the cab lighting which is joined to the main Printed Circuit Board (PCB) by a 4-pin connector.



5 The speaker location is optimised for the 58mm bass reflex speaker shown above. A flat area with four side lugs ensures correct fitment and good hold.

6 Consequently, fitting the speaker is a breeze. As it is a simple push-fit, no tools are required for this step.

HELJAN'S CLASS 52

The Heljan model is of an older design generation. The body is removed by gently prising out the lower body edges to release the locating lugs and then sliding it vertically from the chassis. There are no cab lights fitted as standard so there is no wiring to be careful of.

The motor is held in place by a rubber moulding which fits firmly in a central compartment of the chassis. The top edges of this moulding also serve to hold the PCB in place above the motor. Peeling this back on one side releases the PCB.

The track pick-up and locomotive lighting wires connect to each end of the PCB via a series of 2-pin connectors. I removed these from one end along with the motor wire connector halfway along the PCB in order to gain access to the lower part of the chassis. If you do this, make a note of the respective positions of the connectors as they look similar and the wiring is not fully colour coded.

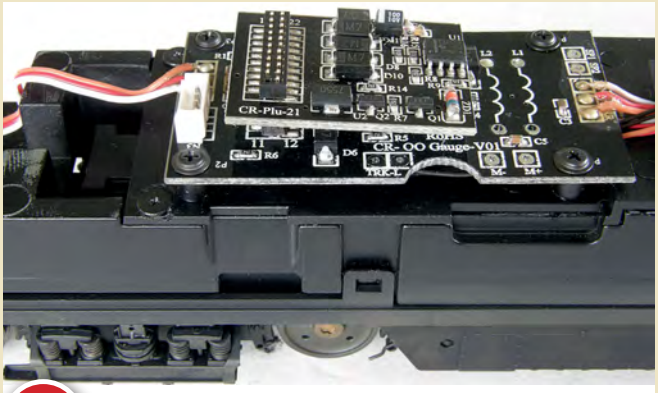
To provide a safe path for the speaker wires to pass to the chosen speaker location in the fuel tank moulding I drilled a 2mm hole through the chassis. This will ensure that the wires do not foul the bogie. Any metal swarf must be meticulously cleaned away to avoid potential damage.

I replaced the edge connectors, motor wiring and refitted the PCB. Then I removed the small blanking plate from the 8-pin socket and plugged in the decoder. Making sure that no wires could short, I tested the direction of travel as there is no indication of the correct plug orientation shown on the PCB or socket. The plug is shown in the correct position in the guide below.

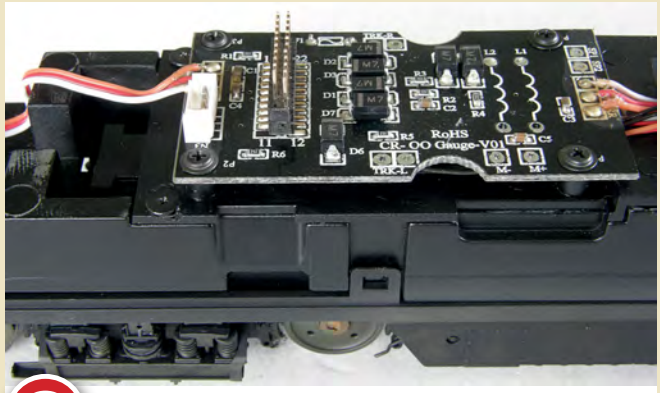
The fuel tank moulding can be removed by releasing the four lugs holding it in place. It is revealed as a three part assembly held together by small hole and dowel joints. I separated these parts and scribed the length of the speaker onto the centre section, roughly equidistant from each end. I cut out the central section with a junior hacksaw, refitting the end sections which I glued in place for rigidity. The lower inside edges of the side pieces required a small amount of filing to create space for the speaker to fit with the cone flush with the lower surface of the tanks.

I drilled a hole for the speaker wires to emerge and fed them through this and the

Intermediate
Beginner SKILL LEVEL Advanced



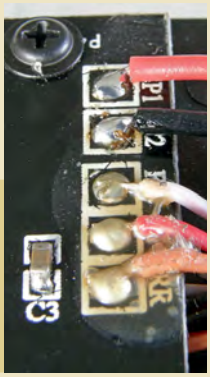
7 Towards the other end of the chassis is the main PCB. The blanking plate, allowing operation on DC without a decoder fitted, is shown here still in situ.



8 The PCB features clear labelling including sufficient pin numbers to ensure correct decoder fitting. This is a useful supplement to the Index Pin on the 21-pin connector.

9 The speaker wires must be connected to the PCB. The solder pads provided (arrowed) are easily accessible and clearly labelled. Note the insulating coating.

10 After deaning the pads I soldered the speaker wires in place ensuring that both connections were clean and fully isolated from one another.



11 This shows the PCB (lightened for clarity) with the MX644D sound decoder fitted. The white connector shown on the left of this picture is the connector for the cab lighting. I reconnected the wiring plug and refitted the body to complete the installation.

12 To begin work on the Heljan model remove the body by gently prising open the lower body sides to release the locating tabs, allowing it to be lifted vertically upwards. No connecting wires in this case. The Spartan looking PCB is revealed. Note the rubber clips on each side which hold it in place.

hole previously drilled in the chassis. I secured the speaker to the tank moulding internally with mastic: there's no need to seal the speaker to the tanks as it is a self contained unit.

Some additional care is required when handling models with speakers mounted in this way as vulnerable parts are not fully protected. The speaker magnet will attract any small loose ferrous material in the vicinity, so regular cleaning of a layout is recommended.

The tanks were refitted to the chassis and the speaker wires soldered to the purple wires from the decoder, the joints being insulated with heatshrink tubing.

The MX645 is equipped with circuitry to manage 'stay alive' capacitors, and there is sufficient free space available to fit six supercapacitors wired in series below the roof immediately behind either of the cab bulkheads. I fixed them in place with some mastic, soldered the grey wire to the negative and blue wire to the positive leads of the 'stay alive' pack. The installation was completed by refitting the body to the chassis.

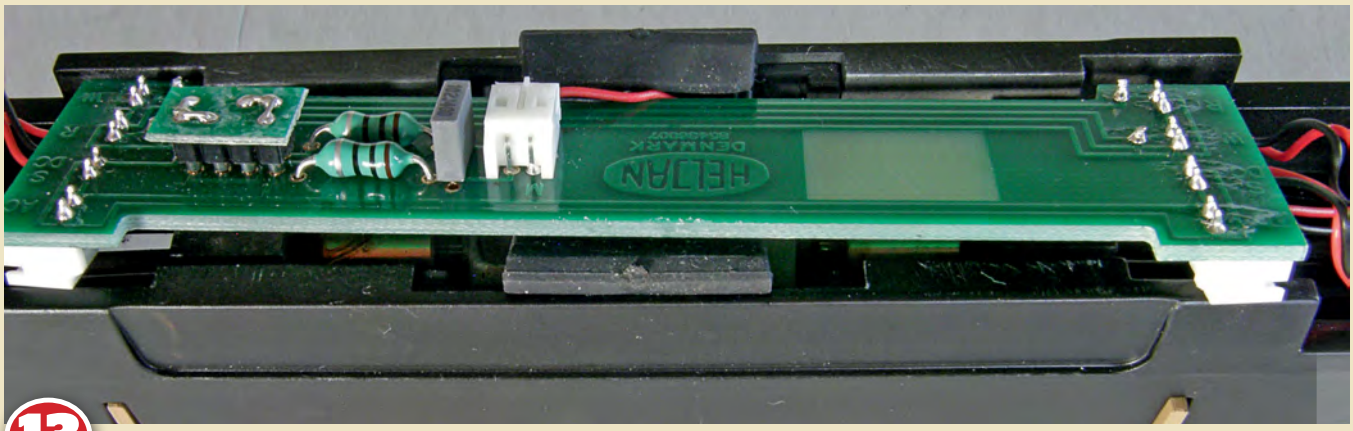
THE VERDICT

The manufacturers' approaches to provision for DCC sound installation are poles apart. Heljan is perhaps handicapped by being earlier to bring its model to market whilst Dapol is advantaged by new thinking in this area. The Dapol Class 52 is a clear winner in the convenience and consistency of results that are possible and shows how forward thinking in the design process is making our life easier when it comes to adding digital sound.

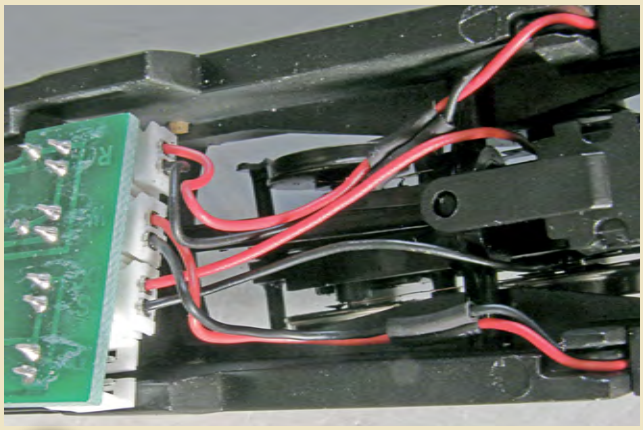
The Heljan Class 52 is not designed for sound fitment. It is nevertheless a fairly straightforward model to adapt but will require a few more modelling skills in order to achieve the finished results shown here.

Real 'Westerns' are large and spacious, as are these models. It is possible to fit the same type of speaker to each of them, either by design or good fortune. I think the benefit of designing for DCC sound installation from the outset has the potential to be even greater in the smaller main line locomotives and shunters. Fortunately, we are already seeing some movement towards this and I believe fully integrated models are just over the horizon. Hm

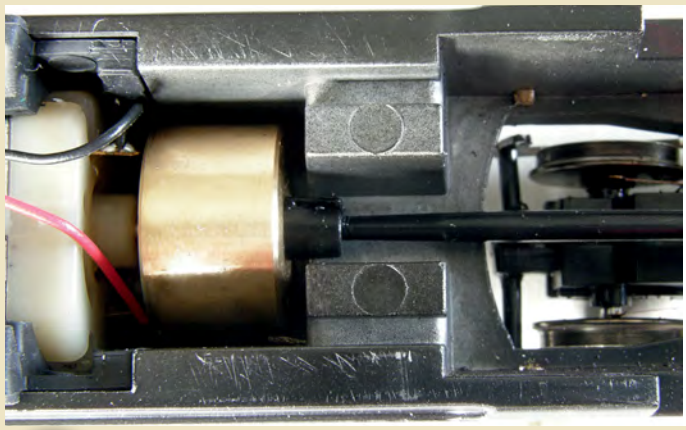
STEP BY STEP INSTALLING DCC SOUND IN DAPOL AND HELJAN 'OO' 'WESTERNS'



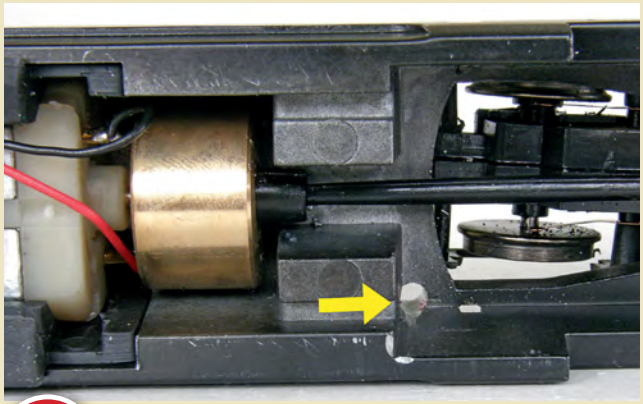
13 I pulled back the rubber tab on one side to allow the PCB to be tilted for inspection of the chassis below.



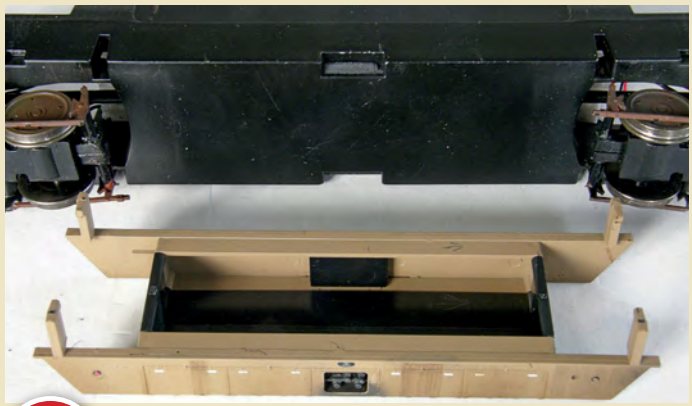
14 A series of 2-pin connectors link the lights and track pick-up wires to the PCB. They are not individually colour coded, so make a note or take a photograph of the respective positions. I removed these plugs and the one connected to the motor below to allow the PCB to be lifted out of the way.



15 I sought a suitable position to drill through the chassis which would not compromise structural integrity.



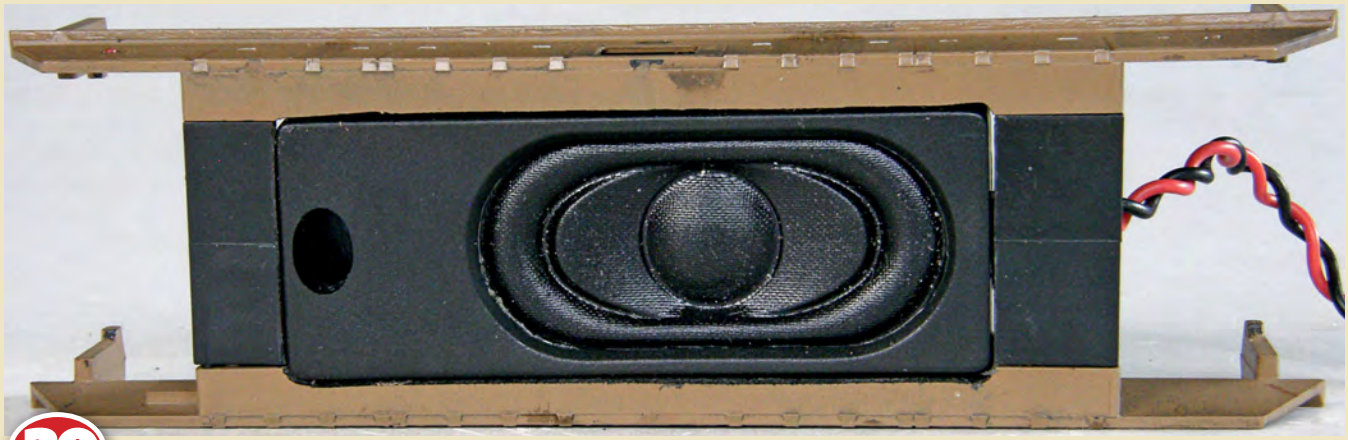
16 I drilled a 2mm hole (arrowed) to allow the speaker wires to pass from below the soleplate to the interior in a route which will prevent the bogie fouling on the wires.



17 The chosen location for the speaker in this project is the fuel tank. The assembly is removed by releasing the four extended tabs which hold it in place.

18 This can be separated into three separate moulded parts. By pulling them apart gently the tiny dowel pegs at the ends will be undamaged.

19 After careful measurements a portion of the central moulding was removed, the remaining parts were reassembled and glued using liquid solvent glue for rigidity and security.



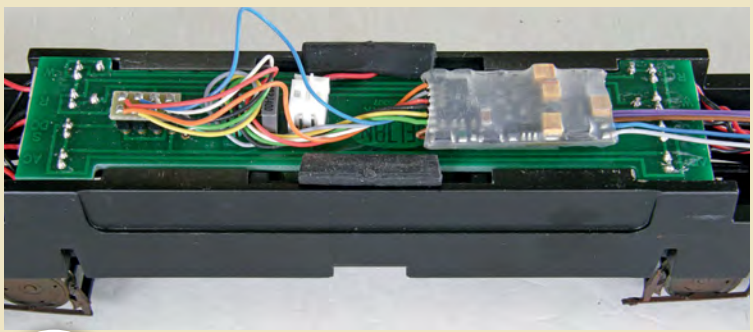
20 When fully set the two lower inside edges were lightly filed to create enough width for the speaker to fit snugly.

21 A hole had been prepared in the appropriate end of the fuel tank for the speaker wires to pass through.

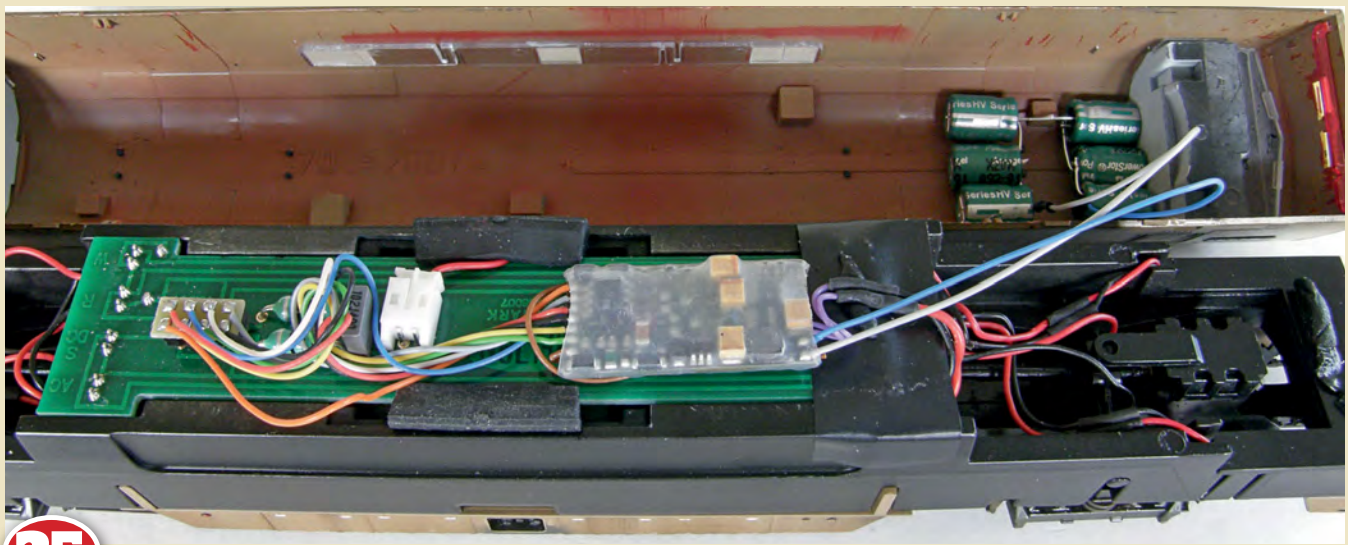
22 With the speaker fitted and fixed to the tank internally with mastic I refitted the fuel tank assembly and fed the speaker wires through the chassis using the hole drilled in step 16 to the interior.

23

During the survey for speaker location I noted that there is free space behind each cab's rear bulkhead. As the MX645 decoder has provision to manage external 'stay alive' capacitors I wired six 2.7v 1F supercapacitors in series and fixed them to the inside of the roof. The blue and grey capacitor wires from the decoder were soldered on to the positive and negative leads respectively and insulated.



24 The 8-pin plug was pushed into the DCC socket and the decoder fastened to a flat area of the PCB. Note the orientation of the plug as the position of pin No. 1 is not indicated on the socket or PCB.



25 This is the internal installation immediately before refitting the body – the latter simply clips back over the chassis in reverse of its removal.

Wedgwood

Small is often beautiful in railway modelling – and **TONY BERRY** has achieved that in his 'OO' layout which measures just 5ft x 2ft. **MIKE BISSETT** pays a visit to this miniature wonderland.

PHOTOGRAPHY, MIKE BISSET.

STATISTICS

Owner:	Tony Berry
Scale:	'OO'
Length:	5ft (scenic), 8ft total
Width:	2ft
Track:	Peco code 75 (scenic area)
Control:	DCC, Lenz
Period:	BR London Midland Region, 1960s

Above: **Sacks are loaded with coal in the yard.**

Left: **A Fairburn 2-6-4T enters the low level yard with inbound goods. The warehouse is busy preparing wagons for the next departure.**

IT IS SAID that great things often come in small packages and that is certainly the case with Wedgwood. In an area just 5ft x 2ft there is a wealth of detail that would be hard to exceed on a layout many times its size.

Wedgwood is the work of Lancastrian Tony Berry, a member of Preston and District Model Railway Club. It depicts a fictional area around Stoke on Trent and is set in the 1960s when steam was rapidly giving way to diesel. Cleverly designed to provide hours of operational interest, Wedgwood is built on two levels.

The upper level has a small station capable of handling a two coach train with locomotive run-round loop and sidings. A street with delightful period shops and a bridge form the scenic break past the station. At the left-hand end is a pottery with bottle kiln and factory buildings served by more sidings. A small canal wharf in front of the pottery completes the picture.

In contrast, the lower level provides a totally railway oriented scene with an imposing goods warehouse in the style of the Midland Railway. Two tracks lead into the goods warehouse and an additional track has a loading platform at the front. Moving from left to right leads to a small coal yard, passing terraced houses so typical of the area. Locomotives and trains are fed onto the scenic area from a small fiddle yard situated at the left of the layout.

The building of Wedgwood has involved many hours of fastidious work, so it is remarkable that it was virtually completed in just six months, just in time for its first public showing at the 2013 Leyland exhibition. »

Wedgwood's baseboard is constructed by the traditional method of a 9mm plywood top on a 3in x 1in softwood frame. The track throughout is Peco wooden sleeper, with code 75 in the scenic area and the more robust code 100 for the fiddle yards. The points are from Peco and are DCC controlled. Ballasting has been carried out with Woodland Scenics medium grey ballast on the upper level, with sandblasting grit used on the lower level. The ballast has been set in place with diluted Woodland Scenics scenic cement.

BUILDING STYLES

Considering its compact size there are a large number of buildings on Wedgwood – 20 to be exact. This vast collection comprises examples from Skytrex, Townstreet, Hornby and Bachmann low relief, together with several scratchbuilt structures.

The factory buildings on the upper level are DPM modular units from Woodland Scenics. All the proprietary items have been modified with additional detail added, and they have been repainted and weathered. The delightful little station has been created from three units from Bachmann, enhanced by the addition of a wealth of detailing including period posters and station nameboards. Also from Bachmann are the low relief shops, again benefitting from Tony's improvements.

Tony has made considerable use of Wills' embossed plastic sheet for the brickwork on the arched retaining walls and the cobbles of the goods warehouse yard, all carefully hand painted. Another highly effective scenic feature is the advertising on the gable ends of the terraced houses at the front of the layout. Tony has used translucent transfers from Sankey Scenics and carefully blended them in to the brickwork to give that worn and faded look so typical of the period.

"The building of Wedgwood has involved many hours of fastidious work."

TONY BERRY

Ground cover has been subtly created using scatters and static grass from Woodland Scenics, and the trees are from the Model Tree Shop. Further detail has been added with items from Langley and Ten Commandments and birds made by Karen Rush.

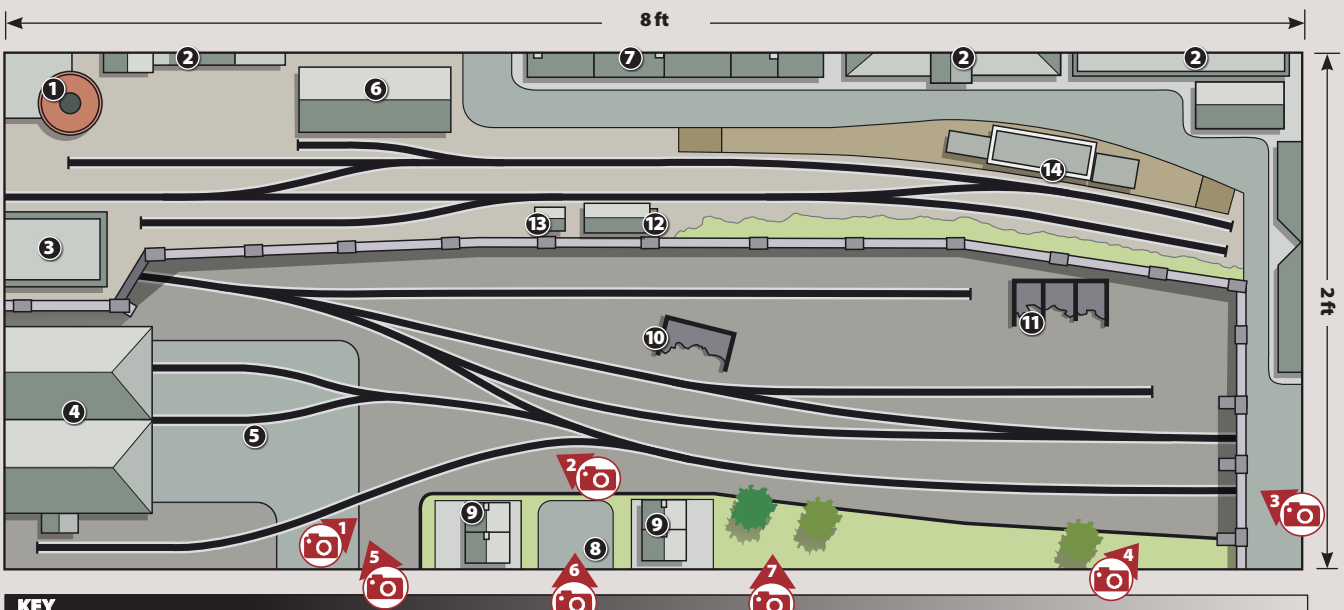
Tony undoubtedly has a sense of humour. The more the viewer looks into the detail of Wedgwood, the more cameos can be found. The gardens of the terraced houses provide the obvious examples. A schoolboy is peeking through a gap in the fence to watch a courting couple. But this is just one of many including a bee keeper at work and railway workers in the yard.

There are a considerable number of figures on Wedgwood, including items from Langley, Mike Pett, Bachmann and Dart Castings. Some, from Viessmann, are moving action figures – most notably the man with pick, the lady sweeping, and »

Right: **An Ivatt '2MT' 2-6-2T arrives at the station with a pair of BR Mk 1 non-corridor coaches. The station buildings are detailed Bachmann Scenecraft items.**

Below right: **The scenic area of Wedgwood measures just 5ft x 2ft but packs a lot of operational interest into this space.**

WEDGWOOD TRACK DIAGRAM (NOT TO SCALE)



KEY

1. Kiln
2. Low relief warehouse
3. Warehouse
4. Rail served warehouse
5. Hard standing
6. Factory
7. Low relief houses/shops
8. Road
9. Houses
10. Locomotive coal
11. Coal staithes
12. Signalbox
13. Lamp hut
14. Station buildings

HELLO BOYS
PICKFORDS
HIGGS & SONS LTD
ALMOND & SONS
WEDGWOOD

WEDGWOOD

Top left: **Period road vehicles complete the detailed street scenes.**

Left: **A Fowler '1F' 0-6-0T arrives at the warehouse to collect loaded wagons.**

the photographer with working flashgun. Most have been carefully painted by Tony.

Completing the overall picture is a collection of vehicles appropriate to the period, sourced mainly from Oxford Diecast, and lighting in the yard and on the street and station platform. The yard and street lights are from RMLectronics, with DCC Concepts providing the platform lamps.

CONTROL AND OPERATION

The layout is digitally controlled using a Lenz system, with the point control linked to a computer. Uncoupling is managed by electromagnetic ramps. Working colour light signals, including the often forgotten ground signals, add yet another sense of realism.

The locomotive fleet consists of a suitable variety of London Midland Region designs drawn from the Bachmann and Hornby. On

Above: **Glimpsed between the houses a Fowler '1F' 0-6-0T goes about its business in the yard.**

Right: **A bee keeper tends to the hives as a Class 08 ticks over in the yard behind.**

the steam front the prime movers on the upper level are a Fairburn 2-6-4T, Ivatt '2MT' 2-6-2T and 2-6-0 and a Class 25 while the lower level yard is most often in the hands of Fowler '1F' and '3F' 0-6-0Ts together with Class 08 and Class 20 diesels. All are fitted with suitable decoders and retain tension lock couplings at each end to facilitate shunting operations.

The great advantage of DCC on a compact layout such as Wedgwood is that it allows the movement of several locomotives at the same time, providing continuous interest for the viewing public. However, even when no trains are running, the observer can spend time just appreciating the work, design and detail contained within its small space.

● **Wedgwood will be attending the Liverpool MRS exhibition on April 23/24 2016.**

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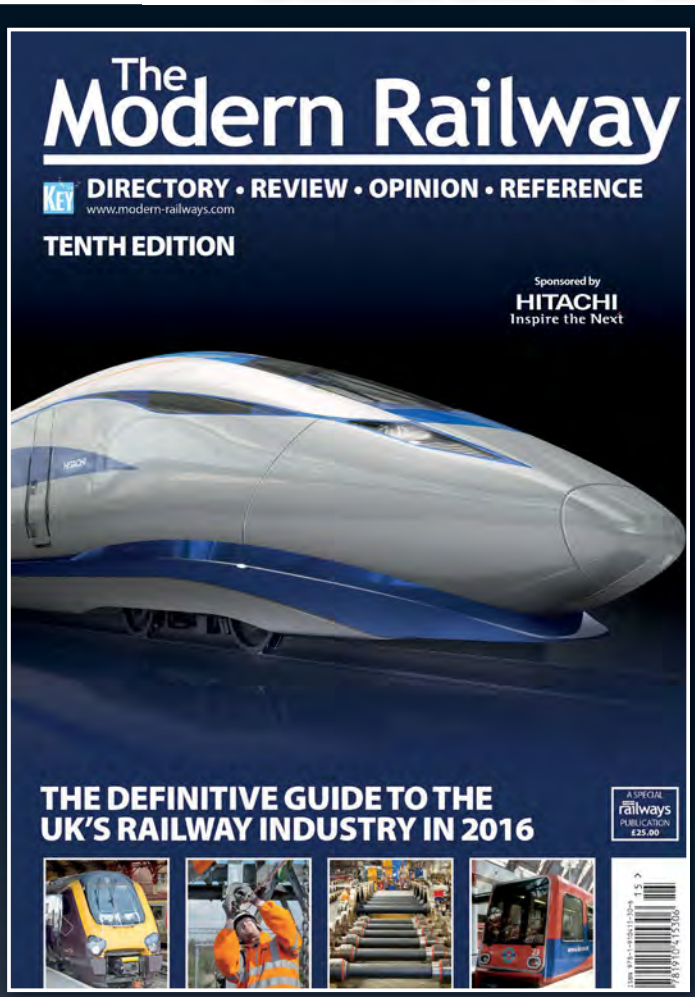

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EVERYTHING IN THE SHOP TO TURN A TRAIN SET INTO A MODEL RAILWAY

British Railways Mk 1 CARRIAGES

Born out of necessity and constructed in a time of skill and material shortage the BR Mk 1 coach was one of the outstanding success stories of the nationalisation era. **EVAN GREEN-HUGHES** looks back on its history.

WHEN THE 'BIG FOUR' were brought together in 1948 the newly formed British Railways found itself the proud owner of a system that was very run down. Many of the coaches in use were very old indeed and some had been run into the ground by the intensive use they had received during the war years. A replacement programme was the only answer with so many vehicles required.

It was not, however, just as simple as sending out an order form to one or other of the works and building some new vehicles. The biggest issue was that there was a shortage of raw materials. Steel was still rationed and was only available in a range of standard sizes and shapes; timber was in short supply and light alloys such as aluminium were virtually unobtainable. There was also a real shortage of skilled labour in railway workshops as many men had been lost in the war while others had not returned to their former occupations and training schemes by necessity had been much reduced.

While traditionally most coaches had been constructed with wood as one of the major components, steel had been used for cladding and later for some of the framework. All metal vehicles were also in the initial stages of production. There were a vast number of designs in service which had led to issues with compatibility because not all coaches from one railway would necessarily fit the loading gauge and constraints of all the others.

Responsibility for a new design was given to the Carriage Standards Committee which took advice from specialists in all regions before coming up with a specification for a coach which would be 63ft 6in long and 8ft 8in wide, the length being the same as the Southern's final Bulleid bogie vehicles and the width being as great as the civil engineer could be pushed to permit. It was, however, recognised that for some lines with sharp curves a rather shorter design would be called for, and so a second specification allowed for a body length of only 57ft.

METAL CONSTRUCTION

A decision was then taken that the coaches should have metal rather than timber framing. This was partly because metalworking skills had advanced considerably during the war, partly because there was a shortage of suitable materials and also because of a desire to make the finished vehicle lighter and stronger than previous designs.

The next issue to be considered was exactly how the coaches would be constructed. Experimental vehicles had previously shown that there were advantages in abandoning the traditional practice of mounting a separate body on a heavy chassis and instead designing the body to take some of the load but after much discussion it was decided to go only a little way towards this idea, still using a fairly substantial underframe fitted with trussing bars.

As far as the running gear was concerned trials were carried out using bogies from each of the big four companies. Of these the double bolster type came out best with that from the Great Western Railway being preferred because it was easier to access and maintain. A wheelbase of 8ft 6in was also finally settled on.

One major consideration was how safe the new coaches would be and it was felt that buckeye couplers between vehicles were essential, even if they added unwelcome weight. These would help stop carriages »

Right: **The Mk 1s were the pride of the fleet through the 1950s and 1960s. 'Deltic' D9020 *Nimbus* departs London King's Cross with the 10am 'Flying Scotsman' for Edinburgh Waverley on the 100th anniversary of the train on June 18 1962. The formation is entirely BR Mk 1s in lined maroon livery.** Brian Stephenson.

Below: **The British Railways Mk 1 carriage fleet travelled system wide transporting everyone from holiday makers to businessmen. In 1960 'Warship' D805 *Benbow* passes through Dawlish with an up express formed of chocolate and cream liveried Mk 1s.**
Cecil Ord/Rail Archive Stephenson.

riding up over each other in the event of collision and would be assisted in this by the planned large Pullman-style gangways. Each underframe would be able to withstand a load of 200 tons on each end without distortion, though how that figure was actually arrived at does not appear to have been recorded as it was much higher than that previously employed by the pre-nationalisation companies.

Construction of the new coaches began quickly with one each emerging from York and Doncaster works by September 1950. Many new techniques were used in the build process including using jig-built metal sub-assemblies which were welded together to form the body and the use of rotating jigs for the underframes so that the welders could more easily get to their work.

Other details of the construction were carried on from previous designs, including an electrical system that was almost wholly London Midland & Scottish Railway (LMS) in origin. Interiors of all types were lined in wood and a new range of moquette was designed for the seating. One notable alteration from previous practice was the omission of guard's side lookouts and this was because the body was already so wide that it was impossible to provide these. Initially periscopes were supplied instead.

As well as conventional carriages Metro-Cammell produced a fleet of Pullman style Mk 1s which had all the luxury of the original flat sided vehicles. English Electric prototype DP2 comes round the curve from Potters Bar to Brookmans Park with the morning King's Cross to Sheffield Victoria 'Sheffield Pullman' on June 15 1964 which features a Mk 1 BG behind the locomotive and four Mk 1 Pullmans in the formation. Brian Stephenson.

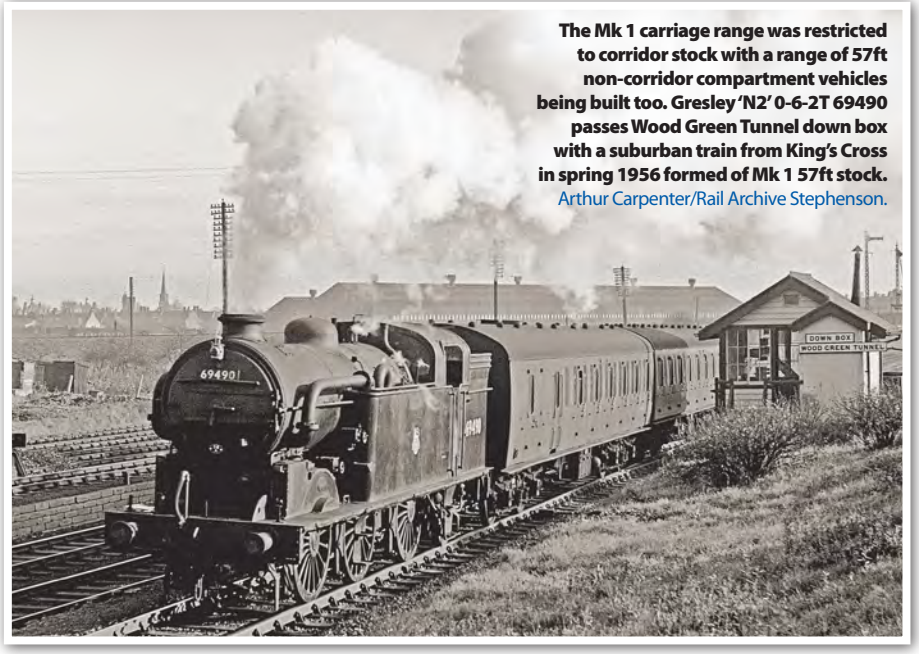
WIDESPREAD CONSTRUCTION

Most of the major carriage works were given Mk 1s to build but such were the numbers required that contracts were also awarded to private firms such as Charles Roberts of Wakefield and Cravens of Sheffield. Each coach cost between £6,000 and £7,000.

While most of the initial orders were for coaches fitted with traditional compartments and side corridors many were also built to an open configuration, something that was not particularly liked by passengers at first. Despite customer reservations this type eventually became the more prominent of the two. Also constructed were kitchen and dining vehicles, sleeping cars, postal vehicles and buffet cars. The Mk 1 basic outline was also used for a number of parcels vans, most of which were built on the shorter 57ft underframe. This underframe arrangement was also used for suburban vehicles, which were built in purely compartment style and without corridors or buckeye couplers.

The Mk 1 soon established itself as the benchmark for carriage design in the UK but it was not without its problems. The original type of bogie, known as the BR1, worked very well when it was fresh out of works but over time suffered unacceptable wear rates that gave rise to poor riding. Trials were conducted with several other bogies including an offering from the English Steel Castings Corporation which was at that time trying to sell a new design

BR MK 1 VEHICLE TYPES		
CODE	DESCRIPTION	LENGTH
BCK	Brake Composite Corridor	63ft 6in
BFK	Brake First Corridor	63ft 6in
BSK	Brake Second Corridor	63ft 6in
BSO	Brake Second Open	63ft 6in
CK	Corridor Composite	63ft 6in
FK	First Corridor	63ft 6in
FO	First Open	63ft 6in
RB	Restaurant Buffet	63ft 6in
RBR	Restaurant Buffet Refurbished	63ft 6in
RF	Restaurant First	63ft 6in
RKB	Restaurant Kitchen Buffet	63ft 6in
RMB	Restaurant Miniature Buffet	63ft 6in
RU	Restaurant Unclassified	63ft 6in
SK	Second Corridor	63ft 6in
SLC	Sleeper Composite	63ft 6in
SLEP	Sleeper with Pantry	63ft 6in
SLF	Sleeper First	63ft 6in
SO	Second Open	63ft 6in
TSO	Tourist Second Open	63ft 6in
CL	Composite Lavatory	63ft 6in/57ft
BS	Brake Second	63ft 6in/57ft
S	Second	63ft 6in/57ft
BG	Full Brake	57ft
GUV	General Utility Van	57ft



The Mk 1 carriage range was restricted to corridor stock with a range of 57ft non-corridor compartment vehicles being built too. Gresley 'N2' 0-6-2T 69490 passes Wood Green Tunnel down box with a suburban train from King's Cross in spring 1956 formed of Mk 1 57ft stock. Arthur Carpenter/Rail Archive Stephenson.

Below: **On introduction the Mk 1 carriage fleet was turned out in BR's attractive carmine and cream colour scheme. The first double-chimney Gresley 'A3' 4-6-2 60097 *Humorist*, with Thompson style smoke deflectors, approaches the coal town of Balgonie with the 4.15pm Edinburgh Waverley to Aberdeen express in 1955 with three new Mk 1s leading the formation.** W.J. Verden Anderson/Rail Archive Stephenson.

that owed much to American practice. The Commonwealth bogie used a heavy and complex casting which incorporated an equalising beam connected to the bogie using coil springs. There was also hydraulic damping across a secondary spring system and this gave much improved riding, though at a penalty of around 14cwt extra weight per vehicle. Bogies of this type were adopted from 1955 onwards.

There was a further change in bogie design towards the end of Mk 1 production when the B4 was introduced. Owing much to continental practice, this was lighter than a Commonwealth and used coil springs for both primary and secondary suspension. However by the time these came into general use coach design had moved on and the Mk 1 was due to be superseded.

As built the Mk 1s were equipped with steam heating and vacuum brakes but during their life the use of air brakes became widespread and electric train heating was introduced on many routes. Later versions were turned out with dual heating and braking systems and this assisted in almost doubling their cost compared with when first introduced. Many of the earlier models were also upgraded to air brakes or electric heat or both. The coach's design was also the inspiration for a generation of third-rail Electric Multiple Units for the Southern Region.

LIMITATIONS

Ventilation arrangements were quite crude and relied on roof-mounted vents and sliding lights and it is fair to say that British Railways would have liked a more complex system but improvements in this area were ruled out on costs grounds. Some Pullmans based on Mk 1s did get pressure heating and ventilation in the early 1960s but otherwise most of the fleet stayed as it was until withdrawal.

Introduction of Mk 1s quickly saw the displacement of pre-nationalisation stock on all major routes and they could be seen on all regions. Initially turned out in carmine and cream, some were repainted in regional colours such as chocolate and cream or green before allover maroon was applied from the late 1950s onwards. Most made it through to the blue and grey era. As more modern coaches arrived they began to be cascaded to secondary routes but were not withdrawn in any significant numbers until the 1970s, with many of the first casualties being amongst the ranks of vacuum only side corridor steam heated stock.

Consequently many were being taken out of service in the early days of preservation and a considerable number made their ways onto heritage railways where they have continued since then to be the backbone of carriage fleets. The type continued in general use until the widespread introduction of multiple units for secondary traffic in the 1980s with some carrying on much longer than that in special fleets for charter work.

Safety concerns and new trains saw the last disappear from scheduled operation on the main line on the North Wales Coast in 2001. By then the crashworthiness of this venerable design was unacceptable and solutions far too expensive for fleet service. There are still some employed on the main line for use behind preserved steam and diesel locomotives, although these are now all owned by specialist operators.

The Mk 1 coach was the right vehicle at the right time for British Railways. Able to be produced in high volume at a reasonable price with limited access to skilled labour, the design improved the quality of travel for passengers and reduced maintenance costs. However the one thing it was not suitable for was sustained high speed, for which a better riding and much lighter vehicle was required. As the 1960s wore on it was time to consider a radical new design, the Mk 2.

NEXT MONTH

● **Evan Green-Hughes continues his survey of British Railways carriages as he looks into development of the Mk 2 fleets.**

Extraction plan

The Warley National Model Railway Exhibition saw Topley Dale venture out from its normal office confinement. **MIKE WILD** explains what was needed prior to the show.

A small job to be done repeatedly around the layout was proper ballasting around the Dapol signals. First these were lifted from their positions by undoing the securing nut so that the ballast and ground cover could be removed.

TAKING A MODEL RAILWAY to an exhibition is an exciting and quite regular routine for us now. The layouts are stored in our lock-up ready to go with each usually requiring a pre-show check over before the event. Sometimes if a layout has been out regularly we don't even need to do that and it's simply a case of reversing the van up to the doors and loading the model ready for transport.

When it came to taking Topley Dale out for the Warley show at the end of November it was a little more challenging than usual. It had been selected as the replacement for Barrenthorpe, which unfortunately was nowhere near ready to be taken out on the road. Topley Dale is a permanent part of the office furniture with two flights of stairs making its extraction more complicated. That is partly why it has been a permanent layout but we wanted to show it one more time so the hurdles had to be overcome.

Through the station gaps in the ballast were filled with fresh stones, secured in place with diluted PVA glue.

First of all the whole layout needed a thorough cleaning.

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

MIKE WILD

Topley Dale gained some much needed attention in the run up to the Warley National Model Railway Exhibition with finishing jobs being the main tasks.

MARK CHIVERS

More renumbering has been on Mark's workbench this month. This time rakes of Lima blue and grey HST trailer cars have been receiving attention.

STATISTICS	
Name:	Topley Dale
Scale:	'OO'
Length:	11ft
Width:	10ft
Track:	Peco code 75
Control:	Digital Command Control
Period:	BR London Midland Region, 1950s/1960s

Right: **Having completed the ballasting it looked neat but too fresh, so the next stage was weathering.**

Above: **Geoscenics black concentrate and track grime colours were used to tone down the fresh ballast and blend it in with the rest of the layout. Application was done with an Iwata M1 airbrush.**

Whilst we maintain it for normal circumstances, there was fluff and dust in the grassed areas that needed to be removed so a thorough vacuuming took care of that. This revealed a few areas of vegetation which needed replacing to improve the look of the layout using Woodland Scenics fine leaf foliage products.

Next the Dapol semaphore signals were all lifted from their positions and set properly in place by removing the ballast where their bases would stand. To disguise the plastic bases we then covered them with ballast to match that of the rest of the trackwork which was glued in place with diluted PVA glue. To be sure that we didn't prevent the mechanism from working a drop of model oil was placed on the actuating bar to stop glue seeping through into the signal's internal workings.

Having made several revisions to the wiring of the layout there were a few cables to tidy up underneath the layout to make it ready for transport before the process of dismantling could begin to allow it to be carefully moved down the stairs for loading.

Fortunately we had kept the original packing sheets used when Topley Dale went to Warley in 2013 and these were used to allow the layout to be safely transported to the show.

The final job on the list was to pack a collection of stock for the show and for this one we put together two sets – one appropriate to Topley Dale's Peak District theme and one which featured a selection of new releases from Bachmann, Heljan and Hornby.

Topley Dale is now safely back in its place in our offices, but there is a plan to develop it in the future. Exactly how and when that takes place isn't decided yet as there are a number of ideas currently being considered to make the most of the space available. We'll keep you updated in future issues.

Topley Dale made its second public outing at the Warley National Model Railway Exhibition in late November. A 'Super D' 0-8-0 passes a 'WD' 2-8-0 at Topley Pike crossing.

STRETFORD BRIDGE

STRETFORD BRIDGE is my first attempt at building a 'OO' gauge layout. Originally my plan was to build a small fictional branch line set in the late 1950s but as my enthusiasm for the hobby grew, so did my layout. Research in books and magazines helped me realise what I really wanted on my layout were heavily weathered '9Fs', '8Fs' and 'WDs' hauling long trains of battered mineral wagons and mixed goods.

I decided to build an extension which would include a main line and this meant I could run all my favourite locomotives and much longer train formations. All of the buildings on the layout are either Metcalfe kits or resin buildings, many of which have been modified. I have also installed a Peco turntable and Dapol water tower.

I think one of the most enjoyable parts of the hobby is weathering. I believe every layout benefits from it and pretty much everything I have on my layout has been weathered in some way or another.

My favourite part of the layout itself was building the allotments below the viaduct. There are a lot of interesting kits currently on sale that make this job a lot less daunting than it first seems. Another building which I'm pleased with is my coaling stage made from two Metcalfe kits, balsa wood and red brick sheets.

The hardest parts were the hours spent constructing all my sleeper fences from hundreds of matchsticks. Some are quite well hidden on my layout but they are there. I found the best way to approach repetitive tasks like this is to always have another job on the layout to return to when you feel like you've done enough. This is a hobby we are meant to enjoy after all. Another repetitive job was building all the terraced houses which back onto my storage sidings, again from Metcalfe kits.

Sadly this layout no longer exists as it has already been dismantled so I can begin work on my next project. I really enjoyed building it and as a first attempt I'm really pleased with the results.

Graeme O'Dowd, Carlisle.

GET INVOLVED: If you have a project layout that you would like to show in Reader Projects e-mail *hornbymagazine@keypublishing.com* (or write to us at the usual address) with five images and a short description of your model. It can be anything from a part finished project to a complete layout or even a single item that you have built.

SHOW GUIDE

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies, and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

DECEMBER

12 FIRST BANGOR MODEL RAILWAY CLUB CHRISTMAS EXHIBITION

Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Upper Main Street, Bangor, Northern Ireland BT20 4AG
Times: 10am-5pm
Prices: Adults £3, concessions £2, children £1, family £6
Website: *www.firstbangormrc.co.uk*
Features: Layouts and trade support.

12/13 POYNTON MODEL SHOW

Hosts: The Model Show
Location: Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, Cheshire SK12 1PU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, forces £4, 14-18 £3.50, accompanied children under 14 free, family (2+3) £15
Website: *www.modelshow.co.uk*
Features: 10 layouts, trade support, demonstrations, displays, societies, refreshments and disabled access.

12/13 RAILEX NORTH EAST

Hosts: Blyth and Tyne Model Railway Society
Location: Quorum Business Park, Benton Lane, Newcastle upon Tyne NE12 8BS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3, family (2+2) £15
Website: *www.railexne.com*
Features: 40 layouts, trade support, demonstrations, displays, societies, refreshments, parking and disabled access.

13 CHICHESTER MODEL ENGINEERS SUNDAY SANTA SPECIALS

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, East Chichester, West Sussex PO19 7FS
Times: 1pm-4pm
Prices: Adults £4, children £8
Website: *www.cdsme.co.uk*
Contact: 07954 051594
Features: Ride behind several different miniature locomotives.

19 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: Admission £4
Website: *www.hillingdonrailwaymodellers.co.uk*
Contact: 020 8368 4090
Features: Meet club members, DC/DCC test tracks available in 'O', 'OO' and 'N', second-hand stall and refreshments.

27/28 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAYS

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

28 KEIGHLEY MODEL RAILWAY CLUB CHRISTMAS OPEN DAY

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*
Contact: 07771 565617
Features: Club layouts, festive refreshments, parking and disabled access.

28 WEST WILTSHIRE MODEL RAILWAY CIRCLE OPEN DAY AND EXHIBITION

Hosts: West Wiltshire Model Railway Circle
Location: The Clubrooms, Acreshort Lane, Steeple Ashton Wiltshire BA14 6HD
Times: 10am-4pm
Prices: Adults £2.50, concessions £2.50, children £1, family £7
Contact: 07765 807617
Features: Layouts and test track available. Admission price also includes entry to small exhibition taking place at Steeple Ashton Village Hall.

28/29 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

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

30 WIMBORNE RAILWAY SOCIETY OPEN DAY

Hosts: Wimborne Railway Society
Location: United Reformed Church Hall, Chapel Lane, Wimborne, Dorset BH21 1PP
Times: 10am-4pm
Prices: Adults £2.50, children 50 pence
Website: *www.wimrail.org.uk*
Contact: 01202 874735
Features: Three layouts, refreshments and disabled access.

31 YEOVIL MODEL RAILWAY EXHIBITION

Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Yeovil BA22 7QX
Times: 10am-3.30pm
Prices: Adults £3, children 11-16 £1, children under 11 free
Website: *www.davishall.co.uk*
Contact: 01935 850136
Features: Ten layouts, trade support, parking, disabled access.

JANUARY

9 IPSWICH RAILWAY MODELLERS ASSOCIATION OPEN DAY

Hosts: Ipswich Railway Modellers Association
Location: 40A Norfolk Road, Ipswich, IP4 2HB
Times: 10am-1pm
Prices: Free
Website: *www.irma.org.uk*
Features: Club layouts, second-hand stall and refreshments.

9/10 BOGNOR REGIS MODEL RAILWAY EXHIBITION

Hosts: Bognor Regis Model Railway Club
Location: Felpham Community College, Felpham, Bognor Regis, West Sussex PO22 8EL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £2, family (2+2) £12
Website: *www.brmrc.co.uk*
Contact: 07973 837640
Features: 15 layouts, trade support, demonstrations, societies, ride on railway, refreshments, parking and disabled access.

9/10 KIDLINGTON SCOUT RAIL 2016

Hosts: 33rd Oxford (Kidlington) Scout Group
Location: Exeter Hall, Oxford Road, Kidlington, Oxfordshire OX5 1AB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3.50, concessions £2.50, children £1.50
Website: *www.scoutrail.org.uk*
Features: Layouts, trade support, refreshments and parking.

9/10 PRATTS BOTTOM MODEL RAILWAY SHOW

Hosts: Orpington and District Model Railway Society
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington BR6 7PQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £3.50, children £1.50
Website: *www.orpingtonmodelrail.org.uk*
Features: Layouts, trade support, loco clinic, refreshments and parking.

10 WESTON-SUPER-MARE MODEL RAILWAY SHOW

Hosts: Keith Price
Location: The Campus, Highlands Lane, Locking Castle BS24 7DX
Times: 10am-4.30pm
Prices: Adults £6.50, concessions £6, children £2, family £15
Website: *www.westonsupermaretrainshow.com*
Contact: 01934 425075
Features: 25 layouts, trade support, demonstrations, refreshments and disabled access.

15-17 LONDON MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Great Hall, Alexandra Palace, London N22 7AY
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £11 (£9.50), concessions £10 (£8.50), children £4 (£3) - advance ticket prices in brackets
Website: *www.londonmodelengineering.co.uk*
Features: Displays, demonstrations, layouts, trade support, refreshments, parking and disabled access.

16 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION

Hosts: Astolat Model Railway Circle
Location: Guildford County School, Farnham Road, Guildford, Surrey GU2 4LU
Times: 10am-5pm
Prices: Adults £6, children £3, family (2+1 or more children) £12
Website: *www.astolatmrc.co.uk*
Contact: 01483 722098
Features: 19 layouts, trade support, societies and refreshments.

16 BRAMBLETON MODEL RAILWAY CLUB EXHIBITION

Hosts: Brambleton Model Railway Club
Location: Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD
Times: 10.30am-5.30pm
Prices: Adults £4, concessions £3, children £3
Website: *www.brambleton.co.uk*
Contact: 07530770432
Features: 12 layouts, trade support and refreshments.

16 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01308 861754
Features: Layouts, trade support and refreshments.

16/17 BLACKBURN CHARITY MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway Charitable Organisation
Location: Audley Sport and Community Centre, Chester Street, Blackburn BB1 1LP
Times: Sat 11am-5pm, Sun 10am-3pm
Prices: Adults £5, concessions £3, children £3, family £12
Contact: 07585 762627
Features: Layouts and trade support.

16/17 ST ALBANS MODEL RAILWAY EXHIBITION
Hosts: Chiltern Model Railway Association
Location: Alban Arena, Civic Centre, St Albans, Hertfordshire AL1 3LD
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, children £4
Website: *www.cmra.org.uk*
Features: 20 layouts, trade support, demonstrations, displays, societies and refreshments.

23 CARDIFF CHARITY MODEL RAILWAY SHOW
Hosts: Lord and Butler
Location: Scout Association HQ, Fields Park Road, Pontcanna, Cardiff CF11 9HX
Times: 10am-4pm
Prices: Adults £3.50, children free
Website: *www.lordandbutler.com*
Features: 12 layouts, trade support, refreshments, parking.

23 EGHAM MODEL RAILWAY EXHIBITION
Hosts: Egham and Staines Model Railway Society
Location: Manorcroft School, Egham, Surrey TW20 9LX
Times: 10.30am-5pm
Prices: Adults £5, concessions £4, children £2.50, family £12.50
Website: *www.esmrs.co.uk*
Features: Ten layouts, trade support and refreshments.

23 MILTON KEYNES MODEL RAILWAY SOCIETY OPEN DAY
Hosts: Milton Keynes Model Railway Society
Location: North House, Bond Avenue, Bletchley, Milton Keynes MK1 1SW
Times: 11am-4pm
Prices: Free
Website: *www.mkmrs.org.uk*
Features: Club layouts on display.

23/24 CALNE MODEL RAIL SHOW
Hosts: Bentley Model Railway Group
Location: Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £3
Website: *www.calnemrs.org.uk*
Contact: 01249 657283
Features: 15 layouts, trade support, refreshments and parking.

23/24 CANTERBURY MODEL RAILWAY EXHIBITON
Hosts: City of Canterbury Model Railway Society
Location: St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £3, family (2+3) £13
Website: *www.ccmrs.co.uk*
Contact: 01227 738789
Features: 15 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access.

30/31 ERITH MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Erith Model Railway Society
Location: Longfield Academy, Main Road, Longfield, Kent DA3 7PH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £3, family (2+3) £18
Website: *www.ukmodelshops.co.uk/erithmrs/index.html*
Contact: 07736 560956
Features: 35 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

30/31 SOUTHAMPTON MODEL RAILWAY EXHIBITION
Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £3, family (2+3) £17
Website: *www.southamptonmodelrailwaysociety.wordpress.com*
Features: 23 layouts, trade support, societies, demos, refreshments, parking and disabled access.

31 BRISTOL 7MM EXHIBITION
Hosts: Bristol O Gauge Group
Location: U.W.E. Exhibition and Conference Centre, Filton Road, Bristol BS34 8QZ
Times: 10am-4pm
Prices: Members £7, non-members £9, accompanied children free
Website: *www.bogg7mmexhibition.com*
Contact: 0117 9566946
Features: Layouts, trade support, demo, test track, refreshments, parking and disabled access. Free vintage bus between venue and Bristol Parkway railway station.

31 G SCALE KENT WINTER MEET
Hosts: G Scale Society Kent Group
Location: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne Kent ME9 9TU
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: *www.gscalekent.co.uk*
Features: Large scale layouts, trade support, DCC demo, live steam, refreshments, parking and disabled access.

FEBRUARY

6/7 BOURNEMOUTH MODEL RAILWAY EXHIBITION
Hosts: BMRE
Location: The Hamworthy Club, Magna Road, Canford Magna, Wimborne, Dorset BH21 3AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.bmre.org.uk*
Contact: 07970641493
Features: 18 layouts, trade support, refreshments, parking and disabled access.

6/7 FEBEX – ALTON MODEL RAILWAY EXHIBITION
Hosts: Alton Model Railway Group
Location: Eggars School, London Road, Alton, Hampshire GU34 4EQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £4.50, accompanied children free
Website: *www.altonmrg.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

6/7 STAFFORD MODEL RAILWAY EXHIBITION
Hosts: Stafford Railway Circle
Location: Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, accompanied children £1
Website: *www.staffordrailwaycircle.org.uk*
Contact: 01785 211992
Features: 38 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free preserved bus service between venue and Stafford railway station.

7 MONMOUTH MODEL RAILWAY EXHIBITION
Hosts: Monmouth Rotary Club
Location: Monmouth Leisure Centre, Old Dixon Road, Monmouth, NP25 3DP
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4, family £12
Contact: 01600 714603
Features: 30 layouts, trade support, demonstrations, refreshments and parking.

12/13 SOUTH SHIELDS MODEL RAIL SHOW
Hosts: The Salvation Army
Location: Salvation Army Hall, Warn Street, South Shields NE33 4EB
Times: Fri 1pm-8pm, Sat 10am-5pm
Prices: Adults £3, children £1.50, family £7
Contact: 0191 455 3710
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

13 G SCALE SOCIETY WEST MIDLANDS MODEL RAILWAY EXHIBITION
Hosts: G Scale Society, West Midlands Area Group
Location: St Mary's Church Hall, Hobs Meadow, Solihull B92 8PN
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01299 403548
Features: G Scale indoors, guest layouts, trade support, parking and refreshments.

13 MILTON KEYNES MODEL RAILWAY EXHIBITION
Hosts: Milton Keynes Model Railway Society
Location: Stantonbury Leisure Centre, Stantonbury, Milton Keynes MK14 6BN
Times: 10am-4.30pm
Prices: Adults £6, children £3.50, family £11
Website: *www.mkmrs.org.uk/exhibitions*
Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus between Milton Keynes Central railway station and venue.

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13 NEWBURY MODEL RAILWAY EXHIBITION
Hosts: Newbury Model Railway Club
Location: St Bartholomew's School, Andover Road, Newbury RG14 6JP
Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2.50, family £10
Website: *www.newburymrc.co.uk*
Contact: 07765 807617
Features: Layouts, trade support and refreshments.

13 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION
Hosts: Sodbury Vale Model Railway Club
Location: St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Contact: 01454 327611
Features: 15 layouts, trade support, demonstrations and refreshments.

13 WARMINSTER MODEL RAILWAY AND TRANSPORT EXHIBITION
Hosts: Warminster and District Model Railway Group
Location: Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ
Times: 10am-5pm
Prices: Adults £5.50, concessions £4.50, children £2, family (2+2) £13
Contact: 01985 213458
Features: Layouts, trade support, displays, demonstrations, parking, refreshments and disabled access. Free vintage bus link between venue and town centre.

13/14 FESTIVAL OF BRITISH RAILWAY MODELLING
Hosts: Warners Exhibitions
Location: Doncaster Racecourse, Doncaster DN2 6BB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, children £4.50
Contact: 0844 581 0816
Features: 30 layouts, trade support, demonstrations, displays, refreshments and parking.

13/14 CALE RAIL AND GLR MODEL RAILWAY EXHIBITION
Hosts: Cale Rail and Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, Somerset BA8 0NB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3 (exhibition only)
Contact: 07970 113270
Features: 12 layouts, trade support, displays and refreshments.

20 BIGGLESWADE MODEL RAILWAY EXHIBITION
Hosts: East Bedfordshire Model Railway Society
Location: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 10.30am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: *www.ebmrs.org.uk*
Contact: 01626 864942
Features: 15 layouts, trade support, societies, refreshments, parking and disabled access.

20 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: Admission £4
Website: *www.hillingdonrailwaymodellers.co.uk*
Contact: 020 8368 4090
Features: Meet club members, DC/DCC test tracks available in 'O', 'OO' and 'N', second-hand stall and refreshments.

20 READING MODEL RAILWAY SHOW
Hosts: Kenavon Railway Society/Cholsey and Wallingford Railway
Location: The Warehouse, Cumberland Road, Reading, Berkshire RG1 3LB
Times: 10am-5pm
Prices: Adults £4, concessions £2, children £2, family (2+2) £9.50
Website: *www.kenavon.org.uk*
Contact: 07760 285 383
Features: 15+ layouts, trade support, refreshments, parking and disabled access.

20 RISEX 2016 MODEL RAILWAY EXHIBITION
Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX
Times: 10am-5pm
Prices: Adults £3, children £2
Website: *www.rdmrc.org.uk*
Contact: 01296 415107
Features: Eight layouts, trade support, demonstrations and refreshments.

20 ST JAMES' MODEL RAILWAY EXHIBITION
Hosts: St James Church and Northants Group 3mm Society
Location: St James Church, St James Road, Northampton NN5 5LE
Times: 10am-4pm
Prices: Adults £3, children £2
Contact: 07775 096705
Features: Layouts, trade support, refreshments and disabled access.

20/21 KINGS LYNN MRC OPEN DAYS
Hosts: Kings Lynn Model Railway Club
Location: Village Hall, Cliff-en-Howe Road, Pott Row, Kings Lynn PE32 1BY
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: TBC
Contact: 01553 679255
Features: Club layouts and members on hand to answer questions.

20/21 LEICESTER MODEL RAILWAY EXHIBITION
Hosts: Syston Model Railway Society
Location: Sileby Community Centre, High Street, Sileby LE12 7RX
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, accompanied children free, family (2+2) £8
Website: *www.systonmrs.org.uk*
Contact: 0116 260 5760
Features: 13 layouts, trade support, refreshments and parking.

20/21 YORK AGAINST CANCER MODEL RAILWAY SHOW
Hosts: EBOR Group of Modellers, York
Location: Memorial Hall, Melrosegate, Heworth, York YO31 0RL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, children £1
Contact: 01904 630492
Features: Eight layouts, trade support, weathering demonstration and refreshments.

26-28 MODEL RAIL SCOTLAND 2016
Hosts: Association of Model Railway Societies in Scotland (AMRSS)
Location: Scottish Exhibition and Conference Centre (SECC), Exhibition Way, Glasgow G3 8YW
Times: Fri 11am-6pm, Sat 10am-6pm, Sun 10am-5pm
Prices: Adults £12 (£11), children £6 (£5), family (2+2) £27 (£26) – advance tickets in brackets
Website: *www.modelrail-scotland.co.uk*
Features: More than 40 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SECC is a short walk from Exhibition Centre railway station.

27/28 CHAPEL-EN-LE-FRITH MODEL RAILWAY EXHIBITION
Hosts: New Mills and District Railway Modellers
Location: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, family (2+2) £12
Website: *www.nmdrm.co.uk*
Contact: 01663 740828
Features: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

28 ILKESTON (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION
Hosts: Ilkeston (Woodside) Model Railway Club
Location: Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Contact: 01773 712648
Features: Ten layouts, trade support, refreshments, parking and disabled access.

MARCH

5 NARROW GAUGE NORTH 2016
Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, West Yorkshire LS28 5TA
Times: 10am-4pm
Prices: Adults £6, accompanied children £1
Website: *www.narrowgaugenorth.org.uk*
Contact: 01274 787150
Features: Layouts, trade support, refreshments, parking and disabled access.

5 WEYBRIDGE MODEL RAILWAY EXHIBITION
Hosts: Dakota Dibben
Location: Heathside School, Brooklands Lane, Weybridge, Surrey KT13 8UZ
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: *info@dakotadibben.co.uk*
Features: Layouts and trade support.

5/6 PRESTON MODEL RAILWAY EXHIBITION
Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £4, family (2+2) £18
Website: *www.prestonanddistrictmrs.org.uk*
Contact: 07776 438933
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 RAINHILL MODEL RAIL 2016
Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £3, family (2+2) £12
Website: *www.rainhillmrc.org.uk*
Contact: 01925 226266
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

12/13 MIDLANDS GARDEN RAIL SHOW
Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, near Leamington Spa, Warwickshire CV31 1XN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8.50 (£7.50), concessions £7.50 (£6.50), children £3 (£2) – online prices in brackets
Website: *www.largescalemodelrail.co.uk*
Features: Large scale layouts, trade support, live steam models, refreshments and parking.

19 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION
Hosts: Rotary Club of Newton Aycliffe
Location: The Youth Centre, Burn Lane, Newton Aycliffe, County Durham DL5 4HT
Times: 10am-5pm
Prices: Adults £4, concessions £3, children 50p
Website: *www.newtonayclifferotary.org.uk*
Contact: 07870 210269
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access.

19 TADWORTH SPRING MODEL RAILWAY EXHIBITION
Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Website: *www.ndmrc.info/Home/Tadworth.htm*
Contact: 07758 458827
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

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19/20 ROCHDALE MODEL RAILWAY EXHIBITION
Hosts: Heywood Model Railway Group
Location: Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: *www.hmrg.co.uk*
Contact: 07732 781989
Features: 17 layouts, trade support and refreshments.

APRIL

2 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION
Hosts: Beckenham and West Wickham MRC
Location: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £5, accompanied children free
Website: *www.bwwmrc.co.uk*
Contact: 07545 469610
Features: Nine vintage layouts, trade support, refreshments and disabled access.

9/10 MARYPORT MODEL SHOW
Hosts: Maryport Model Club
Location: Netherhall School, Maryport, Cumbria CA15 6NT
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, concessions £3.50, children £2, family £10
Contact: 01900 813661
Features: Layouts, trade support, model boats, model vehicles, refreshments, parking and disabled access.

23 PONTYPRIDD MODEL RAILWAY CLUB EXHIBITION
Hosts: Pontypridd Model Railway Club
Location: Crown Hill Community Centre, Llantwit Fardre CF38 2NA
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01443 217511
Features: 10 layouts, trade support, refreshments and disabled access.

MAY

28 NORTHOLT MODEL RAILWAY EXHIBITION
Hosts: Northolt Model Railway Club
Location: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD
Times: 10.30am-5pm
Prices: Adults £3, concessions £2, children £2, family (2+2) £7
Website: *www.northolt-mrc.org.uk*
Contact: 07713 242756
Features: Eight layouts, trade support, displays, outdoor rides and refreshments.

Planning an exhibition?

● *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: *hornbymagazine@keypublishing.com*. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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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Bachmann	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 43 NBL Warship	ehattons.com/c43	£118.96	Mar 2013							
Hawksworth Autocoaches	ehattons.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 90 Electric	ehattons.com/c90	£119.00 (EST)	Jul 2014							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							
Class 117 3-Car DMU	ehattons.com/c117	£170.00 (EST)	Sep 2015							
Class 121 "Bubble Car"	ehattons.com/c121	£127.50 (EST)	Sep 2015							

Birdcage coaches, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at **www.ehattons.com/projectupdates**

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012							
Class 68	ehattons.com/c68	TBC	April 2014							

GWR Railcar, Class B4, IDA flat, Turbot - view these projects at **www.ehattons.com/projectupdates**

DJ	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014						

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							
Class 02 Tango	ehattons.com/02	£148.00	Nov 2013							

Class 4700, Class 1366 - view these projects at **www.ehattons.com/projectupdates**

HORNBY	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class S15	ehattons.com/s15	£124.99	Dec 2014							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							
SR Maunsell Coaches	ehattons.com/exsrmaun	£39.99	Jun 2015							

Collet coaches - view these projects at **www.ehattons.com/projectupdates**

Oxford Rail	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehattons.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change

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31-286 46163 'Civil Service Rifleman' in BR black
31-287 46151 'The Royal Horse Guardsman' BR green

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31-566 3645 in LNER black
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35-026 9487 in BR black with early emblem
35-027 9479 in BR black with late emblem

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35-051 LMS black livery
35-052 BR black early emblem

Class 117 3-Car DMU
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35-501 Class 117 3 car suburban DMU in BR blue & grey
35-502 Class 117 3 car suburban DMU in Network SouthEast livery

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35-526 Class 121 'Bubble Car' single car DMU in BR blue & grey
35-527 Class 121 'Bubble Car' single car DMU in Network SouthEast livery

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(Prices estimated - we will notify you if price rises & offer option to cancel)

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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

Lightly Weathered
H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

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

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31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) ..... BARGAIN £80

31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96

31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) £118.96
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R3301 Class 4073 Castle 4-6-0 5043 "Earl of Mount Edgcumbe" in BR green early emblem (Hor) NEW £134.25
R3205 Class 4900 4-6-0 4965 "Rood Ashton Hall" in BR . New tooling for 2013. Special edition etched name & number (Hor) £105
R3169 Class 4900 4-6-0 Hall 5972 "Olton Hall" in GWR (Railroad range). New tooling for 2013 (Hor) £67
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/ Deeley tender (Bac)..... £84.96

R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66

31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £90.06
31-169 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac). £90.06
R3224 Class 52XX 2-8-0 5239 in BR black late crest (Hor) ...£111.20

32-085 Class 56XX 0-6-2 6639 in BR black early emblem (Bac) £76.46

32-084 Class 56XX 0-6-2 6677 in GWR green (Bac). £76.46
31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46

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31-783 Class 6959 Modified Hall 7904 "Fountains Hall" in BR black early emblem - weathered (Bac)..... £114.71

R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR green early crest - Railroad range (Hor)..... £64.80

R3304 Class 700 Black Motor 0-6-0 30316 in BR black early crest - weathered (Hor)..... £101.84

R3226 Class 72XX 2-8-2 7218 in BR black early crest (Hor) £120.50

R3244TTS Class 8 4-6-2 71000 "Duke Of Gloucester" in BR green late crest - TTS Sound (Hor) (list £139.99)BARGAIN£94

R3221 Class 8P Duchess 4-6-2 46233 "Duchess Of Sutherland" in BR green early crest & Mk1 support coach in BR maroon (Hor) £157.60

R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) ..... BARGAIN..... £55

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

32-550B^ Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) ..BARGAIN..... £95

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £84.99)BARGAIN. £56

31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) NEW £144.45
31-146 Class D11/1 4-4-0 62663 "Prince Albert" BR black early emblem (Bac)..... £101.96

R3234 Class D16/3 'Claud Hamilton' 4-4-0 62530 in BR black early emblem (Hor)..... £101.90
R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BRITISH RAILWAYS black (Hor) £101.90

R3303 Class D16/3 4-4-0 62581 in BR black early emblem - weathered (Hor) £101.84

R3233 Class D16/3 4-4-0 8825 in LNER black (Hor)....£96

35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) .....BARGAIN..... £80
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) ..... BARGAIN £80

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35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) .....BARGAIN..... £80
31-320DC Class J11 Robinson (GCR 8J) 64325 BR black late crest. DCC Fitted (Bac)..... £93.46
R3242 Class K1 2-6-0 62015 in BR early crest (Hor)..... £120.50
R3305 Class K1 2-6-0 62059 in BR black early crest - weathered (Hor) .£120.36

R3227 Class O1 2-8-0 63663 in BR black late crest (Hor) £121.60

R3329 Class S15 4-6-0 30830 in BR black late crest (Hor) NEW..... £124.99

R3328 Class S15 4-6-0 30843 in BR black early emblem (Hor) £124.99

R3327 Class S15 4-6-0 824 in Southern Railway olive green (Hor) NEW..... £124.99

R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99)..... BARGAIN £105

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31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £110.46

32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) .....BARGAIN..... £74

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

32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95)BARGAIN . £89
32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £114.71

32-260DC WD Austerity 2-8-0 90448 in BR black wih late crest. DCC On Board (Bac) (list £152.95)BARGAIN . .£109

Train packs

R3302 1940: Return from Dunkirk 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) £231.47
30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki , 3 x coaches in olive green & 6 x WWI figures (Bac)..... £140.20

R2669 Class 08 diesel shunter in BR red, 2 x open wagons and 1 x box van (Hor) (list £44.49)BARGAIN . .£29
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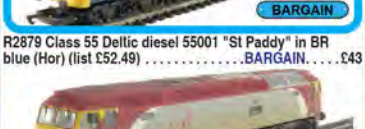

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R3351 Class 153 153358 in Northern Rail (Hor) NEW £83.32

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8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97
8751 Park Royal Railbus SC79974 BR green small yellow warning panels (Hel) £97

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R4609A BR green Mk1 BSK brake second corridor lights (Hor) £33.80
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37-064 5 plank wagon wooden floor in Farndon (Bac) (list £12.95) BARGAIN £8
37-064 Pack of 4 (Bac) (list £51.80) ..... BARGAIN £30
4F-071-009 7 Plank GWR 06562 (Dap) NEW £9.20
4F-071-010 7 Plank GWR 06562 Weathered (Dap) NEW £10.10
37-162 8 plank end door wagon "R. W. Hill & Son" (Bac) (list £14.95) ..... BARGAIN £8
37-162 Pack of 4 (Bac) (list £59.80) ..... BARGAIN £30

37-163 Pack of 4 8 plank end door wagon in "William Harrison" (Bac) (list £59.80) ..... BARGAIN. £30
37-163 Single (Bac) (list £14.95) ..... BARGAIN £8
4F-080-116 8 Plank Laporte 57 (Dap) NEW £9.80
4F-080-117 8 Plank Laporte 57 Weathered (Dap) NEW £10.80

38-151B^ Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £191.60) BARGAIN. . . £106
38-151B^ Single (Bac) (list £23.95) ..... BARGAIN £14
38-151B^ Pack of 4 (Bac) (list £95.80) ..... BARGAIN £54
4F-090-104 9 Plank Gas Light and Coke 763 (Dap) NEW £9.80
4F-090-105 9 Plank Gas Light and Coke 763 Weathered (Dap) NEW. . . £10.80
4F-016-102 Banana Van Geest B882120 (Dap) NEW £9.40
4F-016-103 Banana Van Geest B882120 Weathered (Dap) NEW . £10.40
R6473 BR Brown mineral wagon x 3 (Railroad Range) (Hor) (list £17.49) ..... BARGAIN £12
38-427 Bulk grain bogie hopper in Traffic Services Limited (Bac) . £46.71
38-427 Pack of 4 (Bac) (list £239.80) ..... BARGAIN £172
38-427 Megapack of 8 (Bac) (list £479.60) ..... BARGAIN £330

38-350A Pack of 4 BZA steel carrier steel coils in EWS (Bac) (list £103.80) ..... BARGAIN. £52
38-350A Single (Bac) (list £25.95) ..... BARGAIN £14

37-951B Pack of 4 Conflat wagon in BR bauxite BD container in BR crimson B709076 (Bac) (list £63.80) BARGAIN . . £54.23
37-951B Single (Bac) £13.56
4F-044-001 Feab Container Twin Pack OO Ft Liner 640707 + 640708 (Dap) £31
38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard Buff - Flask 43 (Bac) (list £29.95) ..... BARGAIN £19

37-314 Pack of 4 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac) (list £199.80) ..... BARGAIN. . . . £108
37-314 Single (Bac) (list £49.95) ..... BARGAIN £29
38-250A IPA twin double deck car transporter 'STVA' red - weathered (Bac) £42.46

38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) ..... BARGAIN. . . . £160
38-212A Single (Bac) £42.46
38-200A JPA bogie cement hopper "VTG - Lafarge Cement" (Bac) (list £35.95) ..... BARGAIN £22
38-200A Pack of 4 (Bac) (list £143.80) ..... BARGAIN £85
38-200A Megapack of 8 (Bac) (list £287.60) ..... BARGAIN £166
B910C KQA/KTA Pocket wagon & container (Dap) NEW £25.25

38-242^ Megapack of 8 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £216) ..... BARGAIN. . . . £162
38-242^ Single (Bac) (list £27) ..... BARGAIN £22
38-242^ Pack of 4 (Bac) (list £108) ..... BARGAIN £78

38-052 MTA open box ballast wagon in EWS (Bac) NEW. £16.11
37-983 Pack of 2 Conflat wagons in BR bauxite (Bac) £25.46

37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) ..... BARGAIN. £28

37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95) ..... BARGAIN. £28
37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac) £33.96
4F-011-013 Ventilated Van LMS Fruit Van 511254 (Dap) NEW £9.40
4F-011-014 Ventilated Van LMS Fruit Van 511254 Weathered (Dap) NEW £10.30

38-059 ZDA Bass dropside open wagon in BR grey & yellow - weathered (Bac) NEW £19.51

DCC decoders

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

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57

36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) . . BARGAIN. £70
36-557 Single (Bac) £14.50
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76

R8249 Single (Hor) £14

DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
BPDCC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £32

DCC controllers

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

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68

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

DCC accessories

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7

R8243 Surface Mounted point motor (Hor) £7

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) ... £48

Lighting equipment

GM56 Buffer lights x 2 (Gau) £10
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
GM50 Locomotive wheel cleaner (Gau) £24

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) ... £21.75

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5

Man-made scenic structure - railway-related

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

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

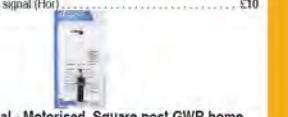
R083 Box of 6 Buffer Stop (Hor) £8
R083 Single (Hor) £1.40

R070 Electrically Operated Turntable (Hor) £59

44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46
LK-85 Lineside Flexible Field Fencing (1060mm) (Pec) NEW £3.50
LK-86 Lineside Gates & Stiles (2 field gates, 2 stiles, 1 wicket gate) (Pec) NEW . £4
SL-43 Loco Lift and storage unit (Pec) £11
44-508 Motive Power Depot Accessories (Bac) (list £15.45) BARGAIN . . £9.50
OOCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm easi-fix mounting system (Dap) £8
R514 Platform Canopy x 2 (Hor) £12
LK-62 Platform Edging, Concrete Type (Height 20mm) (Pec) £4
SL-40 Rail built buffer stop (Pec) £1.50
R460 Straight Platform (Hor) £3.50

Signals

R406 Colour Light Signal (Hor) £19
R169 Home junction signal (Hor) £10



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22
4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OOSIGN4) (Dap) £22

Buildings - general

R9810 Skaledale Corrugated Iron Workshop (Hor) £26.84
44-0047 Corner Florist (Bac) NEW £29.71

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
44-025 Hampton Heath colliery - Pit Head Lift - Scenecraft range (comes in plain white box) (Bac) £23
44-265 Low Relief Block of flats (Bac) NEW £53.51
44-262 Low Relief Cinema (Bac) £33.96
44-267 Low Relief Corner Pub (Bac) £25.46
PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) £10
44-246 Low relief terraces (120 x19 x 104mm) (Bac) £22.91
PO261 Pair of red brick terraced houses (Card Kit) (Met) £8
44-0005 Portable office (96 x 42 x 34mm) (Bac) £16.96

44-0027 Rural Bus Depot (Bac) NEW £50.96
R9825 Skaledale Railway Stores (Hor) £18
PO283 Small factory kit (Met) £12
44-0045 Surburban Station (Bac) NEW £46.71
PO282 Warehouse - low relief or stand-alone (Met) £12

Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac) £33.96
44-145 Highley Station Cattle Dock (106 x 44 x 40mm) (Bac) (list £38.95) ..... BARGAIN £20
44-562 Metal fencing (Bac) £8.46
44-539 Platform Tractor Unit (Bac) £12

Sign up to our weekly newsletter at ehattons.com/mailinglist

Hattons Est. 1946

Opening hours
Store: 09:00 - 17:00 Mon - Sat
10:00 - 16:00 Sun

07:00 - 20:30 Mon-Fri
07:00 - 18:00 Sat 09:00 - 17:00 Sun

Bridges, Tunnels & Walls

R076 Foot Bridge (Hor) £14
R8008 Grand suspension bridge (Hor) £39
44-568 Quayside walls (Bac) £33.96
PO244 Retaining Wall in Red Brick - 4 sections per kit (Mot) £11
PO245 Retaining Wall in Stone - 4 wall sections per kit (Mot) £11

Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

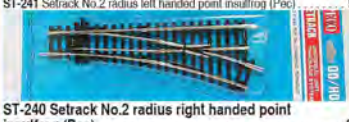
People - civil

36-407 1950s Train Crew x 6 (Bac) £6.21

36-047 Locomotive staff x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21
36-043 Station staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Setrack double straight (Pec) £2
ST-226 Setrack No.2 radius double curve (Pec) £2.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9



ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-231 Setrack No.3 radius double curve (Pec) £3
ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-204 Setrack Quad Straight (Pec) £3.50
ST-204 Box of 24 (Pec) £76
ST-200 Setrack standard straight (Pec) £1.50

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3

SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3
SL-E99 3 way medium radius point electrofrog (Pec) £25

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

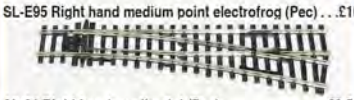
SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand curved point electrofrog (Pec) £12.50
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insulfrog (Pec) £12

SL-96 Left hand medium point (Pec) £10
SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50

SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-86 Right hand curved point (Pec) £12.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point electrofrog (Pec) £12
SL-88 Right hand large point insulfrog (Pec) £12

SL-95 Right hand medium point (Pec) £10

SL-E95 Right hand medium point electrofrog (Pec) £10

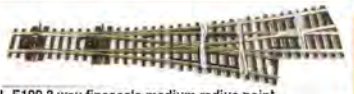


SL-91 Right hand small point (Pec) £9.50
SL-E91 Right hand small point electrofrog (Pec) £9.50
SL-93 Short crossing insulfrog (Pec) £8.50
SL-80 Single slip insulfrog (Pec) £28

Track - Code 75 FineScale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickle Silver concrete-sleeper flexible track. (Pec) £3
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 Single (Pec) £3



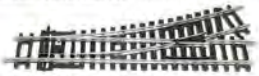
SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
SL-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12

SL-E195 Finescale right hand medium point electrofrog (Pec) £12
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R8262 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
ST-2001 Double Straight Track (ST-201 x 8) (Pec) £16
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R063 (Hor) £21
R8074 Left hand curved point (Hor) £14.40
R8077 Left hand Express point (Hor) £16



R8072 Left Hand Standard Point (Hor) £9
36-872 Left-hand standard point (Bac) £7.52
R603 Long Straight (Hor) £3.25
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
36-603 Box of 10 (Bac) (list £34) ..... BARGAIN £24.80
R8078 Right hand Express point (Hor) £16

R8073 Right Hand Standard Point (Hor) £9
36-873 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) £66
R600 Standard Straight (Hor) £1.40
R600 Box of 24 (Hor) £33
ST-100 Starter Track Set (Pec) £54
36-601 Straight track 335mm (same as Hornby R601) (Bac) £1.70

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
GM210 Brown ballasted underlay x 5 metres (Gau) £19

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £9
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) £9

Buses

UK6034 ADL Enviro400H Hybrid Stagecoach Oxford (Nor) £48
34110 AEC RT bus "London Country" (EFE) £24
40201EFE Atkinson Artic Boxvan - National Carriers (EFE) £25
20140 Bedford OB Coach - Southdown (EFE) £26.50

NEW

76OWB011 Bedford OWB MacBraynes (Oxf) NEW £12
16230 Bristol LS 'Hants & Dorset' (EFE) NEW £28
B205A Bristol MW5G - Ribble (Tilling Red) (334) (Bas) £17
33802EFE Bristol RELH Coach 'Lincolnshire Road Car' (EFE) NEW £28
38124 Bristol VRT 'United Counties' (EFE) NEW £28
38119 Bristol VRT BR Engineering Training Bus (EFE) £33
28608 GM Standard Atlantean 'First Greater Manchester' (EFE) NEW £28
76LRT006 Leyland Royal Tiger Coach Lough Swilly (Oxf) £13
18409 Leyland Tiger TS8 - Type B - "County Motors" (EFE) £24

76PD2001 Leyland Titan PD2/12 Maidstone & District (Oxf) £16
24823 Plaxton Minibus 'Norfolk Green' (EFE) NEW £28
76PAN002 Plaxton Panorama Flights (Oxf) £12
20650EFE Plaxton Pointer Dart 'Clydeside' (EFE) £28
OM46309B Routemaster, East Midland, 15A Mansfield (Cor) (list £29.99) ..... BARGAIN £24
76IRZ005 Scania Irizar PB White (Oxf) £16
76SET38 Southdown Centenary Set Leyland Royal Tiger & Weymann Fanfare (Oxf) £23
29607 Wright Dennis Lance 'Southend Transport' (EFE) NEW £28
OM46710B Wright Eclipse 2, First Hampshire, E2 Fareham Bus Station (Cor) (list £29.99) NEW ..... BARGAIN £24

NEW

OM46710A Wright Eclipse 2, First Hampshire, E2 Gosport Ferry (Cor) (list £29.99) NEW ..... BARGAIN £24
OM46508A Wright Eclipse Gemini 2, Tower Transit, 25 Ilford (Cor) (list £29.99) ..... BARGAIN £24
OM46508B Wright Eclipse Gemini 2, Tower Transit, 25 Oxford Circus (Cor) (list £29.99) ..... BARGAIN £24

Cars

76AUS001 Austin 1300 Bronze Yellow (Oxf) £4.75
76ACF001 Austin Cambridge Persian blue/white (Oxf) £5
76ASS001 Austin Seven RN in Saloon Fawn (Oxf) £4.75
76ASS003 Austin Seven RN Saloon Maroon (Oxf) £5
76JAG7005 Jaguar MkVII Twilight Blue (Oxf) NEW £5

NEW

76SR005 Sunbeam Rapier MkIII Powder Blue (Oxf) NEW . £5

Commercial vehicles

76ASV002 Austin Seven RN Van AA (Oxf) £4.75
76ASV003 Austin Seven RN Van Liptons Tea (Oxf) £5
76CA002 Bedford CA Ice Cream Walls (Oxf) NEW £5
DA90 Dodge PN Tipper - Hoveringham Gravel (Circa 1955 - 1965) (Bas) £7.99
76TCAB007 Eddie Stobart Scania T Cab Curtainside (Oxf) £18

76LV003 ERF LV Flatbed Trailer Eddie Stobart (Oxf) .. £12
76FCG003 Ford Cargo Box Van Harris (Oxf) NEW £11
76FTC004 Ford Transit Connect British Gas (Oxf) NEW £4.75
76FT1001 Ford Transit Mk1 White (Oxf) £5
76FT3001 Ford Transit Mk3 White (Oxf) £5
76SET16 Land Rover Transporter set transporter & 8 vehicles (Oxf) £40
76DAF003 Leyland Daf FT85CF Curtainside Eddie Stobart (Oxf) £18
DA94 Leyland Octopus Tipper - Charringtons (Bas) NEW £9.50

76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie Stobart" (Oxf) £21
76SC110003 Scania 110 Flatbed Trailer James McBride (Oxf) £13
76S143002 Scania 113 Tipper Reids of Minishant (Oxf) £18
76S143001 Scania 143 40ft Curtainside Pollock (Oxf) £18
76SHL01TK Scania Cab BP Tanker (Oxf) £20
76SCL003 Scania Crane Lorry Eddie Stobart (Oxf) £14

76SHL06WF Scania Highline - Eddie Stobart - A P McCoy (Oxf) £18
76DBU002 Scania Topline Drawbar A. Pettifor & Son (Oxf) £23
76DBU001 Scania Topline Drawbar Unit "Eddie Stobart" (Oxf) £22

76VOL4001 Volvo FH4 Curtainside Eddie Stobart (Oxf) .. £19

Farming & Construction

76MF001 Massey Ferguson 135 in Red (Oxf) £4.75

Military ground vehicles

76TIL009 Austin Tilly Bomb Disposal (Oxf) NEW £5
76MWD006 Bedford MWD 10th Armoured Div 41st (Oldham) Royal Tank Regiment as per Tunisia 1943 (Oxf) NEW £6
76BD017 Bedford OXD GS Truck 1st Armoured Division 1941 (Oxf) £10

NEW

76QLB001 Bedford QLB 4th Infantry, UK 1942 (Oxf) NEW £12

76DT001 Diamond T980 Tank Transporter TRC Western Desert 1942 GHQ Cairo (Oxf) £20
76RAB010 Scammell Scarab Van Trailer Royal Navy (Oxf) NEW £8

Public Service vehicles

76SET34 5 Piece Brrtish Rail Set K8/CA/Q25/LR (Oxf) £20
76SET31 6 Piece London Fire Brigade 150th Anniv. WLG/TLM/Regent/F8/F106/AEC (Oxf) £70
76LRD006 Land Rover Discovery 3 Cairns Blue Metallic (Oxf) NEW £4.50
76LRC001 Land Rover FT6 Carmichael "Cheshire County Fire Brigade" (Oxf) £8.95
76LRC003 Land Rover FT6 Carmichael Forth Road Bridge (Oxf) £8
76LRC002 Land Rover FT6 Carmichael Westland Aircraft Ltd (Oxf) £8

NEW

76TN001 Thornycroft Nubian Major City of Birmingham AFS (Oxf) NEW £12

Boats & Ships - civil

44-557 Fishing boat (Bac) £46.71

N Gauge

Steam locos

ND095AD Britannia Pacific 4-6-2 70000 "Britannia" in BR green late crest and original smoke deflectors. DCC Fitted (Dap) £119
ND095b Britannia Pacific 4-6-2 70013 'Oliver Cromwell' in British Railways Green early crest (Dap) £102
ND095BD Britannia Pacific 4-6-2 70013 'Oliver Cromwell' in British Railways Green early crest. DCC Fitted (Dap) £119
372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) £135.96

372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) ... £135.96
372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest (Gra) £135.96
2S-009-004 Class 2884 2-8-0 3803 in GWR green GWR lettering (Dap) ... £105
372-626 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) £93.46
372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) . £93.46

2S-015-004 Class 2MT Ivatt 2-6-2 in BR black early emblem - weathered (Dap) £57
2S-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53
2S-009-005 Class 3800 2-8-0 3819 in GWR green GWR lettering (Dap) ... £105
2S-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) £95
2S-010-003D Class 49xx Hall steam loco 4958 'Priory Hall' in GWR lined green. DCC fitted (Dap) £111
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) . £93.46

372-062 Class 4F 0-6-0 43875 in BR black early emblem & Johnson tender (Gra) £93.46
372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender (Gra) £93.46
372-750 Class 4MT Fairburn 2-6-4 tank 2691 in LMS black (Gra) .. £97.71

372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) £97.71

2S-007-007D Class 5700 Pannier 0-6-0 4607 in BR black early crest - DCC Fitted (Dap) £82
2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) . £61
2S-007-009 Class 57xx Pannier #5724 GWR Green 'GWR' Lettering (Dap) £61
2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) . £61
2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtbutton emblem - DCC fitted (Dap) £88
2S-019-002 Class 6800 4-6-0 6802 'Bampton Grange" GWR green 'G & W' lettering (Dap) £100
2S-019-006 Class 6800 4-6-0 6803 'Bucklebury Grange" in BR lined green late crest (Dap) £100

2S-019-001 Class 6800 4-6-0 6820 "Kingstone Grange" in GWR green shirtbutton emblem (Dap) £100
2S-019-005 Class 6800 4-6-0 6837 'Forthampton Grange" in BR lined green early emblem (Dap) £100
2S-001-003 Class 7800 Manor 4-6-0 7805 "Broome Manor" in GWR green GWR lettering (Dap) £100
2S-001-003D Class 7800 Manor 4-6-0 7805 "Broome Manor" in GWR green GWR lettering. DCC Fitted (Dap) £119

372-182 Class 8P Duchess 4-6-2 46235 "City of Birmingham" BR green late crest (Gra) £127.46
2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75

372-800B Class A1 4-6-2 60163 "Tornado"' in BR Express blue (as preserved) (Gra) £135.96

372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) £135.96

372-387 Class A2 4-6-2 60527 'Sun Chariot' BR lined green black late crest (Gra) £135.96

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for more details

NEW

372-388 Class A2 4-6-2 60532 'Blue Peter' BR lined green late crest (Gra) NEW £135.96

372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) £135.96
ND129G Class A3 steam loco 2744 'Grand Parade' LNER apple green (Dap) £99
2S-008-004 Class A4 steam loco 60022 "Mallard" in BR dark blue early crest & double chimney (Dap) NEW £105
2S-008-004D Class A4 steam loco 60022 "Mallard" in BR dark blue early crest & double chimney. DCC fitted (Dap) NEW £123

NEW

2S-008-005 Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney (Dap) NEW £105

NEW

2S-008-005D Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney. DCC fitted (Dap) NEW £123
2S-008-007 Class A4 steam loco 60027 "Seagull" in BR green early crest & double chimney (Dap) NEW £105
2S-008-007D Class A4 steam loco 60027 "Seagull" in BR green early crest & double chimney. DCC fitted (Dap) NEW £123
2S-008-006 Class A4 steam loco 60029 "Woodcock" BR green late crest (Dap) NEW £105
2S-008-006D Class A4 steam loco 60029 "Woodcock" in BR green late crest. DCC Fitted (Dap) NEW £123
372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra) . . £110.46
2S-020-003 Class B17 4-6-0 1671 "Royal Sovereign" LNER apple green (Dap) £100.51
2S-020-001 Class B17 4-6-0 2864 "Liverpool" in LNER wartime black (Dap) £94
2S-020-001D Class B17 4-6-0 2864 "Liverpool" LNER wartime black. DCC Fitted (Dap) £110
2S-020-002D Class B17 4-6-0 61664 "Liverpool" in BR green early emblem. DCC Fitted (Dap) £110
372-400 Class J39 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71

372-932 Class N 2-6-0 31811 in BR black late crest (Gra) £106.21
372-931 Class N 2-6-0 31844 in BR black early emblem (Gra) . . . £106.21
372-930 Class N 2-6-0 868 in SR Olive green (Gra) £106.21
2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem (Dap) . . £94
2S-021-002 Class Q1 0-6-0 33018 in BR black late crest (Dap) £94
ND207CD Class Q1 0-6-0 C1 in SR black . DCC fitted (Dap) £103

372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) . .BARGAIN. . . . £89
372-933 N Class 2-6-0 810 in SECR grey (Gra) £106.21
372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) £127.46
372-185 Princess Coronation Class 4-6-2 46236 "City of Bradford" in BR black early emblem (Gra) £127.46
372-654 Standard Class 4MT 2-6-0 76063 BR lined black late crest (Gra) £110.46

Train packs

370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft "Ais Gill" Signal box (Gra) £131.71

370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89.21

370-400 Longmoor Military Railway Train Pack WD Austerity Class No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra). . £118.96

Diesel locos

NEW

371-015C Class 08 08672 in BR blue wasp stripes (Gra) NEW £76.46
371-021A Class 08 D3785 in BR green late crest (Gra) NEW £76.46
2D-015-001 Class 122 diesel railcar W55000 BR green speed whiskers (Dap) £98
2D-015-001D Class 122 diesel railcar W55000 in BR green speed whiskers. DCC Fitted (Dap) £114
372-953 Class 14 diesel D9526 BR green wasp stripes - weathered (Gra) £72.08
371-034 Class 20 diesel 20132 in BR Railfreight Red Stripe (Gra) . £89.21
371-033 Class 20 diesel D8011 BR green small yellow panel - weathered (Gra) £97.71
2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) £111
ND145G Class 26 diesel 26040 BR blue discs, snowploughs & stag emblem (Dap) £85
2D-013-001 Class 27 diesel loco D5401 BR green small yellow panels. (Dap) . £82

371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26
371-110 Class 31 diesel 5826 in BR green full yellow ends (Gra) . £100.26
371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) . .£100.26

2D-018-003 Class 35 Hymek D7013 in BR green (Dap) £79
2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) . . £85
2D-018-004D Class 35 Hymek D7024 BR green - weathered. DCC Fitted (Dap) £103
2D-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) £79
371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21
371-456 Class 37/0 diesel 37133 in Engineers Dutch (Gra) £101.96
371-166 Class 37/4 diesel 37406 'The Saltire Society' in Railfreight Distribution (Gra) £89.21
371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) £89.21
371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) . £89.21

371-828B Class 47/0 diesel 47096 in BR blue (Gra) £101.96
371-825B Class 47/0 diesel D1572 BR green small yellow panel (Gra) . £101.96
372-246 Class 47/7 diesel 47715 "Haymarket" BR Network South East (Gra) £101.96
371-287 Class 55 diesel "Deltic" 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46

371-286 Class 55 diesel "Deltic" D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46
2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) . . . £101
371-657 Class 57 diesel 57309 'Pride of Crewe' in DRS Compass (Gra) £93.46
371-656 Class 57 diesel 57312 in Network Rail yellow (Gra) £93.46
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41
371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21
2D-007-002D Class 66 diesel loco 66504 in Freightliner powerhaul green. DCC Fitted (Dap) £95
371-396 Class 66/9 diesel 66731 'InterhubGB' in GBRf (Gra) £89.21
ND101f Class 67 diesel 67024 EWS (Dap) £84
371-636 Class 70 PowerHaul diesel 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
ND099p Class 86 Bo-Bo Electric 86606 Freightliner triple grey (Dap) (list £117.89) . . . . . BARGAIN £69
ND147 Class 86 Twin pack Network Rail 86901 & 86902 (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

HSTs

2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk 3 coaches (coach numbers are W41047 and W42069) (Dap) £135
2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135

2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135
ND122J Class 43 HST Book Set in Virgin Trains 43084 & 43104 (Dap) . . . £135

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' 55032 in 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-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) £90
2D-009-100 Class 121 single car DMU 'Bubble car' W55028 in BR green small yellow warning panel (Unpowered Dummy) (Dap) £40

2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) £95
2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95
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

371-741^ 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

372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02

Train sets - analogue

370-140 The Steel Worker Class 08 D3406 in BR green & 3 x 24-Ton ore hopper wagons (Gra) £93.46

Train sets - DCC

370-070 Cornish Riviera Class 42 D829 in BR green and BR Mk1 BCK & SO coaches in chocolate & cream (Gra) .£157.21

370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR blue, Midland brake van, 7-plank wagon & 5-plank wagon (Gra) £140.21
NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches

374-188C BR Mk1 BSK Brake Second Corridor Blue & Grey (Gra) NEW . £24.61
374-185C BR Mk1 BSK Brake Second Corridor Crimson & Cream (Gra) NEW . £24.61

374-134 BR Mk1 GUV Blue Motorail (Gra) £24.61
374-682 BR Mk2A BSO Brake Second Open Network South East (Gra) . £24.61
2P-011-072 Gresley BR Maroon 2nd Class E12006E (Dap) £20
2P-011-071 Gresley BR Maroon 2nd Class E12043E (Dap) £20
2P-011-271 Gresley BR Maroon Brake E10072E (Dap) £20
2P-011-272 Gresley BR Maroon Brake E10076E (Dap) £20
2P-011-371 Gresley BR Maroon Buffet E9039E (Dap) £20
2P-011-102 Gresley Teak 1st Class 31869 (Dap) £19.50

2P-003-002 GWR B Set Coach Twin Pack GWR Shirtbutton (Dap) £20
374-535 Hawksworth 3rd Class Corridor BR Crimson & Cream (Gra) . . . £25.46
374-536 Hawksworth 3rd Class Corridor GWR Chocolate & Cream (Gra) £25.46
374-510 Hawksworth Brake 3rd Class Corridor BR Crimson & Cream (Gra) . . . £25.46
374-560 Hawksworth Corridor 1st/3rd Composite BR Crimson & Cream (Gra) £25.46
374-561 Hawksworth Corridor 1st/3rd Composite GWR Chocolate & Cream (Gra) £25.46
374-585 Hawksworth Full Brake BR Crimson & Cream (Gra) £25.46
2P-005-230 Mk 3 Intercity 2nd Class #42202 HST (Dap) £19
374-085A Mk1 BCK Brake Corridor Composite Blue & Grey (Gra) £20.83

NEW

374-187C Mk1 BSK Brake Second Corridor Maroon Weathered (Gra) NEW £25.46
374-162 Mk1 FK first corridor in green (Gra) (list £28.95) BARGAIN . . £14
CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) £71
NPE008 Plaxton Elite Stagecoach Coastrider (Oxf) NEW £7

Wagons

373-682 14 Ton Tank Wagon 'ICI' Maroon (Gra) NEW £13.56
373-680 14 Ton Tank Wagon Large Filler "Mox Lamp Oils" (Gra) NEW . £13.56
377-528 20 Ton Brake Van in BR bauxite (late) - weathered (Gra) £16.11

377-826A 20 Ton Presflo Bulk Powder Wagon 'Crown Cement' Bauxite (Gra) (list £17.95) . . . .BARGAIN. £8
2F-034-035 21T Hopper NE 193265 (Dap) NEW £9.10
377-278 27 Ton Steel Tippler Wagon MSV in BR bauxite (Gra) NEW . . . £11.86
2F-031-008 6 Wheel Milk Tanker Express Dairy (Silver) (Dap) £13
2F-071-030 7 Plank BR P238835 (Dap) NEW £9
2F-071-031 7 Plank BR P238835 Weathered (Dap) NEW £10
377-600A 80 Tonne glw BDA Bogie Bolster Wagon Loadhaul (Gra) (list £24.95) . . . . . BARGAIN £15
NR-305 CDA china clay hopper wagon in silver & blue "ECC" (Pec) . . . £14
377-800 FNA Nuclear Flask Wagon Flat Floor & Round Buffers - Flask 14 (Gra) (list £29.95) . . . . . BARGAIN £17

377-802 FNA Nuclear Flask Wagon Sloping Floor & Oval Buffers - Flask 38 (Gra) (list £29.95) . . .BARGAIN. £15
2F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25
2F-053-003 Megafret Wagon (3368 4943 061) + 2 Less Co2 Containers - weathered (Dap) £30
2F-053-001 Megafret Wagon (3368 4943 076) + 2 Less Co2 Containers (Dap) £25

377-235A Triple Pack of 16 Ton Steel Mineral Wagons in BR grey - weathered (Gra) £36.51
377-279 Triple Pack of Steel Tippler Wagons in BR grey 'Iron Ore' - weathered (Gra) NEW £36.51
373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56

DCC decoders

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

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap) £8

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2
TT4560 Tidy Track Roto Wheel Cleaner N Gauge (Woo) £18.25

Man-made scenic structure - railway-related

SL-340 Buffer Stop Rail Built Type (Pec) £1.50
NB-55 Turntable Kit, well type, deck length 151mm (Pec) £13

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Trees

GM127 Spring/Summer Trees (10) (Gau) NEW £7

Track - Code 80 Setrack

ST-8 2 setrack buffer stops (Pec) £1.50

ST-11 Double straight track (Pec) £1.50
ST-19 N Setrack No. 4 radius double curve (Pec) £2.50
ST-17 N Setrack No3 radius double curve (8 form a circle). 298.5mm/11.75" radius (Pec) £2
ST-12 No.1 radius double curve (Pec) £1.50
ST-15 No.2 radius double curve (Pec) £1.50

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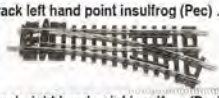
ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-1 Standard straight track (Pec) £1.30
ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9

SL-396 Left hand medium point insulfrog (Pec) £9
SL-388 Right hand large point insulfrog (Pec) £10

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

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

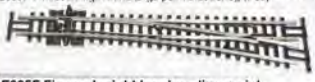
Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickle Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickle Silver Flexible Track Concrete Sleepers (Pec) .. £3.50
SL-302F Pack of 30 (Pec) £91

SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec). £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11

SL-E390F Finescale double slip electrofrog (Pec) £35
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-E396F Finescale left hand medium point electrofrog (Pec) £10

SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9
SL-E383F Finescale scissors crossover electrofrog (Pec) £58
SL-E397F Finescale Y Point. Electrofrog (Pec) £11

Track & Points

379-460 Left Hand Standard Point (Gra) £7
379-461 Right Hand Standard Point (Gra) £7
ST-45 Setrack N Gauge Curved Turnout L/H (Pec) £14
ST-44 Setrack N Gauge Curved Turnout R/H (Pec) £14

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) .. £18

Commercial vehicles

NLAN188019 Land Rover Series 1 88" Hard Top AA (Oxf) NEW £4

O Gauge (1:43 Scale)

Diesel locos

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

6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) NEW £499

Coaches

4920 BR Mk1 BSK brake 2nd corridor coach in carmine & cream (Hel) £250
4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250

4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £325) ..... BARGAIN £250
4911 BR Mk1 SO 2nd open in maroon (Hel) £250
4914 BR Mk1 SO 2nd open in SR green (Hel) £250

4952 Mk1 BG full brake in BR blue and grey (Hel) ... £250
4953 Mk1 BG full brake in BR chocolate and cream (Hel) £250
4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) £250

Wagons

1005 33xx class B tank in Mobil Charrington red (Hel) £63
7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap) £62

7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) £62

7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap). £62
4375 BR black DB983021 - Dogfish (Hel) NEW £79
4376 BR green DB983239 - Dogfish (Hel) NEW £79
4352 BR green DB983503 - Catfish (Hel) NEW £79
4351 BR green DB992623 - Catfish (Hel) NEW £79
4377 BR green DB993608 - Dogfish (Hel) NEW £79
4350 DB992531 in engineers black - Catfish (Hel) NEW £79

4353 Engineers grey/yellow DB983466 - Catfish (Hel) NEW .. £79
4378 Engineers grey/yellow DB993116 - Dogfish (Hel) NEW £79
7F-100-001 SR 25T 'Pillbox' Brake van 55995 in SR brown & red right hand ducket, small lettering (Dap) £62
7F-100-002 SR 25T 'Pillbox' Brake van 56235 in SR brown & red right hand ducket, large lettering (Dap) £62

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickle Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
SL-700BH Single (Pec) £6.50
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £83

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
SL-E786BH Right hand O gauge curved turnout (Pec) £50
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6
SL-E797BH Y Point bullhead rail & electrofrog (Pec) £39

Cars

43ASS004 Austin Seven RN Saloon Westminster (Oxf) £13
43AH1002 Austin-Healey 100 BN1 (Tonneau) (Oxf) NEW £20
VA13702 BMW 318i (E30), 'Design' Convertible, Neon Green (Cor) (list £19.99) NEW ..... BARGAIN £16
VA13402A BMW 325i Coupe (E30), Sport M-Tech 1, Dolphin Grey, RHD (UK) (Cor) (list £19.99) NEW ..... BARGAIN £16

43DSP002 Daimler SP250 Royal Red (Oxf) £20
VA10815A Ford Capri Mk3 3.0S, Peppermint Sea Green, 'Autocar Roadtest Car', RHD (UK) (Cor) (list £19.99) NEW .. BARGAIN £16
VA04116 Ford Cortina Mk2 1300 De Luxe, Manchester & Salford Police, Ford Demonstration Car (Cor) (list £24.99) NEW ... BARGAIN £20
VA11910A Ford Cortina Mk4, 2.0 Ghia, Jupiter Red, RHD (UK) (Cor) (list £19.99) NEW ..... BARGAIN £16

VA09518 Ford Escort Mk1 1300E, Amber Gold (Cor) (list £19.99) NEW ..... BARGAIN £16
VA11910B Ford Taunus TC2, 2.0 Ghia, Jupiter Red, LHD (Germany) (Cor) (list £19.99) NEW ..... BARGAIN £16
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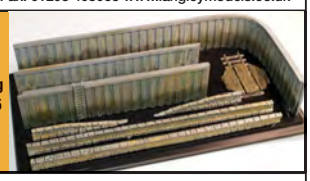

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The above kindly transferred from Hornby magazine October 2015 written by Tim Shackleton.

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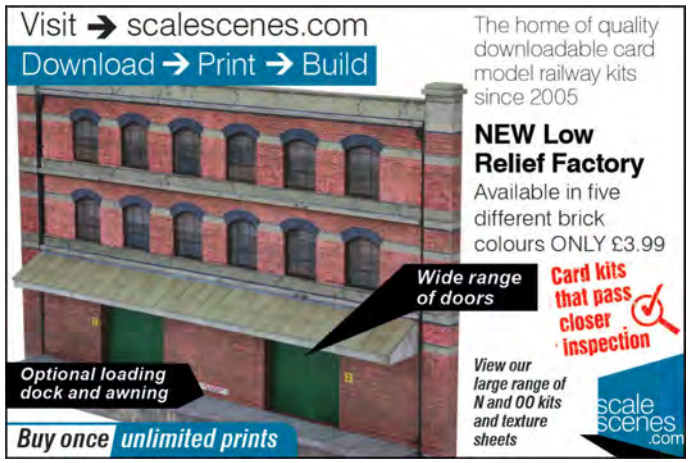

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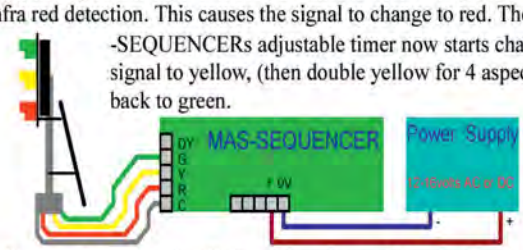

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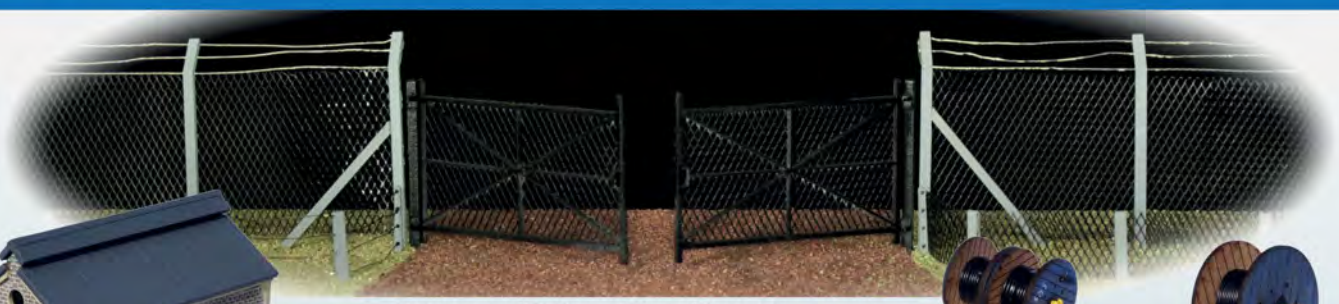

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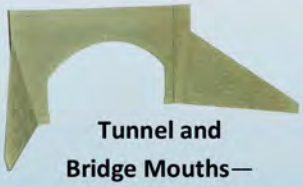

Tunnel and Bridge Mouths—
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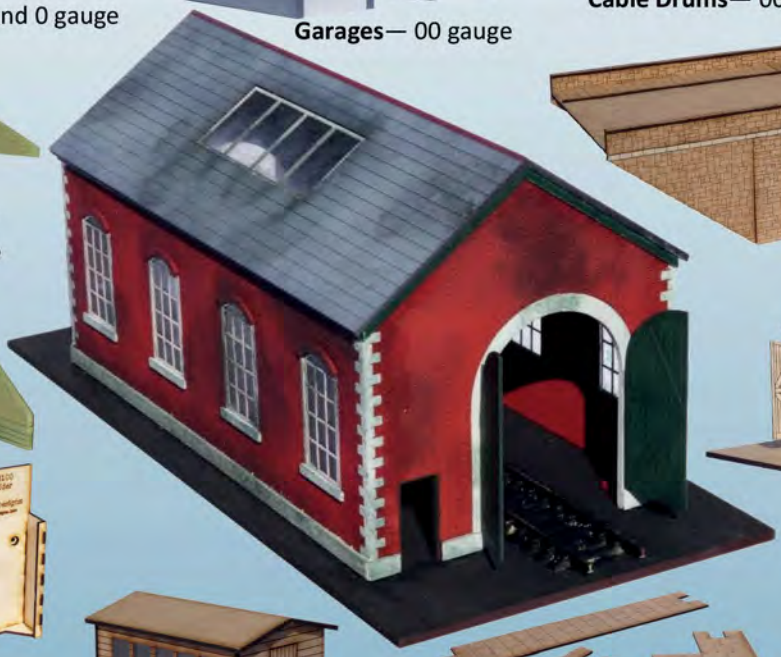

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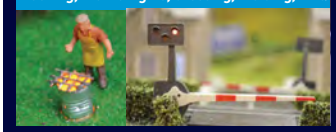

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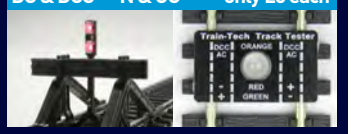

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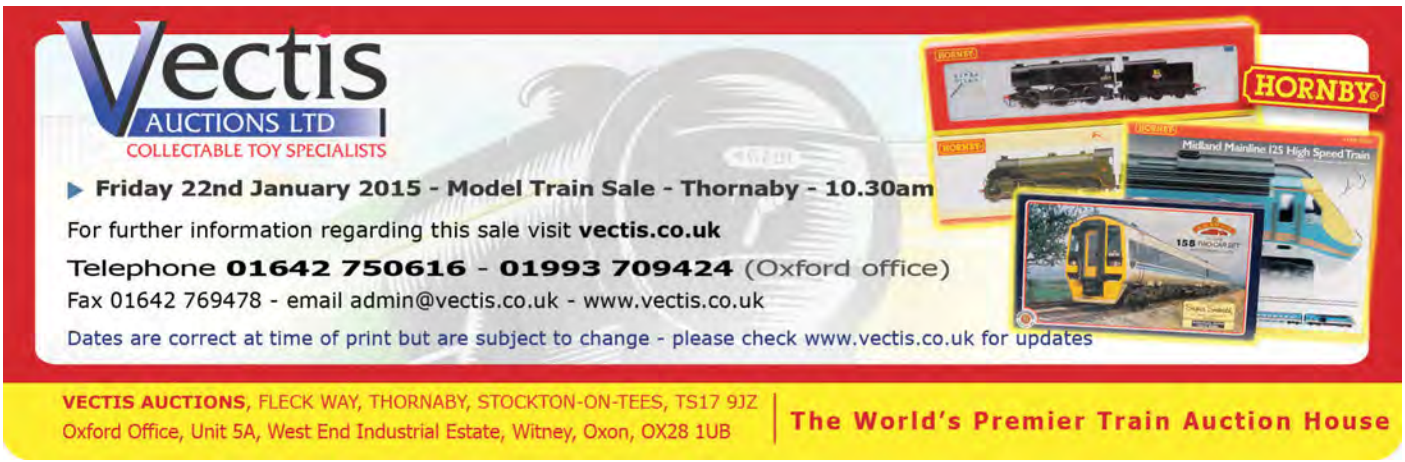
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ADVERTISERS INDEX

4Track Models Ltd	136
A C Models	160
Along Classic Lines.com	54
Alton Model Centre	147
Anoraks Anonymous	137
Aspire Gifts & Models	160
Bachmann-Europe (W.Britain Ltd)	164
BLOCKsignalling	153
Bristol 7mm Exhibition	134
Bure Valley Railway	160
C & L Finescale Modelling Ltd	136
CGW Nameplates	136
Church Street Models	153
Dapol Ltd	163
DCC Concepts Pty Ltd	65
DCC Supplies	132
Durham Trains of Stanley	153
East Kent Models	147
Ellis Clark Trains	109
EMA Model Supplies	154
Erith Model Railways Society	142
Express Models	154
Finescale Model World Ltd	147
Flair Rail	154
Fox Transfers Limited	146
Freestone Model Accessories	154
Frizinghall Models & Railways	146
Gas Cupboard Models	154
Gaugemaster Controls Plc	20 / 21
Gee Dee Models	154
Ghost-Signs.com	154
Gilbow Holdings Ltd	3
Golden Valley Hobbies	154
Grimy Times	136
Harburn Hobbies	148
Hatton's 2 Ltd	130
Hatton's Model Railways	121 - 129
Heathcote Electronics	142
Hereford Model Centre	135
John Ayrey Die-Casts Ltd	54
John Dutfield	158
Kernow Model Rail Centre	46 / 47
KR Multicase	152
Langley Models	132
Lcut creative	149
Loco Boxes	146
Locomotion	140
London Transport Museum	151
Loughborough Model Centre	133
Mercian Models	152
Meridienne Exhibitions Ltd	149 / 161
Metcalfe Models & Toys Ltd	32 / 33
Mike Pett	149
Model Railway Baseboards	146
Model Railway Solutions	152
Model Railways Direct Ltd	138 / 139
Model Scenery Supplies	152
Monk Bar Model Shop	152
Morley Controllers	142
Morris Models	152
Olivias Trains	141
Osborn's Models	153
Oxford Diecast	95
Parkwood Arts Ltd	146
Peedie Models	142
Pennine Models	109 / 145
Peters Spares Model Railways Ltd	132
Photoworld Model Railways	160
Pooleys Puffers	152
Radley Models	152
Rails of Sheffield	92 - 94
Ron Lines	158
S & J Models	144
Sankey Scenics	136
Sawyer models	153
Scale Model Scenery Ltd	160
Scale Scenes	142
South West Digital	150
Southampton Model Railway Society	150
Springside Models	160
Strawberry Line Miniature Railway	160
Street Level Models	153
Superquick	145
Taunton Controls Ltd	146
Ten Commandments	155
The Hobby Shop	155
The Junction Box	134
The Loco Shed	147
The Railway Conductor	149
The Sports & Model Shop	155
Train Times Model Shop	155
Train-Tech	145
Trains 4 U	155
Tridene Solutions Ltd	143
Vectis Auctions	148
Warners Group Publications Plc	148
Warwick & Warwick	131
Wickness Models	155
Wicor Models	155
York ModelMaking	155
YouChoos	147
Zimo Elektronik	6

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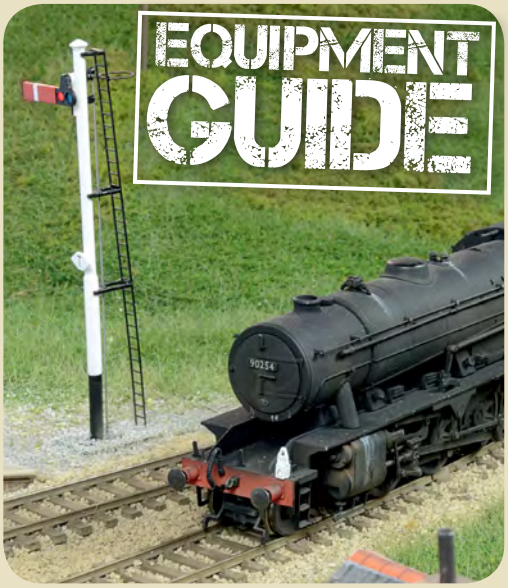
NEXT ISSUE

OAKLEY GREEN

BR blue is the order of the day at Oakley Green – a busy motive power and parcels depot set on the Southern Region. Taking inspiration from Basingstoke and Eastleigh, next issue Jamie Mathlin reveals the story behind this fascinating 'OO' scale layout.



SIGNALS

An impressive range of ready made working signals is now available for 'OO' scale. Next month Mark Chivers reviews semaphores and colour lights which are available off the shelf.

NEWBURN

Starting a new layout project can be a challenge, but with a defined plan of creating a robust 'no frills' layout with a double track main line and set on the GWR network between 1900 and 1935 Les James knew exactly what direction he was taking. Read the full story on Newburn next issue.

TWO-BOB PRESFLOS

With prices for ready-to-run models on the rise Tim Shackleton raids his stock of Airfix kits to develop a budget rake of Presflo cement wagons with added detail.

THE NEXT ISSUE OF HORNBY magazine is on sale on January 14 2016

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2D-004-000D - Class 56 Load Haul Black & Orange Ferrybridge 56006 DCC
2D-004-001 - Class 56 Red Stripe Railfreight Grey 56019
2D-004-001D - Class 56 Red Stripe Railfreight Grey 56019 DCC
2D-004-002 - Class 56 Triple Grey Construction Sector Livery 56001
2D-004-002D - Class 56 Triple Grey Construction Sector Livery 56001 DCC
2D-004-003 - Class 56 BR Blue Livery 56022
2D-004-003D - Class 56 BR Blue Livery 56022 DCC
2D-004-004 - Class 56 Triple Grey Coal Sector Livery 56016
2D-004-004D - Class 56 Triple Grey Coal Sector Livery 56016 DCC

2F-038-031 - 20T Steel Mineral - BR B315752
2F-038-032 - 20T Steel Mineral - BR B315752 Weathered

All product release dates correct at time of going to press

'OO' releases in December

Class 73

4D-006-003 - Class 73 BR Blue 73135
4D-006-005 - Class 73 Early Blue with SYP & Double Arrow Logo E6039
4D-006-006 - Class 73 Dutch Yellow & Grey Civil Engineers 73138
4D-006-007 - Class 73 Lisa GB Railfreight Blue / Yellow 73206

Also available as DCC and DCC + Sound

4F-034-108 - 21T Hopper - Simpson 78
4F-034-109 - 21T Hopper - Simpson 78 Weathered

Also released this month include;

4F-052-029 - 5 Plank 9FT W/B - Marshall 5
4D-052-030 - 5 Plank 9FT W/B - Marshall 5 Weathered
4F-071-124 - 7 Plank - Treoch Granite
4F-071-125 - 7 Plank - Treoch Granite Weathered
4P-010-041 - 57FT Stanier Non Corridor Comp BR Maroon Lined M19185M
4P-010-042 - 57FT Stanier Non Corridor Brake BR Maroon Lined M25255M
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44-568 - Quayside Walls
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44-557- Fishing Boat
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44-0039 - Fishing Net Lofts
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